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TRANSPORT STATEMENT

Proposed Cavendish Primary School, Eastbourne

CLIENT
ECE Architecture
Brooklyn Chambers
Worthing
West Sussex

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1. INTRODUCTION

1.1 Context

1.1.1 This report has been prepared for ECE Architecture in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.1.2 GTA Civils Ltd has been commissioned by ECE Architecture to prepare a Transport Statement in connection with the proposed development of a new Primary School, in Cobbold Avenue & Eldon Road, Eastbourne.

1.2 The Report

1.2.1 This report considers:

- The existing site and the proposed development;
- Transport infrastructure and services serving the school;
- Typical school travel patterns for primary schools;
- The transport impacts of the proposed development; and
- Summary and Conclusions.

1.2.2 The report makes use of:

- Typical School Travel Plan survey results;
- School pupil post code data;
- Transport network data;
- Junction analysis.

1.2.3 The school site and surrounding area was inspected and surveyed on a number of occasions (December 2014, February & March 2015) in the preparation of this report.

2. EXISTING SITE

2.1 Site and its Location

2.1.1 The site is located in the north western part of Eastbourne. The site is bounded by Eldon Road to the south and Cobbold Avenue to the north. The proposed site access is within the grounds existing Secondary School. The secondary school has one main vehicular access onto Eldon Road with separate narrow access for service vehicles. In addition, there are two pedestrian accesses, one at each end of the site frontage onto Eldon Road. The site location is shown in Appendix A.

2.1.2 On the northern boundary of the site, there is an existing service vehicle access onto Cobbold Avenue.

2.1.3 Opposite the existing school, there is the Victoria Baptist Church. Within the church, the Eldon Road Pre-School Nursery existed up until recently. This nursery accommodated 30 children. When operating, it was open 5 mornings a week during term time 9.15 – 12.15, and employed 3 staff. This created additional traffic generation which has now ceased.

3. TRANSPORT INFRASTRUCTURE AND SERVICES

3.1 Highway Network

3.1.1 Eldon Road is an unclassified road (U/C2084) and is a main east – west distributor road for this residential part of northeast Eastbourne. It provides residential access linking to a number of other similar roads in this part of the town. It is predominantly a residential road around 7.3m wide with a 1.8m wide footway and separate verge along the site frontage. There is a footway on the opposite side of the road. It is street lit and subject to a 30 mph speed restriction.

3.1.2 At the eastern end of Eldon Road, it connects at a traffic signal controlled junction to Willingdon Road (A2270) which is one of the main north-south routes into the town. The A2270 forms part of the wider strategic highway network connecting the A27 to the north with Eastbourne town centre to the south. This road is around 7.3m wide with footways on both sides and a wide verge on the eastern side. This road provides good connectivity from the school to the wider town.

3.1.3 To the west, Eldon Road connects with Victoria Drive which is a classified road (C695) running north to south acting as a local distributor road providing residential access to the local area. It has double yellow lines on both sides and a zebra crossing just to the south of the Eldon Road junction.

3.1.4 Eldon Road is subject to a 30mph speed limit and is a bus route. There are parking restrictions (double yellow lines) on both sides of Eldon Road along the western part of the existing school frontage and also along the eastern part of the frontage. On street parking is permitted along the central part of the school frontage around the existing vehicular access. Therefore there is some on street parking available close to the proposed school but this does tend to become fairly busy at the start of the existing school day (0820). During the day, there is limited on street parking that takes place and therefore, there are some free spaces available.

3.1.5 Cobbold Avenue is an unclassified road subject to a 30 mph speed restriction and street lighting. It is around 6m wide with verges and footways on both sides. On-street parking is permitted, but as all properties have their own off-road parking, little on-street parking takes place. To the east of the site, Cobbold Avenue joins Willingdon

Road at a wide bellmouth access. To the west, Cobbold Avenue is relatively straight for the first 250m, it then turns due north for another circa 250m. It then turns westwards and becomes Stuart Avenue, before joining Baldwin Avenue at a simple priority junction around 230m to the west.

3.1.6 A survey of the peak hour turning movements of the junction of Cobbold Avenue & Willingdon Road has taken place. This shows that turning movements are light even in the AM peak hour (0800-0900) as summarised below:

- Cobbold left into Willingdon 121
- Cobbold right into Willingdon 46
- Willingdon right into Cobbold 28
- Willingdon left into Cobbold 49

In addition, on-street parking along the Cobbold Avenue site frontage has been undertaken, which shows that little parking takes place at present. The results of these surveys are included in Appendix C.

3.1.7 The crash data for Eldon Road & Cobbold Avenue has been obtained from East Sussex County Council. This shows there have been 4 slight injury accidents at the junction of Eldon Road with Victoria Drive, one at the junction of Eldon Road with Willingdon Road and one at the junction of Cobbold Avenue with Willingdon Road which all occurred in the 3 year period to 31/12/14. The crash data is included in Appendix D.

3.2 Public Transport Network

3.2.1 Eldon Road is a bus route. The nearest bus stops are directly outside of the existing main school entrance at the western end of the school frontage. There are shelters also provided with yellow bus cages in the road. Pedestrian access to these stops from the proposed school will be a relatively straight forward walk along the existing footway in Eldon Road. The bus stops are only around 100m away making it a 5 minute walk from the proposed primary school main entrance. They are served by various bus services as detailed in Table 1 below. These provide connections between the school site, Eastbourne town centre and various parts of the town, Willingdon and Eastbourne Station. Daytime service frequencies are around one every hour, although some

services are more regular at peak times. The site is well served by bus making it a good option for staff & pupils travelling to and from the site.

Table 1 Bus services available in Eldon Road

Service No and operator	Route	Weekday frequency
UNO 1/1A Stagecoach	Eastbourne circular – town centre – Willingdon	1 service every 7 – 8 minutes
55 Stagecoach	Eastbourne circular - town centre – Westham – Stone Cross	Every 60 mins
Eastbourne Community Bus	Eastbourne area	Individually booked

3.2.2 The nearest rail station is Eastbourne Station, which is around 1.3 miles from the school which represents a 28 minute walk. Although there are good bus links connecting with the railway station, it is unlikely the school children will be travelling from that distance. However, it is considered possible for staff to use the train to travel to work.

3.3 Walk / Cycle Facilities

3.3.1 There are footways provided on both sides of Eldon Road and Cobbold Avenue which are of sufficient width for pedestrians with buggies to pass one another.

3.3.2 There are no dedicated cycling facilities directly serving the site, although a number of the local roads are generally residential in nature and are conducive to cycling. The County Council has plans to expand the cycle network in Eastbourne and therefore, there will be other routes available in the medium to longer term.

3.3.3 The school will provide appropriate levels of on-site cycle parking to meet East Sussex County Council standards and will otherwise encourage safe walk and cycle use for travel to and from school, as outlined in the Travel Plan Framework (Appendix J).

3.4 Existing Parking

3.4.1 The secondary school has on-site parking for around 50 cars plus 20 informal spaces within the Baptist Church. On-street parking is permitted along part of the site frontage in Eldon Road. Some on-street parking takes place along the site frontage throughout the day.

3.4.2 In Cobbold Avenue, there are no parking restrictions thus on-street parking is permitted. However, there is little parking that takes place as all properties have off-road parking. Cobbold Avenue has been surveyed to establish the actual amount of parking that takes place.

3.4.3 Other local roads in the vicinity of the site, such as Baldwin Avenue, Glendale Avenue & McMillan Avenue are largely not subject to any parking restrictions except for junction protection.

3.4.4 Eldon Road and the surrounding road network (Glendale Avenue, Baldwin Avenue (north & south), McMillan Avenue & Long Acre Close) were surveyed on the morning and afternoon of 23rd September 2014. Surveys were undertaken from 0730 to 0915 and 1445 to 15:35.

The main findings from the surveys from the morning peak period were as follows:

- Numbers of car dropping off children on-street was 47
- Average wait time for dropping off 15 seconds
- 10 drop offs were made within the Baptist church
- 16 (e/b) & 15 (w/b) cars parked on-street – all appeared to be teaching staff
- There were no drop offs in Long Acre Close
- There was an increase of around 7 cars parked in Glendale Avenue
- There was an increase in cars parked in Baldwin Avenue (S) which were almost entirely associated with Motcombe Primary School
- There was an increase of 13 cars in MacMillan Avenue which were almost entirely associated with Motcombe Primary School

The main findings from the surveys from the school finish time were as follows:

- Numbers of cars parked on Eldon Road was 44 (including cars already park up during the day). Seven of which were parked within the cemetery bellmouth.

- 8 pick-ups were made within the Baptist church.
- There was only one extra car parked in Long Acre Close.
- There was an increase of around 15 extra cars parked in Glendale Avenue
- There was an increase in 5 cars parked in Baldwin Avenue (S) which were almost entirely associated with Motcombe Primary School and an increase in 11 cars parked in Baldwin Avenue (N).
- There was an increase of 23 cars in MacMillan Avenue which were almost entirely associated with Motcombe Primary School apart from 5 cars.

3.4.5 The survey results show that the number of set downs and pick-ups for a Secondary School are low. Only 57 set downs and 45 pick-ups took place for 863 pupils. Most on-street parking that took place on Eldon Road was by teachers but this was due to part of the internal car park being closed. Other local roads appeared largely unaffected by the Secondary School.

The surveys are included in Appendix E.

3.4.6 Within the Baptist Church, the Secondary School has an unofficial agreement for additional overspill parking to take place. This does so without causing undue disruption to local residents or users of the church.

4.0 Proposed Development

4.1 Proposed Layout

4.1.1 It is planned to build a new Cavendish (2FE) Primary School & children's nursery on the site of the existing Cavendish Secondary School to be fully open in September 2021 to accommodate a total of 458 pupils including 38 children at the nursery. The number of staff to be employed on site will be 45 once the school is at full capacity (458). This is made up of teachers and non-teaching staff for both the school as well as the nursery. A plan of the proposals for the new school on this site is shown in Appendix B.

4.1.2 The existing Cavendish Secondary School day starts at 0820 with the majority of pupils arriving by 0800. The proposed Cavendish Primary School, the start of the school day will be staggered for different year groups. It is likely that Years 4, 5 & 6 would start at 0840 and Years R, 1, 2 & 3 would start at 0855.

4.1.3 Pedestrian access to the new school will be via two new pedestrian entrances along the frontage of the site in Eldon Road. In addition, a pedestrian refuge will be provided to help pupils cross the road just west of Long Acre Close as shown on the layout plan in Appendix B. A separate pedestrian access will also be provided from Cobbold Avenue.

4.1.4 To help in addressing the existing on-street set down and pick up for the secondary school, narrow laybys will be provided along the Eldon Road frontage of the site accommodating 6 cars at the busiest part of the frontage. This will help maintain the free flow of traffic along Eldon Road. The proposed lay-bys are shown in Appendix K.

4.1.5 The proposed access arrangements are to create a new access from Cobbold Avenue at the eastern site boundary with a site egress onto Eldon Road at the existing secondary school access. The exact details are as follows:

- Creation of a new bellmouth access with a width of 5.5m onto Cobbold Avenue;
- Provision of a staff car park for 10 cars immediately south of the proposed access;
- Provision of a turning area for service and emergency vehicles entering/leaving the site from Cobbold Avenue;

- Provision of a new internal access road (one-way southbound) south of the car park (3.6m wide) to the Eldon Road frontage. This route runs along the eastern boundary of the site with retractable bollards at the northern end preventing cars using this route outside school start and finish times;
- Provision of a separate footway adjoining the internal access road;
- Provision of 15 Kiss & Drop spaces and 20 car parking spaces along the proposed site fronting Eldon Road.
- Widening of the existing secondary school access onto Eldon Road to 5.5m to allow cars to turn in and out of the access at the same time;
- Provision of internal give-way markings for secondary school traffic when leaving the site (to give-way to primary school traffic)
- The existing Eldon Road access will be two-way for staff and visitors to the secondary school and deliveries to the proposed primary school. However, it will be only an egress for staff and visitors to the proposed primary school. The internal access road will be a one way road serving the 15 set down/pick up spaces plus 20 car parking spaces along the proposed frontage. The proposed layout is shown in Appendix B.

4.1.6 The improvements to the access arrangements will allow school deliveries to take place on site using the new widened access on Eldon Road and the proposed access from Cobbold Avenue. Deliveries will be scheduled not to take place during school start and finish times. Currently deliveries take place on the highway or involve reversing on/off the highway causing added congestion. Therefore, the proposals will improve this situation. Swept Path Analysis of service/emergency vehicles has been undertaken for the accesses and through the site. This analysis is included in Appendix B.

4.2 Proposed Parking

4.2.1 The proposals for the school will incorporate a dedicated 'Kiss & Drop' area for parents to drop off their children as shown on the layout drawing in Appendix B. This provision will be entirely accommodated within the site and will provide set down/pick up for 15 cars. The long internal access road leading from Cobbold Avenue to the Eldon Road frontage will accommodate additional space for around 30 cars to queue within the site. The layout will create a one-way system through the site from the Cobbold

Avenue through to the existing widened secondary school access on Eldon Road. The internal arrangements for the proposed school will include for a one-way route from Cobbold Avenue to Eldon Road to ensure there is no turning required within the school site. In addition, road humps will be provided to ensure vehicle speeds are kept down to walking pace within the school.

4.2.2 The school will provide the scooter/cycle parking on site to meet East Sussex County Council standards. The standards require 1 cycle parking space per 10 staff and 1 per 15 children. The required numbers are shown in Table 2 below:

Table 2 Number of cycle & scooter spaces

	Spaces provided
Cycles	35
Scooters	30

4.2.3 Staff generally arrive much earlier than pupils, usually by 0800. Some use of the site outside of the main school hours will take place. This is likely to be a relatively low traffic generator and outside of the busiest times of day. The parking proposals are shown on the layout plan in Appendix B.

4.2.4 In addition to the 15 'Kiss & Drop' parking spaces, separate car parks will be provided for staff. East Sussex County Council standards require 1 space for every teacher plus 1 space per 3 support/admin staff plus visitor spaces. Based on 15 teachers and 30 support/admin staff plus visitors, the requirement is for 27 spaces to be provided.

4.2.5 On site there will be 30 spaces provided within the two staff car parking areas, which is a slight over-provision based on the Local Authority standards. Part of this provision (10No spaces) will be provided in a new car park served from Cobbold Avenue. There will be a surfaced footpath running from this car park alongside the internal access road to the school buildings. The access road will allow for access by emergency service vehicles. A further 20 spaces will be provided in a new parking area (echelon spaces) along the school frontage. The additional three spaces will be allocated for nursery staff.

5.0 TRAFFIC GENERATION

5.1 General

5.1.1 The proposed school will eventually accommodate 458 pupils (including 38 children at the nursery) in September 2021. However, it is proposed that there will be a phased approach to occupation of the school over 6 years as laid out below in Table 3 below:

Table 3 Pupil numbers

School Year	Proposed Primary	Comments
2015/16	60	Temporary accommodation in existing Secondary school
2016/17	158	
2017/18	218	
2018/19	278	
2019/20	338	
2020/21	398	
2021/22	458	Full capacity - Primary

Over the same period, there will be a reduction of the pupil numbers at the secondary school. However, as the pupil numbers will return to existing numbers, for the purposes of this application and to ensure a robust assessment, the numbers at the secondary school are considered to remain at existing levels.

There will be 45 primary school staff on site once the Primary School is at full capacity.

5.1.2 As this primary school is new, there is no existing travel behaviour information available specific to a primary school in this location. However, there is school travel plan data and 2011 Census data from the existing Secondary School and 2011 Census data for Motcombe Community Infant School. In order to estimate the likely traffic and parking generation, this report draws on the following sources of data:

- TRICS database survey data for Primary Schools;
- Analysis of the Cavendish Secondary School Travel Plan survey data;
- 2011 Census data for Cavendish Secondary School;
- 2011 Census data for Motcombe Community Infant School

5.2 Traffic Surveys & Base Flows

5.2.1 A number of traffic surveys have been undertaken to determine the base situation. These are:

- Full turning count of all arms of the Eldon Road/Willingdon Road/Rodmill Drive junction;
- Full pedestrian count of all arms of the Eldon Road/Willingdon Road/Rodmill Drive junction;
- Queue length surveys at one minute intervals on all arms of the Eldon Road/Willingdon Road/Rodmill Drive junction ;
- Parking survey of Cobbold Avenue during peak school activity periods (0730 - 0930 and 13:30 -16:30) ;
- Turning count of the junction of Cobbold Avenue/Willingdon Road (0730 - 0930 and 13:30 -16:30)

The surveys are included Appendix C.

5.2.2 From the traffic count data, base traffic flows on Eldon Road are around 7049 over a 24 hour period. Hourly flows are fairly consistent throughout the day but are higher at

school start times (AM Peak), school finish times and the evening peak. An assessment of traffic flows is included in Appendix M.

5.2.3 Eldon Road is a busy urban distributor road providing the link from the A2270 to Victoria Drive and providing access to this wider residential part of the town. All other local roads provide local connections and do not have any wider strategic function.

5.2.4 There is no universally agreed approach to determining the capacity of an urban road, but one indication is given by TA79/99 in The Design Manual for Roads and Bridges (DMRB). In accordance with Table 1 of TA79/99, Eldon Road would be categorised as UAP3. Based on a width of 7.3m, its theoretical capacity is up to 2167 vehicles two-way in the busiest hour of the day. However, this is likely to be higher than would be acceptable in environmental terms for local residents.

5.3 Traffic Generation - TRICS

5.3.1 The proposed development of the 2FE primary school has been assessed using the TRICS database. It has been interrogated to establish the likely traffic generation using the land use category of 'Education' with the sub-category of 'Primary'.

5.3.2 The TRICS search has been used to consider the morning peak hour of 0800 – 0900 and the evening peak hour 1500 – 1600 to ensure a robust assessment.

Table 4 Likely daily weekday trip rates for proposed 2FE Primary School

Time Period	Trip rate per pupil	Trip rate for proposed school (Total pupils 458)
AM Peak Hour (0800-0900)	0.437	200
PM Peak Hour (1500-1600)	0.388	178

The TRICS Data outputs are included in Appendix F.

5.3.3 From the TRICS data available, the proposed school would appear to generate around 200 two-way trips in the AM peak hour and around 178 two-way trips in the afternoon

peak hour. This would equate with 100 cars arriving at the start of the school day and 89 at the end of the school day.

5.4 Traffic Generation – School travel plan data

5.4.1 In order to provide an estimate of the likely modal split of trips to and from the new site, we have assessed existing School Travel Plan survey data from Cavendish Secondary School and the 2011 Census data for both the secondary school and Motcombe Infant Community School. This data is summarised in Table 5 below:

Table 5 School Travel Survey Data

Source	**A** School Travel Plan	**B** 2011 Census data	**Average A & B**	**C** 2011 Census data
School	Cavendish Secondary	Cavendish Secondary	Cavendish Secondary	Motcombe Community Infants
Pupil Numbers	904	990		395
Modal Split				
% walk	54.8	52.9	53.9	53.2
% cycle	1.4	2.0	1.7	2.5
% car	20.8 (of which 10.6 car share)	22.0	21.4	42.0
% bus	22.9	22.8	22.8	2.3
% train	0.1	0	0.1	0

5.4.2 Table 5 provides a much clearer picture of how pupils chose to travel to school in the local area. The information on actual and preferred pupil modal choices for travel to school shows for the two schools that walking is consistently the top mode with 53-54%.

However, for other modes, there is a marked difference between the Secondary and Infants. After walking, the figures show at the Secondary school, that most pupils arrive by bus (22.8%) and at the infants school, the second predominant mode is the car (42%).

5.4.3 Considering the modal splits from the Travel Plan survey for Motcombe Infants School, this indicates:

- Around 42% would travel by car
- Around 53% would walk
- Around 2.5% would scooter/cycle
- Around 2.5% would travel by bus

5.4.4 Pupil modal share from the Motcombe school travel plan survey data shows that the highest proportion of pupils (53%) walking to school. The Travel Plan also shows that the second highest number of pupils (42%) travel to school by car.

5.4.5 To ensure a robust analysis, the school has been taken to be operating at full capacity (458 pupils) although in practice, this does not take place for 6 years. Whilst a nursery operated from the Baptist Church until last year with the associated traffic on Eldon Road, the nursery has also been assumed to be new for the purposes of the impact assessment.

5.4.6 At a total share of 42% by car and based on 458 pupils, this would generate around 192 pupils travelling by car. Average car occupancies typically tend to be about 1.5 pupils per car for primary schools (from our experience of working with primary school developments in East Sussex, West Sussex and Kent). Therefore the implied number of cars used for pupil pick-up at school departure times would therefore be about 128 (192/1.5). Of the 128 shorter duration parent pick up cars, these cars will be

accommodated on site within the 15 Kiss & Drop spaces and the 30 spaces available for queuing.

5.4.7 The amount of parent pick-up parking would therefore be about 128 vehicles, on the basis of the School Travel Plan survey data from Motcombe Infants School.

5.4.8 The typical School Travel Plan survey data gives the following information on staff travel:

- 70% travel by car (including 5% car share)
- 5% travel by bus
- 5% travel by cycle
- 20% walk

This equates to a total staff parking demand of around 31.5, which it is noted is slightly higher than the parking standards suggest. The number of staff driving is fairly high but this is consistent when compared to other schools of similar size/location.

5.4.9 The proposed car park can accommodate 30 vehicles. When taking into account part time staff, this suggests that there is space for all staff to park within the dedicated car parks on site. Whilst the exact split of full time/part time staff is unknown at this stage, it is safe to assume that at least 5 would be part. Therefore, staff parking demand is likely to be met on site. There is unlikely to be any overspill staff parking from the proposed school on the highway.

5.4.10 Total peak demand for car parking related to the school at school departure times, is therefore around 159 (128 parent set down plus 31 staff). The school will provide for 30 staff parking spaces on-site and makes provision for 15 set down spaces plus queuing for 30 along the internal access road through the site.

5.5 School Catchment

5.5.1 As this is a new school and there is no 'catchment' as such, it is difficult to make clear assumptions on where children will live who attend the school in the future. The

Education Commissioning Plan 2014-2018 identifies the need to provide c. 120 additional Reception age places in Eastbourne for September 2015 – 60 of these are required in the west in the Cavendish area. Based on births in 2011/12, there could be 325 children aged 4+ living in the west of the town requiring a school place in 2016/17. Currently there are 210 Reception year places available in community schools in the area (Motcombe and Pashley Down).

5.5.2 There is little spare capacity in Eastbourne – the only school in Eastbourne with spare capacity is Shinewater which is some way away from Cavendish in the eastern part of the town. Therefore, for those children coming forward in the western part of the town, there would be a significantly longer journey on the highway network without any provision in the western part of the town.

5.5.3 In addition, the County Council has provided post codes of where children are living who attend Motcombe and Pashley Down. These have been plotted on a map included in Appendix G. They show that the vast majority of those children attending the two local schools are within walking distance (1200m in accordance with the IHT guidelines 2000). This shows that a large part of western Eastbourne is within walking distance of the proposed site.

5.5.4 Based on existing travel patterns, there is no reason to believe that these travel patterns would be any different for the proposed school and it would be possible for a large proportion of children to walk.

6.0 TRAFFIC IMPACT OF DEVELOPMENT PROPOSALS

6.1 Analysis

6.1.1 Based on the TRICS analysis and the School Travel Plan from the local school, traffic generation for parents with 458 pupils will be between 100 and 128 vehicles in the morning peak hour (based on typical primary school car occupancy of 1.5). Up to 15 of these can be provided within the Kiss & Drop together with 30 additional queuing within the site giving a total; of 45 cars accommodated on site at any one time. To ensure a robust assessment, the higher figure of 128 cars arriving has been used in the subsequent assessment.

6.1.2 In order to fully mitigate any residual potential impact on the highway, it is intended that the kiss & drop area will be very carefully managed in order to maximise its use and performance. This will be achieved by school staff operating the system on the ground from 0750 to 0915 after schools starts & the same again in the afternoon between 1445 & 1545. Whilst expected to be limited, any residual parking demand can be accommodated within the highway on-street in Eldon Road and other surrounding residential roads.

6.1.3 By providing for 15 Kiss & Drop spaces and extensive on-site queuing for 30 cars, there is scope to accommodate all potential drop offs within the site. In addition, the school will operate differing start & finish times so as to reduce any potential overspill parking on the public highway. The following recommendations are made subject to further discussions between the Headteacher, Children's Services and the Highways Department.

- Nursery School starts 0800 (arrival from 0750);
- Years R, 1, 2 & 3 could start at 0855 (arrival from 0840;)
- Years 4, 5 & 6 start at 0840 (arrival from 0820);
- The secondary school would start earlier at 0820 (arrival from 0800);

The staggered start and finish times would result in the following parent drop offs for each year group:

- Nursery 11 cars
- Years R, 1,2 & 3 67 cars
- Years 4,5 & 6 50 cars

Total **128**

6.1.4 When the first vehicles arrive, they will enter the school from Cobbold Avenue and drive through the site stopping at the furthest drop off space, they stop, a member of staff will let the child out who is then directed along the footpath to the school entrance by staff. With a distance through the site of around 220m, a driver travelling at 5mph (2.235m/s), it would take a driver 1 min 30 seconds to reach the Kiss & Drop area. Using a conservative estimate of 30 seconds drop off time means that typically a car would be on site for around 2 minutes without taking into account queuing. Together with this, it is considered that most cars dropping off will be able to do so with a maximum time of 2 minutes on site. This is considered to be robust as staff will ensure a constant turn-over of cars.

6.1.5 Parent drop-offs could be accommodated as follows:

- First 15 cars take 1 min 30 secs to drive through the site to the Kiss & Drop & take 2 minutes for all cars to drop off (on site for a maximum time of 3mins 30 sec)
- Next 15 cars take say 1 min to reach the back of the queue, wait 2 minutes and then drop off in 2 minutes (on site for a maximum time of 5 mins)
- Next 15 cars will take say 30 seconds to join the back of the queue, wait for say 4 mins and then drop off in 2 minutes (on site for a maximum time of 6 mins 30 seconds)

6.1.6 Therefore, the maximum conservative wait time would be 6 minutes 30 seconds. This time period accommodates 45 of the 128. Therefore, the maximum time to get all 128

cars through the site would be around 20 minutes. It is difficult to precisely model the dropping off as in practice, there will be a constant turnover of spaces and staff will be able to direct parents to the next available space as soon as it becomes available and the queue will therefore be constantly moving through the site. It is likely therefore, that there will be a saving in the times presented above.

6.1.7 For the afternoon pick up, the school will finish again at slightly different times to allow the majority of cars to enter the site and pick up. The finishing times will be:

- Years 4, 5 & 6 finish at 1510 which would mean most cars would be left the site by 1520.
- Years R, 1, 2 & 3 finish at 1525 and parents would be instructed to arrive no earlier than 1515.

6.1.8 The evening pick up will operate in a similar way to the morning set down although it is likely that parents will wait longer than the morning. This is where the staggered finish times will allow parents of different age groups to arrive at different times, collect their children and depart within the different times slots.

6.1.9 Following on from paragraph 6.1.3, applying the split of parent drop-offs and pick-ups based on the staggered start/finish times, morning arrivals would provide for the following sequence:

- Nursery 11 cars typically before 0800 & around 1300
- Years 4,5 & 6 50 cars typically between 0820 & 0840
- Years R, 1,2 & 3 67 cars typically between 0840 & 0855

Afternoon collections would work as follows:

- Nursery 11 cars typically collections at 1300 & 1800
- Years 4,5 & 6 50 cars typically collections 1500-1520
- Years R, 1,2 & 3 67 cars typically collections 1515-1530

As up to 45 stationary cars can be accommodated within the site at any one time, the number of cars arriving to join for each year group is entirely manageable within the site when taking account of the constant movement of the queue.

6.1.10 Our model suggests that the nursery school has 2 periods – morning (0800-1300) and afternoon (1300-1800). The morning session will finish at lunchtime and the afternoon period will finish after rest of the school has cleared. The Secondary School would also finish at a different time, it is suggested at 1450. In addition, there will be some early breakfast clubs and after school clubs. Children for these events will be arriving much earlier and leaving much later so they would not conflict with the other school times.

6.1.11 There are some children that will have siblings in other year groups. Allowances will be made for these parents, with the opportunity for them to arrive in the earlier slot in order to drop their children off/collect in one go. Arrangements will be made by the school to accommodate children before the school day starts; for example in Breakfast Clubs.

6.1.12 The above measures and special arrangements will be communicated in welcome packs for new parents and through school newsletters throughout the school year. They will be kept under review as part of the Travel Plan and changes made in discussion with both the Children's Services and Highways as East Sussex County Council. With the above measures put in place, it is considered that the start and finish of the school day will be effectively managed without any adverse affect on the public highway.

6.2 Junction Assessments

6.2.1 In order to assess the impact of the proposed development, a junction assessment of the junction of Eldon Road/Willingdon Road/Rodmill Drive has been undertaken using Linsig.

6.2.2 Assessment of the junction of Eldon Road/Willingdon Road/Rodmill Road using Linsig has shown that there are potential improvements possible. The current junction runs

with 3 stages, which each side arm running independently. The analysis has shown that the two side roads can run together in 2 stages which provides a significant improvement to the control of the junction. East Sussex County Council has said that with this scenario, it would wish to see a pedestrian phase added to the cycle. This has been included in the Linsig analysis which is an improvement on the current operation. Even with the pedestrian phase added every cycle, this shows an improvement of the junction. The Linsig assessment is included in Appendix L.

6.2.3 Examining the pedestrian counts shows very few pedestrians crossing Eldon Road at the junction – the maximum number being 10 in the hour 0800-0900, which suggests that there would be few calls of the pedestrian phase throughout the day. As the pedestrian phase will operate if there is a call at any of the arms, then there is potential for this to happen more regularly. However, examining the pedestrian flow data shows that on a number of occasions throughout the day, there are few pedestrians wishing to cross on any of the arms. Thus, there will be a number of times throughout the day when the pedestrian phase will not be called and the junction will operate much more efficiently than it does at present. It is recommended that any improvement includes 'PUFFIN' style detection to eliminate any 'phantom' calls and over-ride if appropriate. The introduction of a pedestrian phase at this junction will be an improvement for pedestrians at all arms throughout the day.

6.2.4 As detailed in paragraph 5.2.1 above, queue length surveys were undertaken on 03/12/14 of the queues on all of the arms and then again for a week (0730-0930 & 1430-1630) commencing 26th January 2015 for Eldon Road itself. This indicates varying queue lengths but other than on a small number of occasions, the traffic queue was able to clear the junction in one go without any exit blocking. However, these surveys are based on the existing operation of the signals without the improvements to the operational capacity of the junction suggested in 5.6.3 above. The Linsig files are included in Appendix L.

6.2.5 The junction of Eldon Road with Willingdon Road is fairly compact when considering running the traffic signals as two stages. The only regular larger vehicles that turn at

this junction are buses. Service 1A runs every 15 mins and Service 51 runs every hour. Considering the timetable information, buses are not scheduled to pass one another at the junction. However, accepting that delays to services will occur, the junction radius on the north side of Eldon Road could be widened to allow for buses to more easily pass one another. Swept Path Analysis has been used to show this as indicated in Appendix I.

6.2.6 In addition, a Road Safety Audit 1 (RSA1) has been undertaken on the junction with the widening which is included in Appendix J. This has not raised any issues that cannot be resolved if this junction improvement were to come forward.

6.2.7 Considering the turning count data for the junction of Cobbold Avenue with Willingdon Road as included in Appendix C, it can be seen that this junction has a significant amount of spare capacity. Thus the predicted development car arrivals of 128 during the Am peak period can be accommodated without any adverse effect on capacity. This junction has quite a generous bellmouth which could result in slightly higher speeds for left turning cars into Cobbold Avenue. It is recommended that additional road markings and school warning signs are provided at this junction to warn drivers that pedestrians will be crossing the bellmouth.

6.3 Summary of Traffic Generation of the proposed school

6.3.1 Considering the school Travel Plan survey data from Motcombe Infants School, this indicates:

- Around 42% would travel by car
- Around 53% would walk
- Around 2.5% would scooter/cycle
- Around 2.5% would travel by bus

6.3.2 Based on 458 pupils (at full occupation) and an occupancy rate of 1.5 pupils per car, this would equate to:

- Around 192 pupils arriving by car (128 cars)
- Around 243 pupils walking
- Around 11.5 cycling/scootering
- Around 11.5 arriving by bus

6.3.3 The school will operate staggered start and finish times as follows:

- Nursery School has two sessions - 0800-1300 & 1300-1800;
- Years R, 1, 2 & 3 start at 0855, finish at 1525;
- Years 4, 5 & 6 start at 0840, finish at 1510;

6.3.4 On site provision will be made for 30 car parking spaces for staff and 15 Kiss & Drop spaces for parents together with space for a further 30 cars to queue on site. Analysis shows that all cars can be accommodated on site as follows:

- *First 15 cars take 1 min 30 secs to drive through the site to the Kiss & Drop & take 2 minutes for all cars to drop off (on site for a maximum time of 3mins 30 sec)*
- *Next 15 cars take say 1 min to reach the back of the queue, wait 2 minutes and then drop off in 2 minutes (on site for a maximum time of 5 mins)*
- *Next 15 cars will take say 30 seconds to join the back of the queue, wait for say 4 mins and then drop off in 2 minutes (on site for a maximum time of 6 mins 30 seconds)*

6.3.5 Traffic flows along Eldon Road are reasonably high but there is spare capacity throughout the day. There is currently some localised congestion at school start and finish times due to the additional on-street parking that takes place at these times. The key conclusions are;

- Traffic congestion in Eldon Road is limited to relatively short periods at the beginning and end of the school day;
- There is spare capacity at the junction of Eldon Road with Victoria Drive.
- There is spare capacity at the junction of Cobbold Avenue with Willingdon Road.
- At the junction of Eldon Road with Willingdon Road/Rodmill Drive, there are improvements that could be implemented to improve the operational capacity of the junction.

6.3.6 Any potential residual impact could be offset by deliverable reductions through the Travel Plan as follows by:

- Decreasing the percentage of pupils travelling to school by car (from 42% at present to say 30% - thus reducing parents drop-off by 36 cars);
- Increasing average pupil vehicle occupancy (from about 1.5 at present to about 2.5);
- Increasing the number of pupils using the convenient bus service;
- Increasing the number of children cycling and using scooters;
- or by a combination of all of the above.

6.3.7 Whilst the impact of the development can be accommodated on the local highway network without any severe impact, the Travel Plan offers scope to offset any impact further. There is scope for increasing the number of pupils that walk to school, particularly as this is a new school and a robust School Travel Plan will be in place from Day 1 which will become part of the school philosophy. In addition, there is plenty of time before the new school opens to set year on year targets that are realistic and within the deliverability of an effective School Travel Plan and agree these with the County Council. These will be included in the draft Travel Plan Framework in Appendix J.

7.0 CONSTRUCTION MANAGEMENT

7.1 For the construction phase, a Construction Management Plan will be put in place to manage vehicular activity in and around the site. This will covers matters such as Contractors compound, lorry routes to and from the site, contractors parking, hours of operation, etc. It is likely that this will be a requirement of the planning permission.

7.2 The contractor will work closely with East Sussex CC Highways to manage construction traffic around the site in accordance with Chapter 8 of the Traffic Signs and General Directions. An agreed lorry routeing will be agreed in advance of construction and will be vigorously enforced.

7.3 The contractor will also work with Eastbourne BC planning and environmental teams together with the Secondary School, Baptist Church and local residents to ensure the smooth running of the construction period.

`

8.0 MITIGATION MEASURES

8.1 The above analysis shows that the parking demands associated with this proposal can be accommodated on the revised internal site layout with access from Cobbold Avenue and egress on Eldon Road. It has also been demonstrated that the result of the proposed development would not have a severe impact on the highway network.

8.2 Notwithstanding that, the following off-site highway measures will aid the smooth introduction of the proposed school on this site:

(i) Introduction of 6 narrow layby in Eldon Road along the secondary school frontage;

(ii) Introduction of a pedestrian refuge in Eldon Road at the eastern end of the existing school frontage;

(iii) Introduction of minor improvements to the Cobbold Avenue junction with Willingdon Road including road marking and signing;

(iv) A re-phasing of the traffic signal controlled junction of Eldon Road/Willingdon Road/Rodmill Drive to run with 2 phases and a separate pedestrian phase.

9.0 SUMMARY AND CONCLUSIONS

9.1.1 The proposed new Primary School & Nursery will have 458 pupils enrolled with a pupil age range of 2 to 11. There will be around 45 teaching, non teaching and admin staff at the school.

9.1.2 The school is located between Eldon Road and Cobbold Avenue in the northern part of Eastbourne East Sussex. There will be both a vehicular access from Cobbold Avenue and egress from Eldon Road together with separate pedestrian accesses to the School site from both roads.

9.1.3 The junction of Eldon Road/Willingdon Road/Rodmill Drive has been tested using Linsig. This has found to have sufficient capacity to accommodate the proposed school. The Eldon Road/Willingdon Road/Rodmill Drive traffic signal controlled junction has also been tested to consider a change of the staging from a 4 stage to a 3 stage operation. This analysis has shown that there are significant improvements in the capacity of the junction operating as 3 stages.

9.1.4 Public transport does offer a fast and convenient alternative for pupils travelling to / from the school. Evidence from another local school suggests that the majority of pupils (53%) will walk to school. It is likely that the remainder (42%) will travel by car. The School will have effective travel planning initiatives in place from day 1 to encourage and increase safe walk and cycle use. A 'Walking Bus' will be used to encourage children to walk to school. It is likely that one will start from the west (Victoria Drive area) and one from the east (Willingdon Road area). These measures will be included in the draft Travel Plan Framework.

9.1.5 Total peak demand for car parking related to the school at school departure times, is around 159 (made up of 128 shorter duration parent pick-up plus 31 staff). There is on-site provision for this demand to be accommodated in waves in the morning drop off as described in detail above. In the evening pick up, this demand will be accommodated on site in two waves for the two different finishing times within the 15 spaces & 30 stacking spaces to be provided on site. Any residual parking can be met by on-street parking in the local roads. Laybys will be provided along the frontage of the

school site so that on-street set down/pick up can continue to take place reducing any existing impact on the free flow of traffic.

9.1.6 Most staff are likely to travel to work by car (70%), the remainder mainly likely to travel 8by walking (20%). The school will provide for 30 staff parking spaces on-site which is likely to accommodate all of those wishing to drive to the site. As there will be 15 spaces and stacking room for a further 30 on site, there is unlikely to be any significant impact on the local highway network.

9.1.7 The proposed Nursery, Primary and the existing Secondary will all operate staggered start and finish times to reduce the possibility of overlap of vehicles dropping off and picking up.

9.1.8 A worst case future scenario would be that overall pupil travel to school patterns would continue to feature a significant proportion travelling by car, and that staff travel to school patterns would continue to be predominantly by walking. The resultant increases in traffic flows arising from the proposed school would not have a severe impact on the highway network and all of the parking demands of the proposal can be met on site.

9.1.9 Any potential residual impact increase could be totally offset by:

- Decreasing the percentage of pupils travelling to school by car (from 42% at present to about 30% thus reducing parents drop-offs by 36 cars);
- Increasing average pupil vehicle occupancy (from about 1.5 at present to about 2.5)
- Increasing the number of pupils using the convenient bus service;
- Increasing the number of children cycling and using scooters;
- or by a combination of all of the above.

9.1.10 Whilst the impact of the development can be accommodated on the local highway network with parking accommodated on site without any severe impact, the Travel Plan offers scope to further reduce the amount of cars arriving at the site. There is scope for increasing the number of pupils that walk to school, particularly as this is a new school and a robust School Travel Plan will be in place from Day 1 which will

become part of the school philosophy. In addition, there is plenty of time before the new school opens to set year on year targets that are realistic and within the deliverability of an effective School Travel Plan and agree these with the County Council. These will be included in the draft Travel Plan Framework.

9.1.11 In conclusion, there are unlikely to be any significant unacceptable traffic impacts from the proposed new school and the proposed development would not lead to any severe impact on the highway network.

Appendix A

Site Location Plan

CLIENT
ECE Architecture
Brooklyn Chambers
Worthing
West Sussex

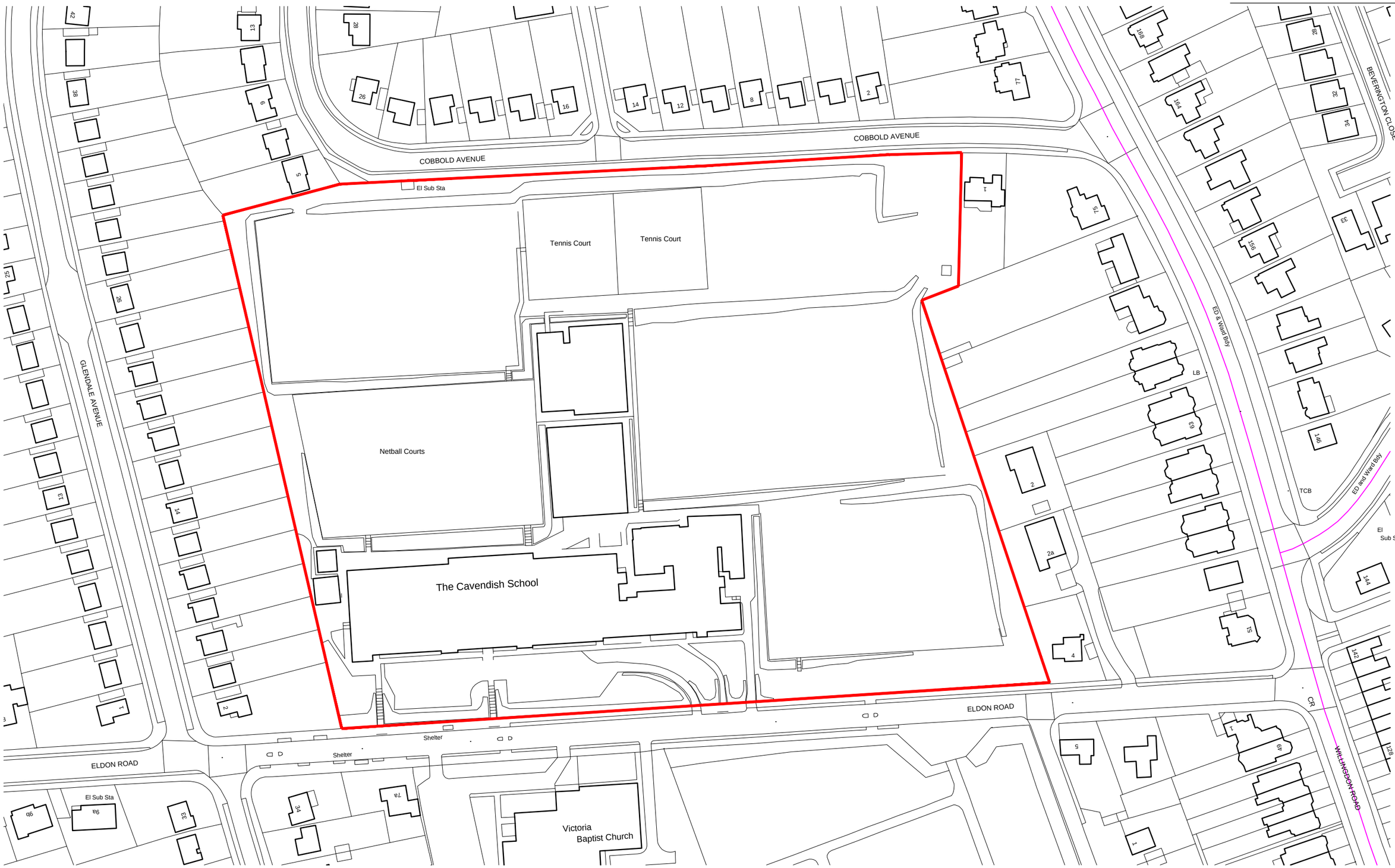
CONSULTING ENGINEERS
gta civils ltd
Gloucester House
66a Church Walk
Burgess Hill
West Sussex
RH15 9AS

Ref: 5847/2.3
Date: April 2015

Tel: 01444 871444
Fax: 01444 871401

CDM 2007 Health & Safety Information:

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Risk Assessment Register.



Client's Name
East Sussex County Council

Drawing Title
Location Plan

Drawn: SM | Checked: NE | Date: 27.05.14

Job No: 6065 | Drawing No: 01 | Rev:

Job Title
Cavendish Primary School

Scale
1:1250 @ A3
metres 10 20 30 40 50

Status
PRELIMINARY

Rev	Date	Revision Details	Dr	Ch

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T 020 7729 5505 E london@ecearchitecture.com

Sussex: Brooklyn Chambers 11 Goring Road Worthing West Sussex BN12 4AP
T 01903 248777 E sussex@ecearchitecture.com

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ECE Architecture

Appendix B

Site Layout Plan & Swept Path Analysis

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

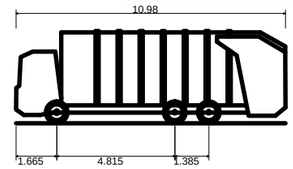
2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

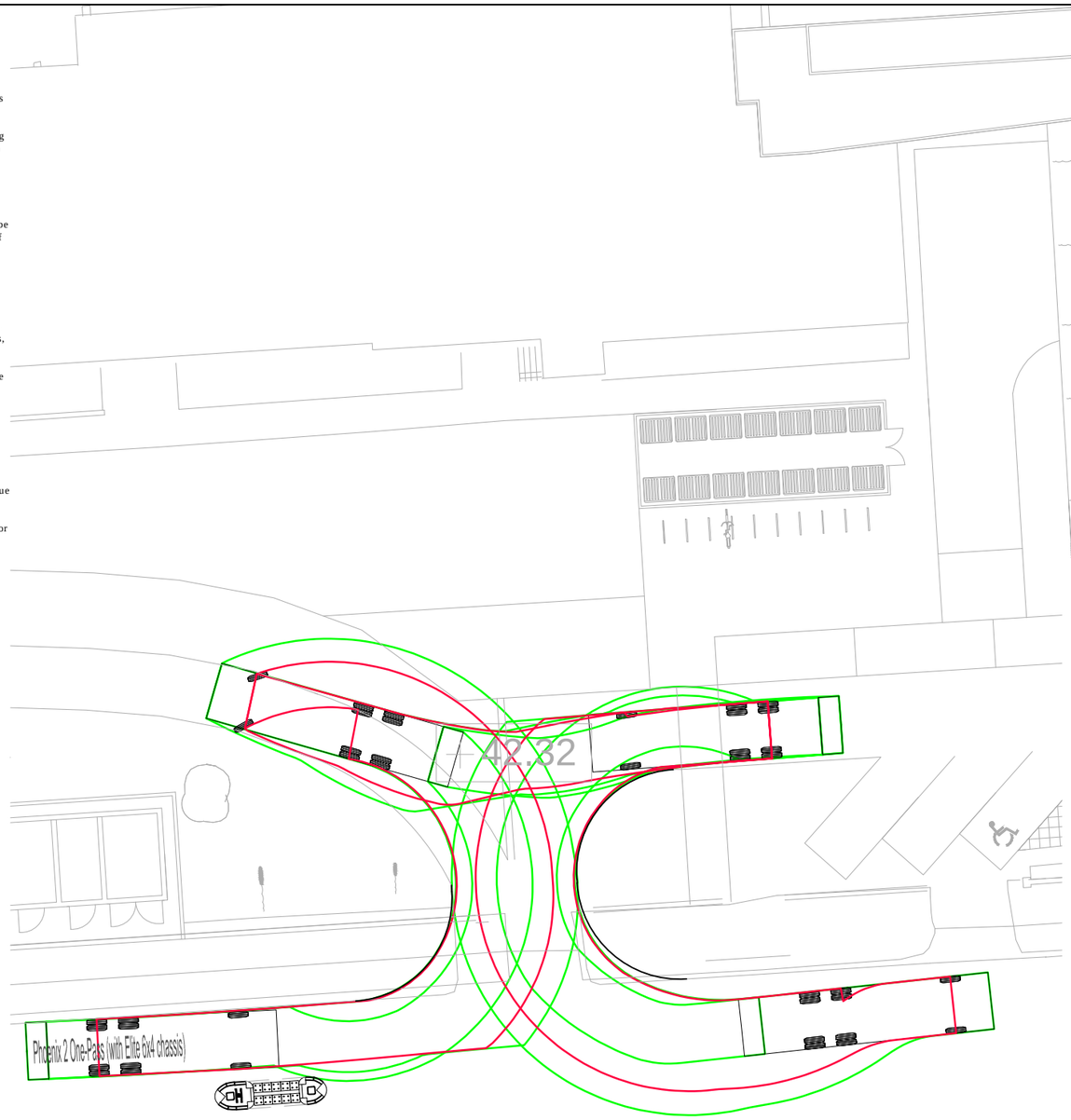
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

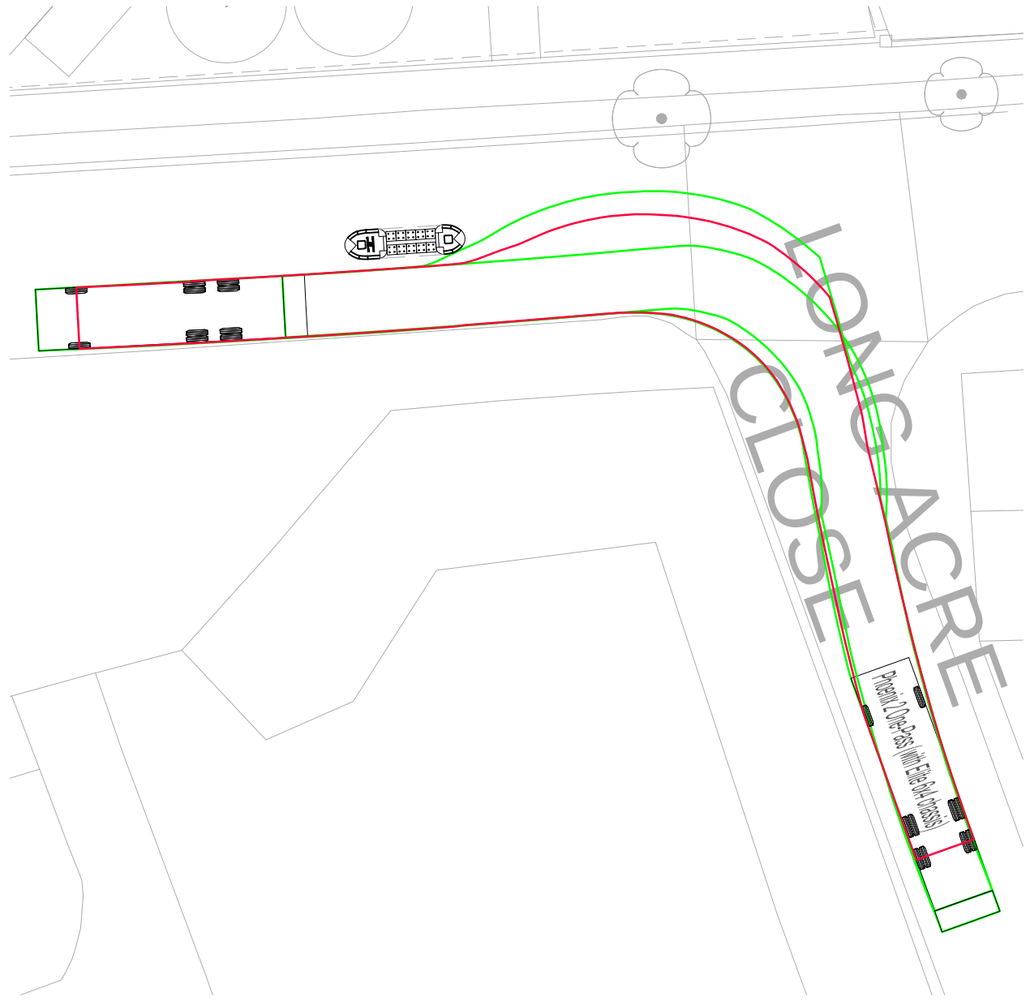
Rev	Amendments	Date	Dsn	Chk
-	Initial Issue	10.10.14	LT	NS
A	Updated to architect's comments	15.10.14	LT	NS
B	Updated to architect's comments	10.04.15	LT	NS
C	Additional tracking shown, islands added	14.04.15	LT	LS



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	10.980m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.000m





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tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk

Client: EAST SUSSEX COUNTY COUNCIL

Architect: ECE ARCHITECTURE

Project: CAVENDISH PRIMARY SCHOOL

Title: REFUSE VEHICLE TRACKING

Status: TENDER

Date: OCT 2014

Scale @ A3: 1:250

Drawing Number: 5487/104

Rev.: C

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

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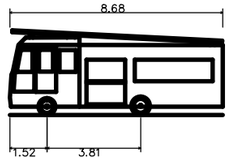
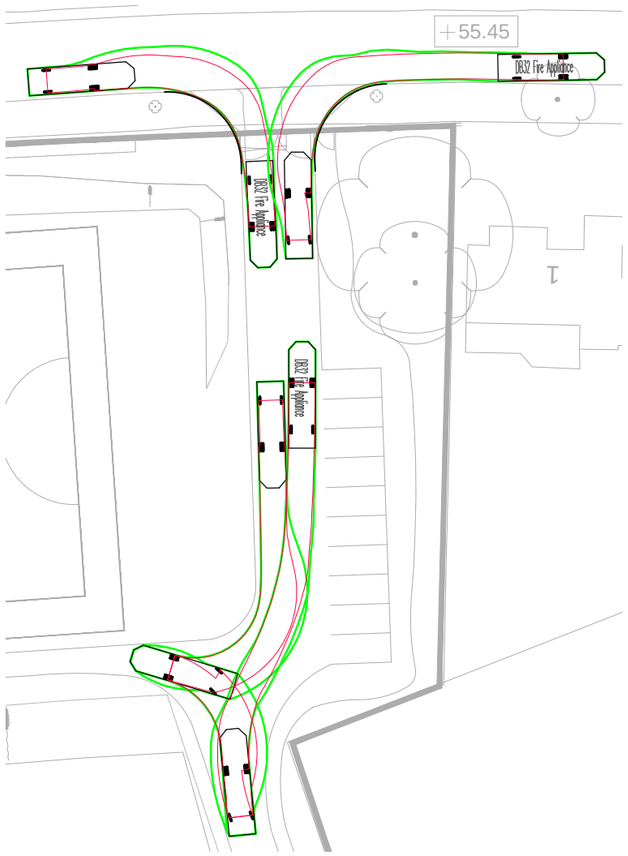
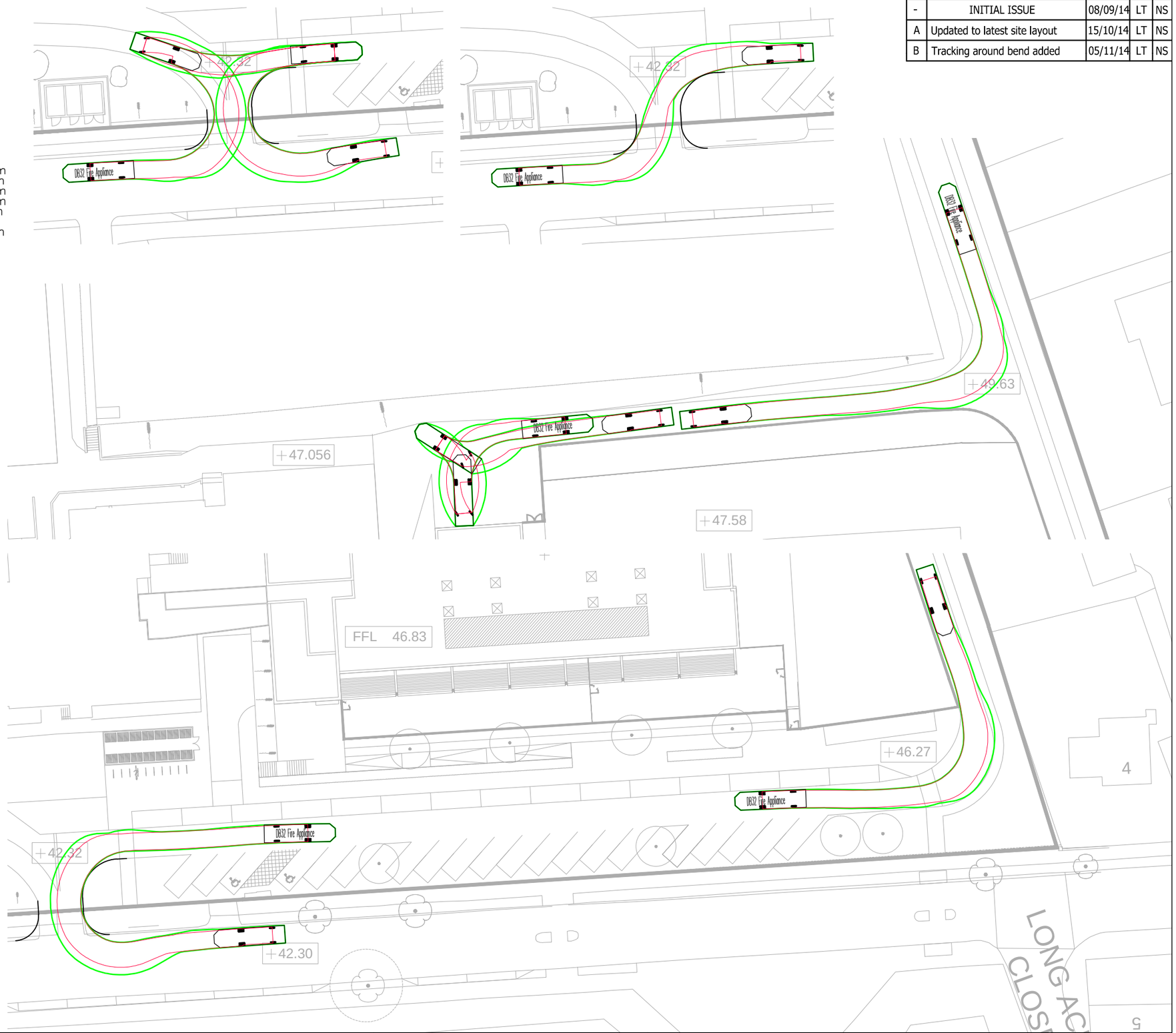


DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev	Amendments	Date	Dsn	Chk
-	INITIAL ISSUE	08/09/14	LT	NS
A	Updated to latest site layout	15/10/14	LT	NS
B	Tracking around bend added	05/11/14	LT	NS





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tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk

Client: EAST SUSSEX COUNTY COUNCIL

Architect: ECE ARCHITECTURE

Project: CAVENDISH PROMARY SCHOOL

Title: FIRE APPLIANCE VEHICLE TRACKING

Status: PRELIMINARY

Date: SEPT 2014

Scale @ A3: 1:500

Drawing Number: 5487/103

Rev.: B

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

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3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

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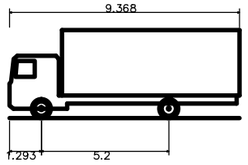
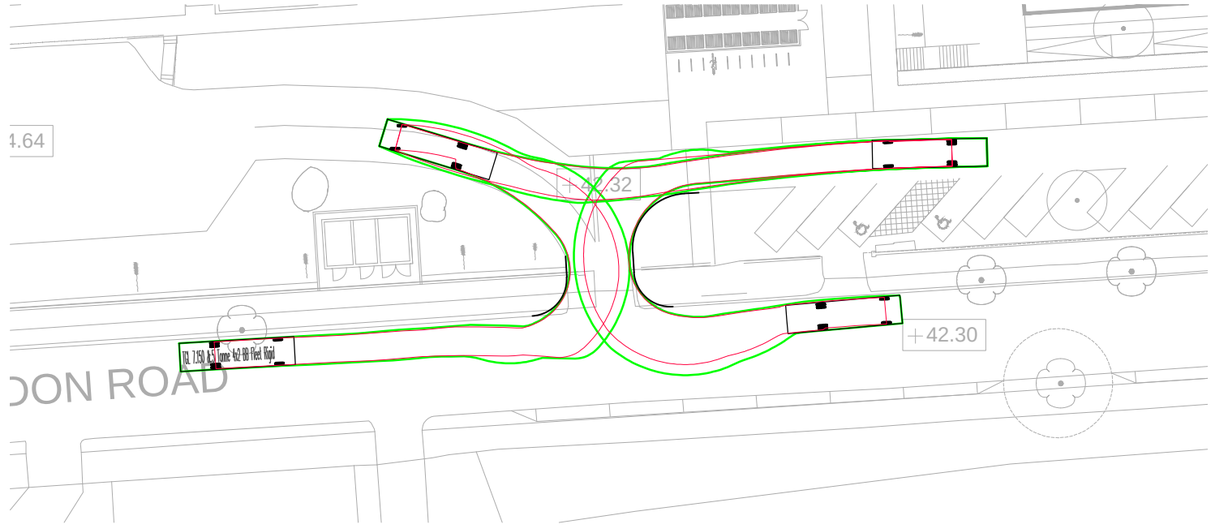
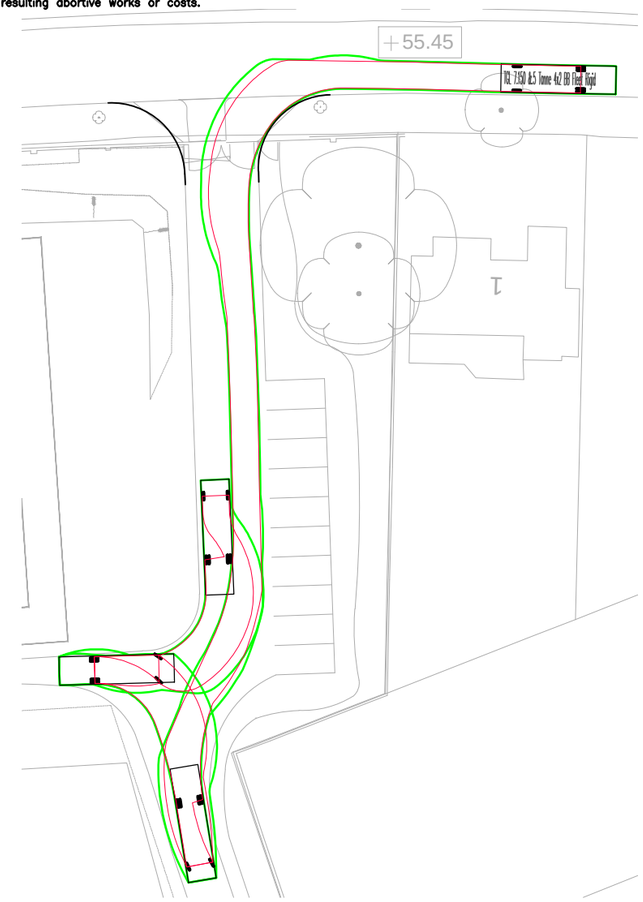
Rev	Amendments	Date	Dsn	Chk
-	INITIAL ISSUE	08/09/14	LT	NS
A	Revised to latest site layout	15/10/14	LT	NS
B	Revised to latest site layout	09/04/15	LT	NS
C	Updated to architect's comments	10/04/15	LT	LS

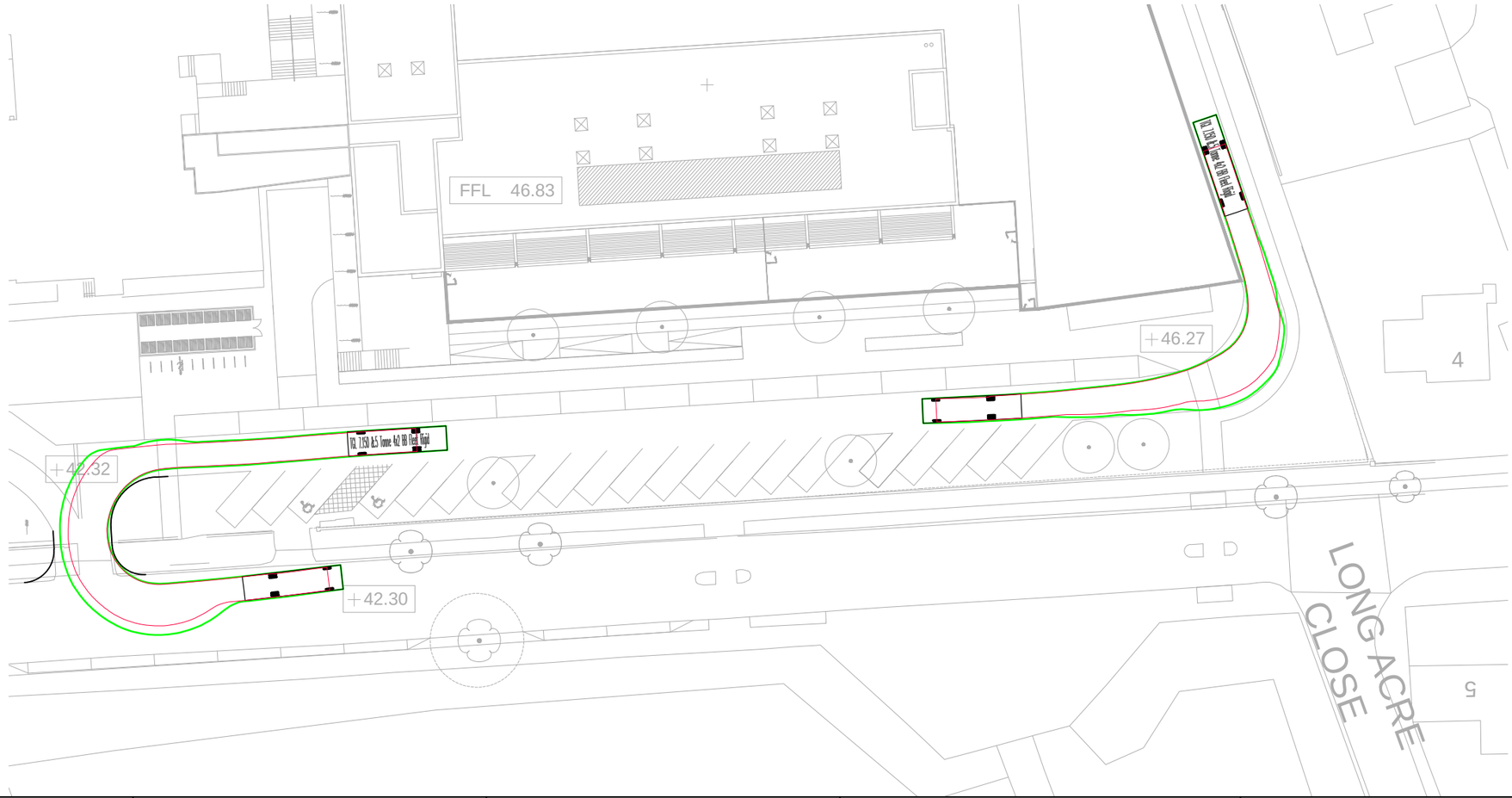


TGL 7.150 &.5 Tonne 4x2 BB Fleet Rigid

Overall Length	9.368m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.176m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	8.550m







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tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk

Client: EAST SUSSEX COUNTY COUNCIL

Architect: ECE ARCHITECTURE

Project: CAVENDISH PROMARY SCHOOL

Title: SERVICES AND DELIVERY VEHICLE TRACKING

Status: PRELIMINARY

Date: SEPT 2014

Scale @ A3: 1:500

Drawing Number: 5487/102

Rev.: C

Appendix C

Traffic Survey Data

SURVEY NO: M5744 **DATE Monday 26th Jan 2015**

LOCATION ELDON ROAD **Weather: Rain AM & Dry PM**

	ELDON ROAD								TOTAL
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
07:31:45		5	1						6
07:33:15		4							4
07:34:34		8	1				1		11
07:36:26		8	1						9
07:38:33		15	2	1					18.5
07:40:15		11	2						13
07:42:06		10							10
07:44:17		10	1						11
07:46:24		10	2						12
07:48:41		9	2						11
07:50:44		10	1						11
07:53:16		12	3						15
07:55:50		13	2						15
07:58:28		11							11
08:00:49		10	2						12
08:03:15		9		2			1		14
08:05:56		15	2				1		19
08:08:31		19	1						20
08:11:19		15							15
08:14:20		12			1				14.3
08:16:55		10	1						11
08:19:47		10	1						11
08:22:29		7							7
08:25:10		9							9
08:27:44		5	1						6
08:30:27		15	1				1		18
08:33:13		17	1				1		20
08:35:58		24		1					25.5
08:38:03		11		3					15.5
08:40:29		10		2			1		15
08:42:50		8	1	1					10.5
08:45:28		7	3						10
08:47:32		8							8
08:50:07		6							6
08:52:28		7	1	1					9.5
08:54:50		7	2						9
08:57:22	1	11	2						13.4
09:00:07		16	1						17
09:03:07		17	1						18
09:05:22		14	1						15

09:07:36		12							12
09:09:19		7							7
09:11:06		7							7
09:12:43		4	1						5
09:14:11		10					1		12
09:16:20		10	1				1		13
09:18:30		7	2						9
09:20:21		5			1				7.3
09:21:55		8	1						9
09:23:46		6			1				8.3
09:25:36		4	1					1	6
09:27:03		5	1						6
09:29:34		5		1	1		1		10.8

	ELDON ROAD								TOTAL	
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs	
14:28:56		8							8	
14:30:49		4	2		1			1	9.3	
14:32:32		5							5	
14:35:02		10		1					11.5	
14:37:22		7	2				1		11	
14:39:53		7							7	
14:42:11		10	1					1	12	
14:44:03		6	1						7	
14:46:25		9							9	
14:48:38		7					1		9	
14:50:47		7						1	8	
14:53:07		8							8	
14:54:56		5	1						6	
14:56:58		3		2					6	
14:58:56		6					1		8	
15:00:00	1	5							5.4	
15:03:08		3						1	4	
15:05:08		5		1					6.5	
15:07:05		9	1						10	
15:09:24		19							19	of which 6 didn't get through the lights
15:11:48		15		1					16.5	
15:13:59		18	2						20	
15:16:20		14	1				1		17	
15:18:43	1	13	3				1		18.4	of which 7 didn't get through the lights
15:21:33		12	3						15	
15:24:30		12	1						13	
15:27:03		6	3						9	
15:29:24	1	4	1						5.4	
15:31:58		5	1				1	1	9	
15:34:27		7					1	1	10	
15:36:36		5	1						6	
15:38:32		6							6	

15:40:13		3							3
15:41:46		5							5
15:43:15		4							4
15:45:07		4	2					1	7
15:47:02		4	2				1		8
15:49:24		6		1					7.5
15:51:28		2						1	3
15:53:14		9			1				11.3
15:55:30		12	5						17
15:57:52		11	5						16
16:00:04		8							8
16:01:50		3							3
16:03:49		5	1						6
16:06:12		11							11
16:08:37		7	2						9
16:11:32		8	1				1		11
16:13:34		6	1						7
16:16:18		5					1		7
16:18:49		11	3						14
16:21:17		5	2						7
16:23:50		9	1						10
16:26:21		3	2	1					6.5
16:28:13		1	3						4
16:29:58		4	1						5

of which 4 didn't get through

SURVEY NO: **M5744** **DATE** **Tuesday 26th Jan 2015**

LOCATION **ELDON ROAD** **Weather:** **Cold/Dry AM & Dry/Sunny PM**

	ELDON ROAD								TOTAL
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
07:30:00		12	1						13
07:32:00		8	1				1		11
07:34:00		6	4						10
07:35:30	1	5	1						6.4
07:37:20		7	1						8
07:39:23		11	2						13
07:42:00		9	2						11
07:44:43		15	2						17
07:47:40		19	2						21
07:50:25		22	2						24
07:52:35		13	1						14
07:55:30		18	1						19
07:58:00		8	2						10
08:00:40		8	2				1		12
08:03:44		7							7
08:06:14		15	4						19
08:08:43		11	3		1				16.3
08:11:30		12	3						15
08:13:45		3	3						6
08:16:29		10	3						13
08:19:13		12	1						13
08:21:55		11	1				1		14
08:24:50		13					1		15
08:27:50		8	2						10
08:30:30		9							9

08:33:05		8	1						9
08:35:46		10							10
08:38:23	1	8	1						9.4
08:40:50		14	1						15
08:43:36		12					1		14
08:46:28		5	2						7
08:48:33		7							7
08:51:05		11							11
08:53:08		8	1						9
08:54:58		4							4
08:57:07		9					1		11
08:59:52		11							11
09:02:23		11						2	13
09:05:03		10						1	11
09:07:45		14	2						16
09:09:45		9	1						10
09:11:39		4							4
09:13:00		3	1						4
09:14:35		4							4
09:16:38		3							3
09:18:32		1							1
09:20:08		7	3				1		12
09:22:05		2	1						3
09:23:50		8	1					1	10
09:25:35		9							9
09:27:40		5							5
09:30:05		7	1				1		10
	ELDON ROAD								TOTAL

TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
14:29:20		8					1		10
14:31:47		7						1	8
14:33:52		6	1						7
14:35:57		12					1		14
14:38:19		8							8
14:40:49		4							4
14:43:22		6	1				1		9
14:45:58		5	1						6
14:48:23		2	1						3
14:50:54		10							10
14:53:39		7	1	1					9.5
14:55:52		3	1						4
14:58:20		7	1						8
15:00:23		5	1						6
15:02:27		3	1						4
15:04:50		7	3				1		12
15:07:25		6	1						7
15:09:23		8							8
15:11:30		9							9
15:14:06		19	3						22
15:16:56		27	1						28
15:19:45		34	1				1		37
15:22:31		31					1		33
15:25:08		29	1						30
15:27:23		24	2				1		28
15:29:58		22	4				1		28
15:32:14		21	4				1		27
15:34:52		15	2	1					18.5
15:37:09	1	8	1	3				1	14.9
15:39:20		8	1					1	10
15:41:56		8	1						9
15:44:07		9							9

of which 1 didn't get through

15:46:12		14	2						16
15:48:32		15	2				1		19
15:50:28		10	4				1		16
15:53:12		8	1						9
15:55:42		11							11
15:57:58		10	1						11
16:00:12		7			1				9.3
16:02:31		5	1						6
16:04:40		8					1		10
16:07:21		10	1						11
16:09:49		10	1						11
16:12:19		7	2						9
16:14:52		9	1						10
16:17:31		4							4
16:19:50		10	2						12
16:21:40	1	5	2				1		9.4
16:24:14	1	10	2						12.4
16:26:58		8							8
16:29:15		6	2						8

SURVEY NO: **M5744** **DATE** **Wednesday 28th Jan 2015**

LOCATION **ELDON ROAD** **Weather:** **Rain/Windy AM & Dry PM**

	ELDON ROAD								TOTAL
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
07:30:44		2	1	1					4.5
07:32:05		4							4
07:33:23		7	3				1		12
07:35:10		13	2						15
07:37:05		13							13
07:39:30		11							11
07:41:30		10	2						12
07:43:22		16	1	1					18.5
07:45:25		12	4						16
07:47:33		18	2						20
07:50:15		18	1						19
07:52:49		21							21
07:54:40		25							25
07:56:55		20	1				1		23
07:59:18		14	2				1		18
08:01:56		8	4						12
08:04:32		8	3				1		13
08:07:00		6	2						8
08:09:40		15							15
08:12:00		8	2						10
08:14:11		9							9
08:16:37		9							9
08:18:59		9							9
08:21:26		2							2
08:23:30		9	1				1		12

08:26:13		7	2				1	1	12
08:28:46		10	3						13
08:31:27		10	4						14
08:33:57		15	2						17
08:36:54		10							10
08:39:29		17							17
08:42:07	1	17							17.4
08:44:56		13	2				1		17
08:47:22		15	3						18
08:50:11		13		1					14.5
08:52:53		8	2						10
08:54:52		7	1						8
08:57:24		10	1				1		13
08:59:51		10	1						11
09:02:21		15	3						18
09:04:53		20							20
09:07:19		18							18
09:09:42		11							11
09:12:02		5						1	6
09:13:54		12		1					13.5
09:15:38		6	1						7
09:17:22		3							3
09:18:45		6	1						7
09:20:15		6							6
09:22:00		14	1						15
09:23:36		3	1						4
09:26:07		5							5
09:28:12		10	2						12
	ELDON ROAD								TOTAL

TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
14:31:06		8							8
14:33:13		8							8
14:35:27		6							6
14:37:32		7					1		9
14:39:32		7	2	1					10.5
14:41:59		3	1						4
14:43:55		3	2						5
14:46:14		5					1		7
14:48:10		5							5
14:50:29		5	2						7
14:52:37		10	2						12
14:55:17		12	2	1					15.5
14:57:56		7		1					8.5
15:00:30		3					1		5
15:03:04		4	2						6
15:05:21		5							5
15:07:50		9							9
15:10:35		9	2						11
15:13:10		6	1						7
15:15:39		18	1				1		21
15:18:24		20	1	1					22.5
15:21:04		16	2	1					19.5
15:23:50		14	2					2	18
15:26:20		17	2						19
15:28:40		12							12
15:30:54		9	1				1		12
15:33:25		8	1	1					10.5
15:35:57		4							4
15:37:47		11						2	13
15:40:25		10						1	11
15:42:43		5							5
15:44:48		6	1						7

15:46:42		8					1		10
15:48:38		7							7
15:51:11		7	3						10
15:53:39		6	2						8
15:55:36		7							7
15:57:33		3							3
15:59:26		3	2						5
16:01:23		4							4
16:02:53		8	2						10
16:05:25		7	1						8
16:07:19		5							5
16:08:50		4					1		6
16:11:07		8							8
16:13:22		13	1						14
16:15:23		7							7
16:17:26		10							10
16:19:51		15	2				1		19
16:22:37		12	4						16
16:25:09	1	7	2						9.4
16:27:07		7	1						8
16:29:20		6	1						7

SURVEY NO: **M5744** **DATE** **Thursday 29th Jan 2015**

LOCATION **ELDON ROAD** **Weather:** **AM Dry & PM Rainy/dull/windy**

	ELDON ROAD								TOTAL
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
07:28:35		7	1						8
07:30:19		6							6
07:31:59		4	2				1		8
07:33:50		9							9
07:35:58		6	2						8
07:37:44		13	2						15
07:39:36	1	5							5.4
07:41:19		6	1						7
07:43:18		10	4						14
07:45:42		9	1						10
07:47:40		8	3						11
07:50:13		12					1		14
07:52:34		14	3				1		19
07:54:34		13	3	1					17.5
07:57:08		15	2						17
07:59:17		12							12
08:01:53		4	1						5
08:04:13		5							5
08:05:47		4	1						5
08:08:10		10	1				1		13
08:10:36		13	1						14
08:13:19		6	1						7
08:15:58		10							10
08:18:34		2	1				1		5
08:20:27		8							8

08:23:09		11	2						13
08:25:50	1	5					1		7.4
08:28:10		15	2						17
08:30:49	1	12	1						13.4
08:33:43		10	1						11
08:36:25		11	2						13
08:39:13		9	2					1	12
08:41:43		14					1		16
08:44:36		7	1						8
08:47:24		8							8
08:50:11		7	2						9
08:52:36		1	1		1				4.3
08:54:36		10							10
08:56:09		7							7
08:57:39		4	1				1		7
08:59:31		11							11
09:01:42		15							15
09:04:03		5							5
09:05:56		9	1						10
09:08:05		6	1						7
09:10:21		6		1					7.5
09:12:28		9							9
09:14:40		6							6
09:15:54		3							3
09:17:46		4							4
09:19:14		7						1	8
09:21:12		7					1		9
09:23:22		5	1						6
09:25:27		5	1						6
09:27:08		5					1		7

09:29:31		11							11
	ELDON ROAD								TOTAL
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
14:29:42		3	1				1		6
14:33:04		7		1					8.5
14:35:04		10	1						11
14:37:33		11					1	1	14
14:40:04		8							8
14:42:02		7	1				1		10
14:44:20		12	2				1		16
14:46:46		7	2						9
14:49:16		6							6
14:51:45		12							12
14:54:02		8							8
14:56:32		5	1						6
14:58:43	1	6							6.4
15:00:27		6	1				1		9
15:02:51		5							5
15:05:19		6			1				8.3
15:07:29		7	1						8
15:09:58		9	1						10
15:11:43		6	2						8
15:13:33		13							13
15:34:00		7	1				1		10
15:17:50		10	1						11
15:20:41		11							11
15:22:35		8	1						9
15:25:10		9							9
15:27:45		6	1						7
15:30:22		6					1		8
15:32:58		9							9
15:35:28		9							9

15:38:12		3	2						5
15:40:38		6	1						7
15:42:57		14	2						16
15:45:26		12	3	1					16.5
15:47:50		11		1					12.5
15:50:26		8	1				1		11
15:53:09	1	9	1						10.4
15:55:35	1	10	1	1					12.9
15:57:57		6	1						7
16:00:30		6							6
16:03:07		7	2				1		11
16:04:56		13	2					1	16
16:07:38		20							20
16:09:56		11	1						12
16:12:41		4						1	5
16:15:07		9							9
16:17:58		4							4
16:19:40		5	1						6
16:21:50		5	1				1		8
16:24:10		12	2						14
16:27:00		7	1						8
16:28:50		7	2						9
16:31:16		6							6

SURVEY NO: **M5744** **DATE** **Friday 30th Jan 2015**

LOCATION **ELDON ROAD** **Weather:** **AM Dry & PM Sunny/cloudy/light rain**

	ELDON ROAD								TOTAL
TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs
07:28:32		4	1						5
07:29:48		4	1						5
07:31:55		8					1		10
07:33:46		5	3	2					11
07:35:47		10	1						11
07:37:43		5	2						7
07:39:52		10	3						13
07:42:04	1	14	2		1				18.7
07:44:10		16							16
07:46:50		14	1						15
07:49:16		12	5						17
07:51:43		7	1						8
07:54:29		15					1		17
07:57:08		13							13
07:59:19		7	2						9
08:01:55		6	1						7
08:03:00		2					1		4
08:05:10		9							9
08:07:12		8							8
08:09:38		10	3						13
08:12:20		5	1					1	7
08:14:31		9	4						13
08:17:22		13							13
08:19:51		7							7
08:22:00		7	1				1		10

08:24:36		7	1					1	9
08:27:08		10					1		12
08:30:05	1	12	1						13.4
08:32:54		17							17
08:35:33		16	1						17
08:38:22		17	3						20
08:41:13		19		1			1		22.5
08:44:02		14		1			1		17.5
08:46:58		15							15
08:49:04		5	1						6
08:51:46		9	2						11
08:54:25		7		1					8.5
08:56:31		7					1		9
08:58:45		12							12
09:01:38		9							9
09:03:41		16							16
09:06:15		15		1					16.5
09:08:42		18	1						19
09:10:49		13	2					1	16
09:13:19		9	4						13
09:15:37		7	2				1		11
09:18:11	1	7	1	1					9.9
09:20:22		8	1						9
09:22:39		8							8
09:24:26		3	2						5
09:26:12		6							6
09:27:51		4							4
09:29:15		10					1		12
	ELDON ROAD								TOTAL

TIME	M/C	C	LGV	RUP	RP	ART	B	M/B	PCUs	
14:28:51		8	1						9	
14:31:31		5	1					1	7	
14:33:26		5	1						6	
14:35:29		5	1						6	
14:37:30		9	1						10	
14:39:48		6							6	
14:42:00		9					1		11	
14:44:05		7							7	
14:46:31		8							8	
14:48:31		4	1						5	
14:50:29		5							5	
14:53:03	1	10	3						13.4	
14:55:41		6		1			1	1	10.5	
14:58:02		3					1		5	
14:59:55		7	1						8	
15:02:10		7	1						8	
15:03:41		4	1						5	
15:05:48		11	1						12	
15:08:04		2	1						3	
15:10:29		8		1					9.5	
15:12:59		15							15	
15:15:30		11	1					1	13	
15:17:45		17			1		1		21.3	8 didn't get through lights
15:20:25		18	2		1				22.3	15 didn't get through lights
15:22:17		22	1					1	24	9 didn't get through
15:24:56		17	1					1	19	5 didn't get through
15:27:35		18	4				1		24	11 didn't get through
15:30:07		14	1				1		17	5 didn't get through
15:32:50		12	2						14	2 didn't get through
15:35:24		11	2						13	
15:38:00		12	1						13	
15:40:30		9							9	

15:43:04		9							9
15:45:30		6							6
15:48:00		7	1						8
15:50:26		10	1				1	1	14
15:53:12		13	1						14
15:55:45		11	1						12
15:58:27		8	1						9
16:00:47		3							3
16:02:23		7							7
16:04:01		5	3				1	1	11
16:06:30		10	2					1	13
16:08:59		12	1					1	14
16:11:25		9							9
16:14:06		7	1						8
16:16:34		14							14
16:18:48		14	1						15
16:20:54		12	1						13
16:23:30		7	2						9
16:25:51		9	2						11
16:28:16		6							6

Traffic Watch (UK) Ltd
Phone: 01689 824292

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

1	P/C	M/C	Car	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	0	46	9	1	0	0	56
07:45	0	0	51	8	1	1	1	62
Total	**0**	**0**	**97**	**17**	**2**	**1**	**1**	**118**
08:00	0	1	63	7	2	0	0	73
08:15	2	0	76	8	1	0	2	89
08:30	0	1	84	10	1	0	0	96
08:45	1	0	54	7	2	0	1	65
Total	**3**	**2**	**277**	**32**	**6**	**0**	**3**	**323**
09:00	0	0	49	6	0	0	0	55
09:15	0	0	43	16	1	0	1	61
09:30	1	1	48	14	2	0	1	67
09:45	0	0	48	13	4	0	3	68
Total	**1**	**1**	**188**	**49**	**7**	**0**	**5**	**251**
10:00	0	0	65	9	4	0	2	80
10:15	1	0	46	10	2	0	2	61
10:30	1	0	47	14	1	0	0	63
10:45	0	1	50	9	0	0	0	60
Total	**2**	**1**	**208**	**42**	**7**	**0**	**4**	**264**
11:00	0	0	62	11	1	0	1	75
11:15	0	0	79	7	4	0	0	90
11:30	0	0	48	4	2	0	0	54
11:45	1	0	84	9	3	0	0	97
Total	**1**	**0**	**273**	**31**	**10**	**0**	**1**	**316**
12:00	0	0	91	8	2	0	0	101
12:15	1	0	79	9	3	0	0	92
12:30	0	0	86	8	2	0	1	97
12:45	1	0	67	9	1	0	0	78
Total	**2**	**0**	**323**	**34**	**8**	**0**	**1**	**368**
13:00	1	0	85	8	5	0	0	99
13:15	0	1	80	11	4	0	0	96
13:30	0	1	66	6	3	0	0	76
13:45	0	0	60	9	3	1	2	75
Total	**1**	**2**	**291**	**34**	**15**	**1**	**2**	**346**
14:00	0	0	68	8	5	0	1	82
14:15	0	2	76	14	1	0	0	93
14:30	1	0	74	10	0	1	0	86
14:45	0	1	107	10	2	1	0	121
Total	**1**	**3**	**325**	**42**	**8**	**2**	**1**	**382**
15:00	0	1	61	5	0	0	0	67
15:15	0	0	99	10	3	0	0	112
15:30	1	0	104	14	1	0	0	120
15:45	0	0	78	17	2	0	1	98
Total	**1**	**1**	**342**	**46**	**6**	**0**	**1**	**397**
16:00	0	0	116	12	1	0	1	130
16:15	0	0	96	10	1	0	1	108
16:30	1	0	90	14	2	0	1	108
16:45	0	0	121	9	2	0	1	133
Total	**1**	**0**	**423**	**45**	**6**	**0**	**4**	**479**
17:00	2	0	100	8	1	0	0	111
17:15	0	2	122	10	0	0	0	134
17:30	1	1	96	14	0	0	0	112
17:45	0	1	110	4	1	0	0	116
Total	**3**	**4**	**428**	**36**	**2**	**0**	**0**	**473**
Day Total	**16**	**14**	**3175**	**408**	**77**	**4**	**23**	**3717**

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

2	P/C	M/C	Car	LGV	MGV / HGV	Bus	Coach	Total
07:30	1	1	89	9	0	2	0	102
07:45	2	0	78	10	1	0	0	91
Total	**3**	**1**	**167**	**19**	**1**	**2**	**0**	**193**
08:00	0	1	67	11	0	3	0	82
08:15	1	0	62	0	0	1	0	64
08:30	1	0	63	0	1	3	0	68
08:45	2	0	58	7	2	2	0	71
Total	**4**	**1**	**250**	**18**	**3**	**9**	**0**	**285**
09:00	0	0	89	13	1	1	4	108
09:15	0	0	68	8	2	2	1	81
09:30	0	0	76	7	0	4	0	87
09:45	0	0	79	2	1	2	0	84
Total	**0**	**0**	**312**	**30**	**4**	**9**	**5**	**360**
10:00	0	0	83	7	1	2	4	97
10:15	1	0	98	8	0	2	0	109
10:30	1	1	83	5	1	3	1	95
10:45	1	0	81	2	1	2	1	88
Total	**3**	**1**	**345**	**22**	**3**	**9**	**6**	**389**
11:00	0	0	51	9	0	2	0	62
11:15	0	1	75	6	4	3	0	89
11:30	1	0	75	19	1	3	0	99
11:45	0	0	65	8	1	1	1	76
Total	**1**	**1**	**266**	**42**	**6**	**9**	**1**	**326**
12:00	0	0	69	9	1	4	1	84
12:15	0	0	55	10	2	2	0	69
12:30	0	0	76	9	2	3	1	91
12:45	0	0	69	8	0	1	0	78
Total	**0**	**0**	**269**	**36**	**5**	**10**	**2**	**322**
13:00	0	0	67	9	1	2	0	79
13:15	0	0	66	12	1	3	1	83
13:30	0	0	62	12	0	3	1	78
13:45	1	0	71	6	0	2	0	80
Total	**1**	**0**	**266**	**39**	**2**	**10**	**2**	**320**
14:00	0	0	73	15	0	4	0	92
14:15	0	0	75	5	2	1	1	84
14:30	0	1	73	6	0	2	2	84
14:45	0	0	69	8	0	2	1	80
Total	**0**	**1**	**290**	**34**	**2**	**9**	**4**	**340**
15:00	1	0	63	2	0	2	1	69
15:15	0	0	53	2	1	2	1	59
15:30	0	0	66	13	1	2	3	85
15:45	1	0	64	10	0	2	0	77
Total	**2**	**0**	**246**	**27**	**2**	**8**	**5**	**290**
16:00	0	1	73	7	2	3	1	87
16:15	0	0	75	7	1	2	0	85
16:30	0	0	69	4	0	2	0	75
16:45	0	1	55	3	0	2	1	62
Total	**0**	**2**	**272**	**21**	**3**	**9**	**2**	**309**
17:00	1	1	66	10	1	5	0	84
17:15	0	0	63	5	0	2	0	70
17:30	0	1	64	9	1	2	1	78
17:45	1	0	60	5	1	1	0	68
Total	**2**	**2**	**253**	**29**	**3**	**10**	**1**	**300**
Day Total	**16**	**9**	**2936**	**317**	**34**	**94**	**28**	**3434**

Traffic Watch (UK) Ltd
Phone: 01689 824292

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

3	P/C	M/C	Car	LGV	MGV / HGV	Bus	Coach	Total
07:30	1	1	81	13	1	0	0	97
07:45	0	1	125	18	2	0	2	148
Total	**1**	**2**	**206**	**31**	**3**	**0**	**2**	**245**
08:00	2	0	139	10	3	0	1	155
08:15	1	2	139	12	1	0	3	158
08:30	1	2	139	11	0	0	0	153
08:45	1	0	149	8	0	0	0	158
Total	**5**	**4**	**566**	**41**	**4**	**0**	**4**	**624**
09:00	0	0	130	12	4	0	0	146
09:15	0	2	135	9	7	0	0	153
09:30	0	0	106	13	2	1	0	122
09:45	0	0	111	7	1	0	1	120
Total	**0**	**2**	**482**	**41**	**14**	**1**	**1**	**541**
10:00	0	0	95	14	3	0	2	114
10:15	0	0	96	11	1	0	0	108
10:30	0	0	106	7	3	0	1	117
10:45	3	2	114	5	2	0	1	127
Total	**3**	**2**	**411**	**37**	**9**	**0**	**4**	**466**
11:00	0	0	93	17	4	0	0	114
11:15	0	1	100	7	2	0	0	110
11:30	0	0	81	10	2	0	0	93
11:45	0	1	102	6	1	0	0	110
Total	**0**	**2**	**376**	**40**	**9**	**0**	**0**	**427**
12:00	1	1	91	11	0	0	0	104
12:15	0	0	89	10	2	0	0	101
12:30	0	0	78	11	4	0	0	93
12:45	0	0	74	14	0	0	0	88
Total	**1**	**1**	**332**	**46**	**6**	**0**	**0**	**386**
13:00	0	0	79	15	1	0	1	96
13:15	0	0	75	11	3	0	0	89
13:30	0	0	92	19	1	0	1	113
13:45	0	1	115	5	2	0	0	123
Total	**0**	**1**	**361**	**50**	**7**	**0**	**2**	**421**
14:00	0	0	80	15	3	0	0	98
14:15	0	2	72	7	4	0	0	85
14:30	0	0	94	13	3	0	0	110
14:45	0	0	86	20	0	0	0	106
Total	**0**	**2**	**332**	**55**	**10**	**0**	**0**	**399**
15:00	0	2	72	7	2	0	3	86
15:15	1	0	94	10	0	0	2	107
15:30	1	0	120	11	1	0	1	134
15:45	0	0	80	16	3	1	3	103
Total	**2**	**2**	**366**	**44**	**6**	**1**	**9**	**430**
16:00	0	2	92	11	3	0	2	110
16:15	0	0	85	11	0	0	1	97
16:30	1	0	98	10	2	0	2	113
16:45	0	0	102	21	0	0	2	125
Total	**1**	**2**	**377**	**53**	**5**	**0**	**7**	**445**
17:00	0	0	89	9	2	0	2	102
17:15	0	0	84	11	0	0	0	95
17:30	0	0	89	10	1	0	0	100
17:45	1	1	94	10	1	0	0	107
Total	**1**	**1**	**356**	**40**	**4**	**0**	**2**	**404**
Day Total	**14**	**21**	**4165**	**478**	**77**	**2**	**31**	**4788**

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

4	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	0	1	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1
Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**
08:00	0	0	1	0	0	0	0	1
08:15	0	0	2	0	0	0	0	2
08:30	0	0	1	0	0	0	0	1
08:45	0	0	2	0	0	0	0	2
Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
09:00	0	0	1	0	0	0	0	1
09:15	0	0	1	0	0	0	0	1
09:30	0	0	1	0	0	0	0	1
09:45	0	0	2	0	0	0	0	2
Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
10:00	0	0	2	1	0	0	0	3
10:15	0	0	1	0	0	0	0	1
10:30	0	0	2	0	0	0	0	2
10:45	0	0	2	1	0	0	0	3
Total	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**
11:00	0	0	2	0	0	0	0	2
11:15	0	0	2	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	1
Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
12:00	0	0	1	0	0	0	0	1
12:15	0	0	0	2	0	0	0	2
12:30	0	0	2	0	0	0	0	2
12:45	0	0	0	1	0	0	0	1
Total	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**6**
13:00	1	0	2	0	0	0	0	3
13:15	0	0	1	0	0	0	0	1
13:30	0	0	2	0	0	0	0	2
13:45	0	0	1	0	1	0	0	2
Total	**1**	**0**	**6**	**0**	**1**	**0**	**0**	**8**
14:00	0	0	2	1	0	0	0	3
14:15	0	0	1	0	0	0	0	1
14:30	0	0	1	0	0	0	0	1
14:45	0	0	1	0	0	0	0	1
Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**
15:00	0	0	0	0	0	0	0	0
15:15	0	0	5	1	0	0	0	6
15:30	0	0	9	1	0	0	0	10
15:45	0	0	7	1	0	0	0	8
Total	**0**	**0**	**21**	**3**	**0**	**0**	**0**	**24**
16:00	0	0	2	0	0	0	0	2
16:15	0	0	3	0	0	0	0	3
16:30	0	0	2	0	0	0	0	2
16:45	0	0	1	0	0	0	0	1
Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**
17:00	0	0	2	0	0	0	0	2
17:15	0	0	4	0	0	0	0	4
17:30	1	0	2	0	0	0	0	3
17:45	0	0	2	0	0	0	0	2
Total	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**11**
Day Total	**3**	**0**	**77**	**9**	**1**	**0**	**0**	**90**

Traffic Watch (UK) Ltd
Phone: 01689 824292

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

5	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	1
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Day Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

6	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	1	49	16	0	2	1	69
07:45	0	0	39	12	3	2	0	56
Total	**0**	**1**	**88**	**28**	**3**	**4**	**1**	**125**
08:00	0	0	52	17	0	2	1	72
08:15	0	1	70	14	1	1	0	87
08:30	0	0	74	6	0	3	2	85
08:45	0	0	71	4	1	3	0	79
Total	**0**	**1**	**267**	**41**	**2**	**9**	**3**	**323**
09:00	0	0	54	11	2	3	1	71
09:15	0	0	68	13	0	5	2	88
09:30	0	0	63	11	1	1	0	76
09:45	0	2	64	8	2	3	1	80
Total	**0**	**2**	**249**	**43**	**5**	**12**	**4**	**315**
10:00	0	0	54	13	1	1	0	69
10:15	0	0	44	8	0	3	0	55
10:30	1	0	71	9	0	3	0	84
10:45	0	1	53	7	2	3	1	67
Total	**1**	**1**	**222**	**37**	**3**	**10**	**1**	**275**
11:00	0	0	87	7	1	2	1	98
11:15	0	0	57	10	1	2	0	70
11:30	0	0	65	11	2	3	0	81
11:45	0	0	67	10	4	2	0	83
Total	**0**	**0**	**276**	**38**	**8**	**9**	**1**	**332**
12:00	0	0	63	8	1	3	0	75
12:15	0	0	75	12	0	2	0	89
12:30	0	1	74	8	1	2	0	86
12:45	0	0	80	9	1	4	0	94
Total	**0**	**1**	**292**	**37**	**3**	**11**	**0**	**344**
13:00	0	0	71	4	1	2	0	78
13:15	0	0	71	6	2	2	1	82
13:30	1	0	63	8	0	3	0	75
13:45	0	0	78	8	2	3	1	92
Total	**1**	**0**	**283**	**26**	**5**	**10**	**2**	**327**
14:00	0	0	59	6	0	2	0	67
14:15	0	0	64	10	0	2	0	76
14:30	0	0	77	7	1	2	1	88
14:45	0	0	83	9	0	1	0	93
Total	**0**	**0**	**283**	**32**	**1**	**7**	**1**	**324**
15:00	1	0	90	15	0	3	1	110
15:15	1	0	81	5	2	2	0	91
15:30	1	0	63	8	0	1	1	74
15:45	0	0	80	7	1	2	0	90
Total	**3**	**0**	**314**	**35**	**3**	**8**	**2**	**365**
16:00	0	1	59	3	3	2	0	68
16:15	0	2	70	5	0	2	0	79
16:30	0	2	70	13	0	2	1	88
16:45	0	0	75	5	2	4	0	86
Total	**0**	**5**	**80**	**26**	**5**	**10**	**1**	**321**
17:00	1	2	69	5	2	1	0	80
17:15	0	2	76	15	1	2	0	96
17:30	0	0	76	5	0	3	0	84
17:45	1	0	78	5	0	2	0	86
Total	**2**	**4**	**299**	**30**	**3**	**8**	**0**	**346**
Day Total	**7**	**15**	**2653**	**373**	**41**	**98**	**16**	**3397**

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

7	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	1	32	13	0	1	1	48
07:45	1	0	29	4	1	1	0	36
Total	**1**	**1**	**61**	**17**	**1**	**2**	**1**	**84**
08:00	0	0	39	12	2	1	0	54
08:15	0	0	45	10	0	1	0	56
08:30	0	0	44	4	0	1	1	50
08:45	0	0	39	2	0	1	0	42
Total	**0**	**0**	**167**	**28**	**2**	**4**	**1**	**202**
09:00	0	0	27	4	0	1	1	33
09:15	0	0	50	10	1	2	2	65
09:30	0	0	31	6	3	0	0	40
09:45	0	1	38	3	2	1	1	46
Total	**0**	**1**	**146**	**23**	**6**	**4**	**4**	**184**
10:00	0	0	34	7	1	1	1	44
10:15	0	0	32	4	2	1	0	39
10:30	1	0	41	3	0	1	0	46
10:45	0	1	35	5	0	2	1	44
Total	**1**	**1**	**142**	**19**	**3**	**5**	**2**	**173**
11:00	0	0	52	1	2	1	0	56
11:15	0	0	41	7	0	1	0	49
11:30	0	0	39	9	1	1	0	50
11:45	0	0	55	6	2	2	0	65
Total	**0**	**0**	**187**	**23**	**5**	**5**	**0**	**220**
12:00	0	0	48	6	0	1	0	55
12:15	0	0	53	5	0	1	0	59
12:30	0	1	51	6	1	1	0	60
12:45	0	0	57	2	1	2	0	62
Total	**0**	**1**	**209**	**19**	**2**	**5**	**0**	**236**
13:00	0	0	52	1	0	1	0	54
13:15	0	0	52	3	1	1	0	57
13:30	0	0	45	6	0	1	0	52
13:45	0	0	48	5	0	2	0	55
Total	**0**	**0**	**197**	**15**	**1**	**5**	**0**	**218**
14:00	0	0	42	5	0	1	1	49
14:15	0	0	50	6	0	1	0	57
14:30	0	0	57	6	1	1	2	67
14:45	0	0	65	6	0	1	0	72
Total	**0**	**0**	**214**	**23**	**1**	**4**	**3**	**245**
15:00	1	0	70	6	0	2	1	80
15:15	0	0	54	2	1	1	0	58
15:30	1	0	52	6	1	1	1	62
15:45	0	0	51	2	0	1	0	54
Total	**2**	**0**	**227**	**16**	**2**	**5**	**2**	**254**
16:00	0	0	41	3	1	0	0	45
16:15	0	0	46	6	0	2	0	54
16:30	0	2	52	11	0	0	0	65
16:45	0	0	60	2	2	2	0	66
Total	**0**	**2**	**199**	**22**	**3**	**4**	**0**	**230**
17:00	2	0	60	3	0	0	1	66
17:15	1	1	56	8	1	2	0	69
17:30	0	0	68	4	0	1	0	73
17:45	1	0	55	5	0	1	0	62
Total	**4**	**1**	**239**	**20**	**1**	**4**	**1**	**270**
Day Total	**8**	**7**	**1988**	**225**	**27**	**47**	**14**	**2316**

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

8	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	0	3	2	0	0	0	5
07:45	0	0	13	2	1	0	0	16
Total	**0**	**0**	**16**	**4**	**1**	**0**	**0**	**21**
08:00	1	0	17	2	1	0	0	21
08:15	0	0	36	0	0	0	0	36
08:30	0	0	24	2	0	0	0	26
08:45	0	0	9	2	1	0	0	12
Total	**1**	**0**	**86**	**6**	**2**	**0**	**0**	**95**
09:00	0	0	5	1	0	0	0	6
09:15	0	0	2	2	0	0	0	4
09:30	0	0	8	1	1	0	0	10
09:45	0	0	8	0	0	0	0	8
Total	**0**	**0**	**23**	**4**	**1**	**0**	**0**	**28**
10:00	0	0	8	2	0	0	0	10
10:15	0	0	4	3	1	0	0	8
10:30	0	0	3	1	0	0	0	4
10:45	0	0	1	5	0	0	0	6
Total	**0**	**0**	**16**	**11**	**1**	**0**	**0**	**28**
11:00	0	0	4	0	0	0	0	4
11:15	0	0	8	1	0	0	0	9
11:30	0	0	4	0	0	0	0	4
11:45	0	0	6	1	0	0	0	7
Total	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**
12:00	0	0	9	2	0	0	0	11
12:15	0	0	8	1	0	0	0	9
12:30	0	0	9	0	0	0	0	9
12:45	0	0	5	1	0	0	0	6
Total	**0**	**0**	**31**	**4**	**0**	**0**	**0**	**35**
13:00	0	0	5	0	0	0	1	6
13:15	0	1	5	0	0	0	0	6
13:30	0	0	8	1	1	0	0	10
13:45	1	2	13	1	0	0	0	17
Total	**1**	**3**	**31**	**2**	**1**	**0**	**1**	**39**
14:00	0	0	8	3	1	0	0	12
14:15	0	0	7	0	0	0	0	7
14:30	0	0	15	0	0	0	0	15
14:45	1	0	14	2	0	0	0	17
Total	**1**	**0**	**44**	**5**	**1**	**0**	**0**	**51**
15:00	0	0	18	0	0	0	0	18
15:15	0	0	5	0	0	0	0	5
15:30	0	0	2	0	0	0	0	2
15:45	0	0	4	0	0	0	0	4
Total	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**29**
16:00	0	1	3	0	0	0	1	5
16:15	0	0	5	0	0	0	0	5
16:30	0	0	6	0	0	0	0	6
16:45	0	0	12	1	0	0	0	13
Total	**0**	**1**	**26**	**1**	**0**	**0**	**1**	**29**
17:00	0	0	11	3	0	0	0	14
17:15	0	0	14	1	1	0	0	16
17:30	1	0	9	0	0	0	0	10
17:45	0	0	11	0	0	0	0	11
Total	**1**	**0**	**45**	**4**	**1**	**0**	**0**	**51**
Day Total	**4**	**4**	**369**	**43**	**8**	**0**	**2**	**430**

Video Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

9	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	1	1	68	13	0	1	0	84
07:45	2	0	49	6	0	0	0	57
Total	**3**	**1**	**117**	**19**	**0**	**1**	**0**	**141**
08:00	0	0	61	9	2	0	0	72
08:15	1	0	46	7	0	1	0	55
08:30	1	0	59	6	1	2	0	69
08:45	2	0	44	4	0	0	0	50
Total	**4**	**0**	**210**	**26**	**3**	**3**	**0**	**246**
09:00	0	0	64	6	2	0	2	74
09:15	0	0	58	5	1	1	1	66
09:30	0	0	50	3	0	0	0	53
09:45	0	0	54	8	0	1	0	63
Total	**0**	**0**	**226**	**22**	**3**	**2**	**3**	**256**
10:00	0	0	76	2	1	1	2	82
10:15	1	0	66	5	0	0	0	72
10:30	0	0	59	2	0	1	1	63
10:45	0	0	67	7	0	1	1	76
Total	**1**	**0**	**268**	**16**	**1**	**3**	**4**	**293**
11:00	0	0	33	2	0	0	0	35
11:15	0	1	53	5	2	3	0	64
11:30	1	0	48	18	1	1	0	69
11:45	0	0	38	9	0	1	1	49
Total	**1**	**1**	**172**	**34**	**3**	**5**	**1**	**217**
12:00	0	0	47	5	0	2	0	54
12:15	0	0	30	3	1	0	0	34
12:30	0	0	44	5	0	3	0	52
12:45	0	0	53	6	0	1	0	60
Total	**0**	**0**	**174**	**19**	**1**	**6**	**0**	**200**
13:00	0	0	49	7	2	1	1	60
13:15	0	0	42	5	0	1	0	48
13:30	0	0	39	9	1	2	1	52
13:45	1	0	40	6	0	1	0	48
Total	**1**	**0**	**170**	**27**	**3**	**5**	**2**	**208**
14:00	0	0	57	12	0	1	0	70
14:15	0	0	41	5	0	1	0	47
14:30	0	0	52	5	1	2	1	61
14:45	0	0	47	5	0	0	0	52
Total	**0**	**0**	**197**	**27**	**1**	**4**	**1**	**230**
15:00	0	0	52	10	0	1	0	63
15:15	0	0	54	9	0	1	0	64
15:30	0	0	60	7	0	3	2	72
15:45	0	0	45	8	0	1	0	54
Total	**0**	**0**	**211**	**34**	**0**	**6**	**2**	**253**
16:00	0	0	62	5	1	1	0	69
16:15	0	0	68	7	0	1	0	76
16:30	0	0	66	3	0	1	0	70
16:45	0	0	37	2	0	1	0	40
Total	**0**	**0**	**233**	**17**	**1**	**4**	**0**	**255**
17:00	0	1	61	3	0	3	0	68
17:15	0	0	40	5	0	1	0	46
17:30	0	1	55	8	1	0	0	65
17:45	0	0	36	3	1	1	0	41
Total	**0**	**2**	**192**	**19**	**2**	**5**	**0**	**220**
Day Total	**10**	**4**	**2170**	**260**	**18**	**44**	**13**	**2519**

Traffic Watch (UK) Ltd
Phone: 01689 824292

Video Survey

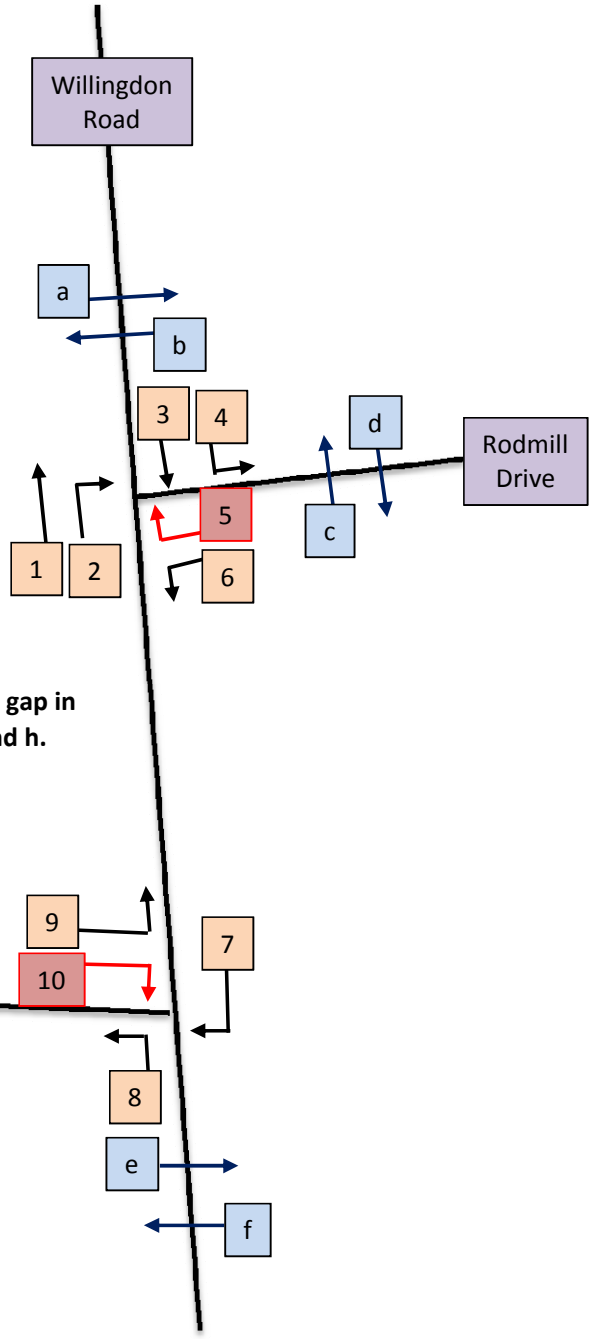
Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

10	P/C	M/C	Cars / Taxis	LGV	MGV / HGV	Bus	Coach	Total
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Day Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Phone: 01689 824292

Video Survey

Site:	Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location:	Eastbourne, East Sussex
Date:	Tuesday 2nd December 2014
Hours:	07:30 - 1800
Weather:	Rain PM



Pedestrians cross the road through a gap in the railings to make movements g and h.

Phone: 01689 824292

Video Survey

Site:	Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location:	Eastbourne, East Sussex
Date:	Tuesday 2nd December 2014
Hours:	07:30 - 1800
Weather:	Rain PM

Traffic Watch (UK) Ltd
Phone: 01689 824292

Pedestrian Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

NB: Schoolchildren cause the increase in figures between 15:00 and 15:45.

	Pedestrians				Pedestrians		
	a	b			c	d	
Time			Total	Time			Total
07:30	1	0	1	07:30	5	3	8
07:45	3	0	3	07:45	5	1	6
Total	4	0	4	**Total**	10	4	14
08:00	1	1	2	08:00	0	3	3
08:15	6	9	15	08:15	11	7	18
08:30	2	6	8	08:30	8	3	11
08:45	1	0	1	08:45	0	5	5
Total	10	16	26	**Total**	19	18	37
09:00	2	0	2	09:00	1	1	2
09:15	2	0	2	09:15	1	1	2
09:30	0	0	0	09:30	1	4	5
09:45	6	3	9	09:45	1	1	2
Total	10	3	13	**Total**	4	7	11
10:00	1	0	1	10:00	0	0	0
10:15	1	0	1	10:15	0	1	1
10:30	2	1	3	10:30	1	1	2
10:45	1	0	1	10:45	1	0	1
Total	5	1	6	**Total**	2	2	4
11:00	0	4	4	11:00	0	0	0
11:15	0	0	0	11:15	0	1	1
11:30	1	0	1	11:30	0	1	1
11:45	1	0	1	11:45	0	1	1
Total	2	4	6	**Total**	0	3	3
12:00	1	2	3	12:00	0	0	0
12:15	1	0	1	12:15	1	1	2
12:30	0	0	0	12:30	0	2	2
12:45	1	1	2	12:45	1	2	3
Total	3	3	6	**Total**	2	5	7
13:00	0	0	0	13:00	1	0	1
13:15	2	0	2	13:15	1	1	2
13:30	2	0	2	13:30	1	1	2
13:45	1	0	1	13:45	0	2	2
Total	5	0	5	**Total**	3	4	7
14:00	1	0	1	14:00	0	0	0
14:15	0	2	2	14:15	1	2	3
14:30	1	1	2	14:30	0	0	0
14:45	0	3	3	14:45	2	1	3
Total	2	6	8	**Total**	3	3	6
15:00	11	3	14	15:00	3	0	3
15:15	12	1	13	15:15	0	1	1
15:30	3	8	11	15:30	0	6	6
15:45	0	0	0	15:45	0	5	5
Total	26	12	38	**Total**	3	12	15
16:00	0	1	1	16:00	0	5	5
16:15	0	2	2	16:15	0	1	1
16:30	2	1	3	16:30	2	0	2
16:45	0	0	0	16:45	1	1	2
Total	2	4	6	**Total**	3	7	10
17:00	0	3	3	17:00	1	2	3
17:15	0	4	4	17:15	4	1	5
17:30	0	1	1	17:30	0	0	0
17:45	0	1	1	17:45	3	0	3
Total	0	9	9	**Total**	8	3	11
Day Total	69	58	127	**Day Total**	57	68	125

Traffic Watch (UK) Ltd
Phone: 01689 824292

Pedestrian Survey

Site: Junction of Eldon Road/ Willingdon Road & Rodmill Drive
Location: Eastbourne, East Sussex
Date: Tuesday 2nd December 2014
Hours: 07:30 - 1800
Weather: Rain PM

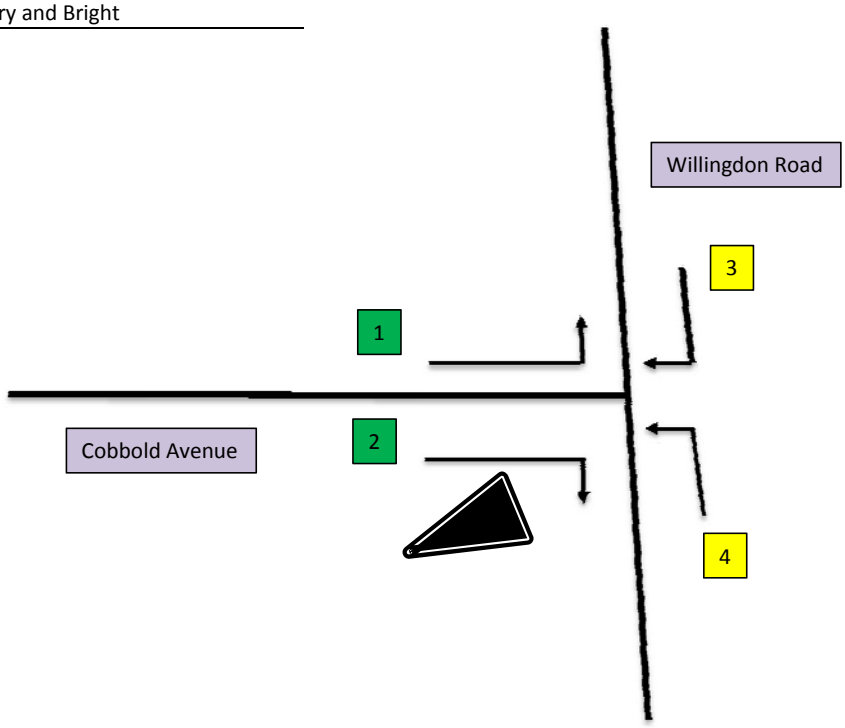
NB: Schoolchildren cause the increase in figures between 15:00 and 15:45.

	Pedestrians				Pedestrians		
	e	f			g	h	
Time			Total	Time			Total
07:30	2	2	4	07:30	0	0	0
07:45	1	3	4	07:45	0	0	0
Total	3	5	8	**Total**	0	0	0
08:00	4	3	7	08:00	0	1	1
08:15	3	3	6	08:15	3	0	3
08:30	11	13	24	08:30	5	1	6
08:45	3	4	7	08:45	0	0	0
Total	21	23	44	**Total**	8	2	10
09:00	6	3	9	09:00	0	0	0
09:15	0	1	1	09:15	0	0	0
09:30	1	0	1	09:30	0	0	0
09:45	2	4	6	09:45	0	1	1
Total	9	8	17	**Total**	0	1	1
10:00	3	1	4	10:00	0	0	0
10:15	2	2	4	10:15	1	0	1
10:30	3	1	4	10:30	0	0	0
10:45	0	0	0	10:45	0	0	0
Total	8	4	12	**Total**	1	0	1
11:00	1	2	3	11:00	0	0	0
11:15	4	0	4	11:15	0	1	1
11:30	4	1	5	11:30	0	1	1
11:45	0	1	1	11:45	0	0	0
Total	9	4	13	**Total**	0	2	2
12:00	3	2	5	12:00	0	0	0
12:15	3	1	4	12:15	1	0	1
12:30	0	7	7	12:30	0	0	0
12:45	3	1	4	12:45	0	0	0
Total	9	11	20	**Total**	1	0	1
13:00	0	3	3	13:00	1	2	3
13:15	0	0	0	13:15	0	0	0
13:30	0	0	0	13:30	0	0	0
13:45	0	3	3	13:45	0	0	0
Total	0	6	6	**Total**	1	2	3
14:00	0	5	5	14:00	0	0	0
14:15	2	2	4	14:15	0	0	0
14:30	3	2	5	14:30	0	0	0
14:45	1	8	9	14:45	0	1	1
Total	6	17	23	**Total**	0	1	1
15:00	39	0	39	15:00	1	0	1
15:15	64	0	64	15:15	1	0	1
15:30	4	9	13	15:30	0	3	3
15:45	1	1	2	15:45	0	0	0
Total	108	10	118	**Total**	2	3	5
16:00	1	6	7	16:00	0	0	0
16:15	3	1	4	16:15	0	0	0
16:30	4	1	5	16:30	0	0	0
16:45	4	1	5	16:45	0	0	0
Total	12	9	21	**Total**	0	0	0
17:00	2	1	3	17:00	0	0	0
17:15	0	7	7	17:15	0	0	0
17:30	0	2	2	17:30	0	0	0
17:45	6	2	8	17:45	1	0	1
Total	8	12	20	**Total**	1	0	1
Day Total	193	109	302	**Day Total**	14	11	25

Traffic Watch (UK) Ltd
Phone: 01689 824292

Classified Vehicle Video Survey

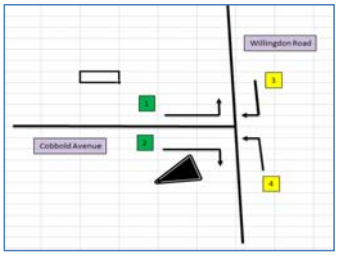
Site:	Junction of Willingdon Road and Cobbold Avenue
Location:	Eastbourne
Date:	Tuesday 10th March 2015
Time:	07:30 - 09:30 and 13:30 - 16:30
Weather:	Dry and Bright



Traffic Watch (UK) Ltd
Phone: 01689 824292

Classified Vehicle Video Survey

Site: Junction of Willingdon Road and Cobbold Avenue
Location: Eastbourne
Date: Tuesday 10th March 2015
Time: 07:30 - 09:30 and 13:30 - 16:30
Weather: Dry and Bright

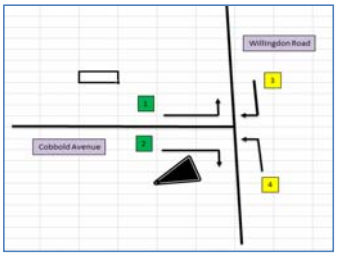


1	P/C	M/C	Car	LGV	MGV / HGV	Bus/Coach	Total
07:30	0	0	8	0	0	0	8
07:45	0	0	19	0	0	0	19
08:00	0	0	24	2	0	0	26
08:15	0	0	29	1	0	0	30
Total	**0**	**0**	**80**	**3**	**0**	**0**	**83**
08:30	1	0	39	0	0	0	40
08:45	0	0	26	0	0	0	26
09:00	0	0	18	0	0	0	18
09:15	0	0	12	1	0	0	13
Total	**1**	**0**	**95**	**1**	**0**	**0**	**97**
AM Total	**1**	**0**	**175**	**4**	**0**	**0**	**180**
13:30	0	1	7	0	0	0	8
13:45	0	0	6	0	0	0	6
14:00	0	0	7	1	0	0	8
14:15	0	1	8	0	0	0	9
Total	**0**	**2**	**28**	**1**	**0**	**0**	**31**
14:30	0	0	9	0	0	0	9
14:45	0	0	11	1	0	0	12
15:00	0	0	15	0	0	0	15
15:15	0	0	22	1	0	0	23
Total	**0**	**0**	**57**	**2**	**0**	**0**	**59**
15:30	0	0	36	0	0	0	36
15:45	0	0	6	0	0	0	6
16:00	0	0	11	0	0	0	11
16:15	0	0	10	1	0	0	11
Total	**0**	**0**	**63**	**1**	**0**	**0**	**64**
PM Total	**0**	**2**	**148**	**4**	**0**	**0**	**154**
Day Total	**1**	**2**	**323**	**8**	**0**	**0**	**334**

Traffic Watch (UK) Ltd
Phone: 01689 824292

Classified Vehicle Video Survey

Site: Junction of Willingdon Road and Cobbold Avenue
Location: Eastbourne
Date: Tuesday 10th March 2015
Time: 07:30 - 09:30 and 13:30 - 16:30
Weather: Dry and Bright

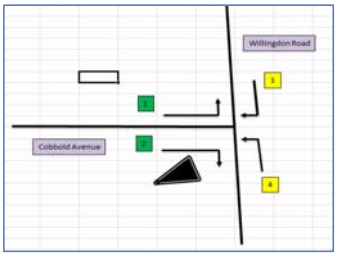


2	P/C	M/C	Car	LGV	MGV / HGV	Bus/Coach	Total
07:30	1	1	4	1	0	0	7
07:45	0	0	9	0	0	0	9
08:00	0	0	8	0	0	0	8
08:15	1	0	10	0	0	0	11
Total	**2**	**1**	**31**	**1**	**0**	**0**	**35**
08:30	0	0	14	1	0	0	15
08:45	0	0	12	1	0	0	13
09:00	0	0	6	0	0	0	6
09:15	0	0	2	2	0	0	4
Total	**0**	**0**	**34**	**4**	**0**	**0**	**38**
AM Total	**2**	**1**	**65**	**5**	**0**	**0**	**73**
13:30	0	0	6	0	0	0	6
13:45	0	0	7	0	0	0	7
14:00	0	0	2	0	0	0	2
14:15	0	0	4	1	0	0	5
Total	**0**	**0**	**19**	**1**	**0**	**0**	**20**
14:30	0	0	3	0	0	0	3
14:45	0	0	3	0	0	0	3
15:00	0	0	3	1	0	0	4
15:15	0	0	13	1	0	0	14
Total	**0**	**0**	**22**	**2**	**0**	**0**	**24**
15:30	0	0	23	1	0	0	24
15:45	0	0	11	0	0	0	11
16:00	0	0	4	1	0	0	5
16:15	0	0	5	0	0	0	5
Total	**0**	**0**	**43**	**2**	**0**	**0**	**45**
PM Total	**0**	**0**	**84**	**5**	**0**	**0**	**89**
Day Total	**2**	**1**	**149**	**10**	**0**	**0**	**162**

Traffic Watch (UK) Ltd
Phone: 01689 824292

Classified Vehicle Video Survey

Site: Junction of Willingdon Road and Cobbold Avenue
Location: Eastbourne
Date: Tuesday 10th March 2015
Time: 07:30 - 09:30 and 13:30 - 16:30
Weather: Dry and Bright

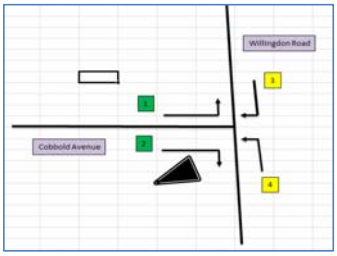


3	P/C	M/C	Car	LGV	MGV / HGV	Bus/Coach	Total
07:30	0	0	3	1	0	0	4
07:45	0	0	1	0	0	0	1
08:00	0	0	4	0	0	0	4
08:15	0	0	7	2	0	0	9
Total	**0**	**0**	**15**	**3**	**0**	**0**	**18**
08:30	0	0	8	0	0	0	8
08:45	0	0	5	2	0	0	7
09:00	0	0	3	1	0	0	4
09:15	0	0	9	0	0	0	9
Total	**0**	**0**	**25**	**3**	**0**	**0**	**28**
AM Total	**0**	**0**	**40**	**6**	**0**	**0**	**46**
13:30	0	0	6	0	0	0	6
13:45	0	0	6	0	0	0	6
14:00	0	0	9	0	0	0	9
14:15	0	1	9	0	0	0	10
Total	**0**	**1**	**30**	**0**	**0**	**0**	**31**
14:30	0	0	4	1	0	0	5
14:45	0	0	10	1	0	0	11
15:00	0	0	9	0	0	0	9
15:15	0	0	10	1	0	0	11
Total	**0**	**0**	**33**	**3**	**0**	**0**	**36**
15:30	0	0	7	0	0	0	7
15:45	0	0	7	0	0	0	7
16:00	0	0	3	1	0	0	4
16:15	0	0	10	0	0	0	10
Total	**0**	**0**	**27**	**1**	**0**	**0**	**28**
PM Total	**0**	**1**	**90**	**4**	**0**	**0**	**95**
Day Total	**0**	**1**	**130**	**10**	**0**	**0**	**141**

Traffic Watch (UK) Ltd
Phone: 01689 824292

Classified Vehicle Video Survey

Site: Junction of Willingdon Road and Cobbold Avenue
Location: Eastbourne
Date: Tuesday 10th March 2015
Time: 07:30 - 09:30 and 13:30 - 16:30
Weather: Dry and Bright

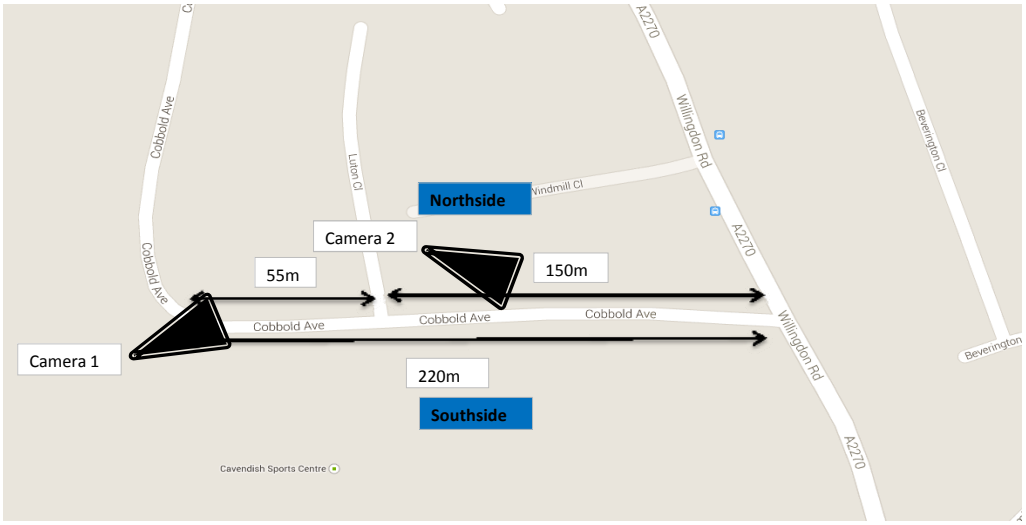


4	P/C	M/C	Car	LGV	MGV / HGV	Bus/Coach	Total
07:30	0	0	3	0	0	0	3
07:45	0	0	4	0	0	0	4
08:00	0	0	10	2	0	0	12
08:15	0	0	8	2	0	0	10
Total	**0**	**0**	**25**	**4**	**0**	**0**	**29**
08:30	1	0	20	1	0	0	22
08:45	0	0	6	0	0	0	6
09:00	0	0	3	0	0	0	3
09:15	0	0	2	2	0	0	4
Total	**1**	**0**	**31**	**3**	**0**	**0**	**35**
AM Total	**1**	**0**	**56**	**7**	**0**	**0**	**64**
13:30	0	0	1	0	0	0	1
13:45	0	0	2	0	0	0	2
14:00	0	0	3	1	0	0	4
14:15	0	0	5	0	0	0	5
Total	**0**	**0**	**11**	**1**	**0**	**0**	**12**
14:30	1	0	1	1	0	0	3
14:45	0	0	7	0	0	0	7
15:00	0	1	13	0	0	0	14
15:15	0	0	12	0	0	0	12
Total	**1**	**1**	**33**	**1**	**0**	**0**	**36**
15:30	0	0	3	0	0	0	3
15:45	0	0	3	0	0	0	3
16:00	0	0	4	0	0	0	4
16:15	0	0	6	0	0	0	6
Total	**0**	**0**	**16**	**0**	**0**	**0**	**16**
PM Total	**1**	**1**	**60**	**2**	**0**	**0**	**64**
Day Total	**2**	**1**	**116**	**9**	**0**	**0**	**128**

Parking Survey

Site:	Junction of Willingdon Road and Cobbold Avenue
Location:	Eastbourne
Date:	Tuesday 10th March 2015
Time:	07:30 - 09:30 and 13:30 - 16:30
Weather:	Dry and Bright

Traffic Watch UK Ltd
Phone: 01689 824292



	North Side 41 SPACES		South Side 44 Spaces	
Time	**Spaces Available**	Vehicles Parked	**Spaces Available**	Vehicles Parked
Start	**35**	**6**	**44**	**0**
07:30-08:10	35	6	44	0
08:10-08:20	36	5	44	0
08:22-08:22	37	4	44	0
08:22-08:24	38	3	44	0
08:24-08:40	37	4	44	0
08:40-08:45	36	5	44	0
08:45-09:09	35	6	44	0
09:09-09:20	36	5	44	0
End	**36**	**5**	**44**	**0**
Start	**34**	**7**	**44**	**0**
13:30-13:40	34	7	44	0
13:40-13:41	35	6	44	0
13:41-13:50	36	5	44	0
13:50-14:12	37	4	44	0
14:12-14:15	36	5	44	0
14:15-14:54	37	4	44	0
14:54-15:52	38	3	44	0
15:52-16:27	37	4	44	0
End	**37**	**4**	**44**	**0**

Note No Vehicles parked on the Southside

Photos of vehicles arriving or departing on street .

Parking Survey

Site:	Junction of Willingdon Road and Cobbold Avenue
Location:	Eastbourne
Date:	Tuesday 10th March 2015
Time:	07:30 - 09:30 and 13:30 - 16:30
Weather:	Dry and Bright

Traffic Watch UK Ltd
Phone: 01689 824292

Camera 2

Camera 1

Camera 1

Camera 1

Camera 2

Camera 2

Camera 2

Camera 2

Camera 1

Camera 2

Camera 2

Parking Survey

Site:	Junction of Willingdon Road and Cobbold Avenue
Location:	Eastbourne
Date:	Tuesday 10th March 2015
Time:	07:30 - 09:30 and 13:30 - 16:30
Weather:	Dry and Bright

Traffic Watch UK Ltd
Phone: 01689 824292

Camera 2

Camera 2

Camera 2

Camera 2

Camera 2

Camera 2

Camera 1

Camera 2

Camera 2

Appendix D

Sussex Police crash data

Eldon Road – Eastbourne – 3-5 Year

Collision report 01/09/2009 – 31/08/2014

Date produced
24 September 2014

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

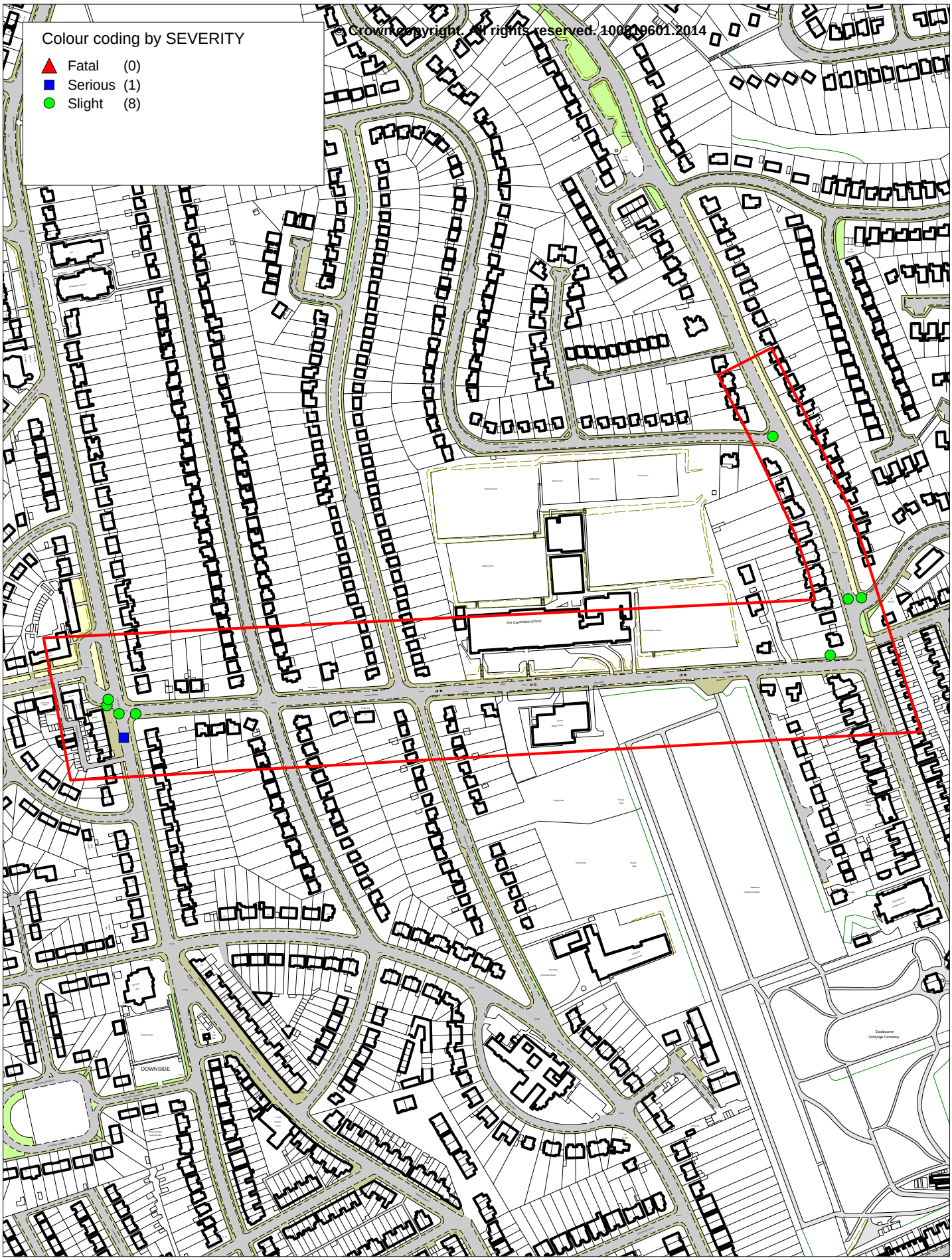
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



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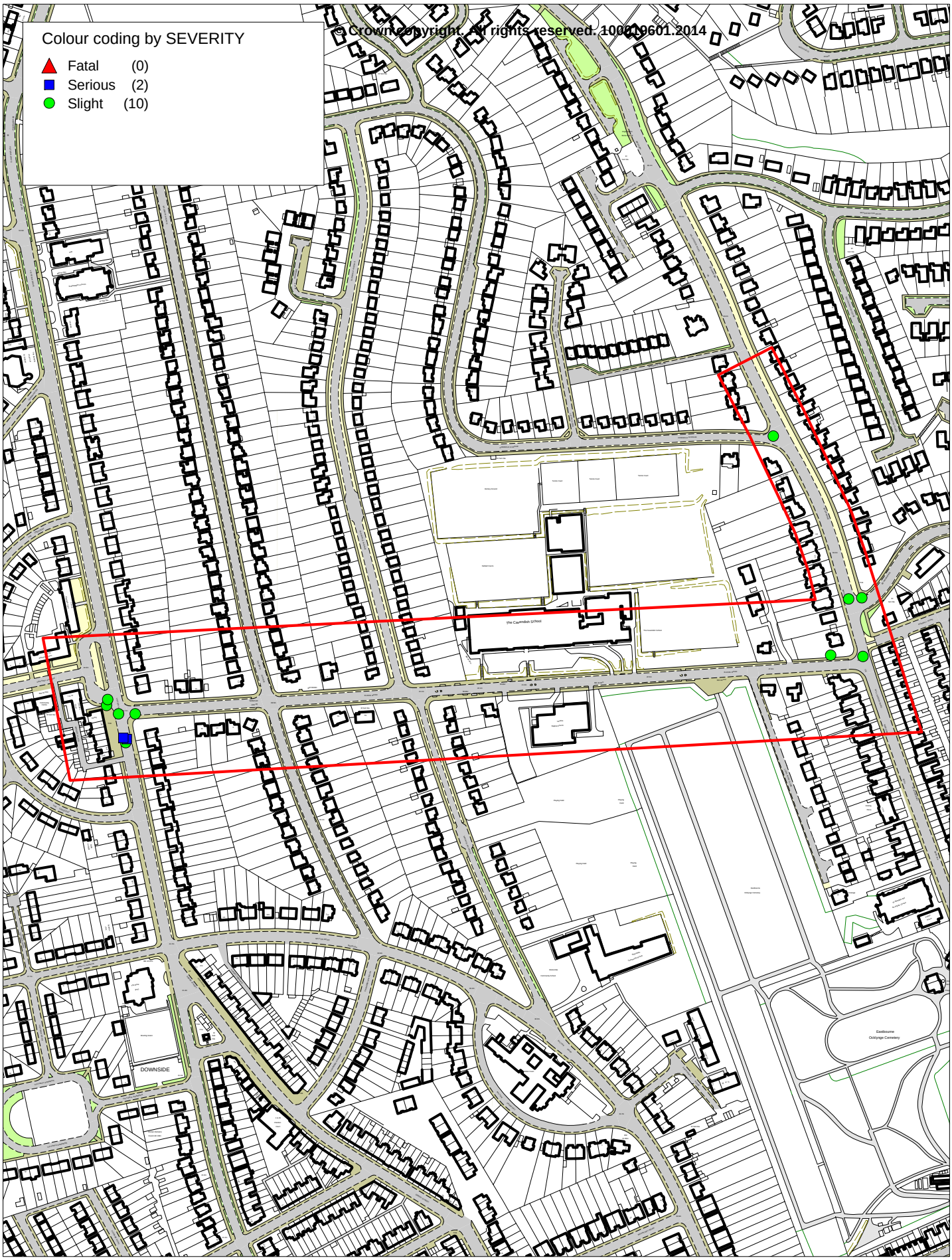
Sussex Safer Roads PARTNERSHIP

Collision data
Eldon Road - Eastbourne - 3 Years
01/09/2011 - 31/08/2014

SCALE	1 : 4200
DATE	24/09/2014
DRAWING No.	
DRAWN BY	



Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads PARTNERSHIP

Collision data
Eldon Road - Eastbourne - 5 Years
01/09/2009 - 31/08/2014

SCALE	1 : 4200
DATE	24/09/2014
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/09/2009** **to** **31/08/2014** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class						Sex / Age / Sev			
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

0909614 Saturday 19/12/2009 — A2270 WILLINGDON ROAD m of U2084 ELDON ROAD

Veh 2	Car	49	Go/head	S	to N	FSP	F	59	Slight		
Veh 1	Car	20	Turning right	N	to W						

R1: A 2270
2345 hrs
R2: U 2084
Darkness: street lights present
E 559,708
Dry
N 100,288
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 001	Very Likely
2nd:	Disobeyed automatic traffic signal	Vehicle 001	Very Likely

VEHICLE 1 TURNED LEFT ONTO WILLINGDON ROAD FROM RODMILL DRIVE NEGOTIATING A 'AMBER TO RED' TRAFFIC LIGHT WITH THE INTENTION OF TURNING IMMEDIATELY RIGHT ONTO ELDON ROAD. ON TURNING RIGHT VEH 1 COLLIDES WITH VEH 2 TRAVELLING ALONG WILLINGDON ROAD THROUGH
AN APPARENT GREEN LIGHT.

1007726 Tuesday 16/11/2010 — C695 VICTORIA DRIVE 28m South of U ELDON ROAD

Veh 1	Car	69	Go/head	N	to S	Ped	M	25	Slight		

R1: C 695
2331 hrs
Darkness: street lights present
E 559,092
Dry
N 100,216
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Casualty 001	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Casualty 001	Possible
3rd:	Crossed road masked by stationary veh	Casualty 001	

VEH 1 HAS BEEN TRAVEELING WITHIN THE SPEED LIMIT ALONG VICTORIA DRIVE IN EASTBOURNE WHEN MALE PEDESTRIAN HAS JUMPED IN FRONT OF VEH 1 CAUSING MINOR DAMAGE TO VEHICLE.

1104302 Tuesday 12/07/2011 — C0 VICTORIA DRIVE of C0 ELDON ROAD ZEBRA CROSSING

Veh 1	Car	44	Go/head	N	to S	Ped	M	67	Serious		

R1: C
1425 hrs
R2: C
E 559,093
Dry
N 100,219
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

V1 TRAVELLING SOUTHBOUND IN RESIDENTIAL ROAD. WEATHER GOOD, ROAD SURFACE DRY. PEDESTRIAN CROSSING ROAD FROM DRIVERS NEARSIDE. CROSSING IN GOOD ORDER. V1 FAILS TO STOP AND STRIKES PEDESTRIAN. PEDESTRIAN FALLS TO THE ROAD NEAR TO THE CENTRE ISLAND WITH INJ
URIES TO LEG AND HIP.

Details of Personal Injury Accidents for Period - **01/09/2009** **to** **31/08/2014** (60) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class						Sex / Age / Sev			
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
1203393	Tuesday	U2103 RODMILL DRIVE of A2270 WILLINGDON ROAD	Veh 1	Car		Turning right	E	to N	Ped	M	34	Slight
	03/07/2012											
R1: U 2103	1630 hrs											
R2: A 2270												
E 559,707	Dry											
N 100,337	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Very Likely

VEH 1 TRAVELLING FROM WILLINGDON ROAD TURNING RIGHT INTO RODMILL DRIVE THROUGH TRAFFIC LIGHT JUNCTION. MALE PEDESTRIAN STEPS OUT INTO RODMILL DRIVE FROM NORTH SIDE CROSSING TO THE SOUTH SIDE. VEH 1 MAKES SLIGHT CONTACT WITH PEDESTRIANS HAND. VEH 1 S
TOPS THEN REVERSES AND MAKES CONTACT WITH PEDESTRIANS LEFT ANKLE. WORDS EXCHANGED AND VEH 1 THEN DRIVES OFF EAST DOWN RODMILL DRIVE.

1206341	Thursday	A2270 WILLINGDON ROAD EASTBOURNE At Junction of U RODMILL DRIVE	Veh 1	Car	37	Go/head	SE	to NW	Ped	M	8	Slight
	08/11/2012											
R1: A 2270	0820 hrs											
R2: U												
E 559,696	Dry											
N 100,336	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to look properly	Casualty 001	Possible

VEH 1 HEADING NORTH ON S/CWAY ROAD IN RUSH HOUR COLLIDED WITH PEDESTRIAN THAT RAN OUT FROM DRIVERS OFFSIDE

1206440	Tuesday	C695 VICTORIA DRIVE EASTBOURNE At Junction of U CENTRAL AVENUE	Veh 1	Car	55	Reversing	W	to E	Ped	M	61	Slight
	04/12/2012											
R1: C 695	1524 hrs											
R2: U												
E 559,076	Dry											
N 100,247	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to look properly	Uninjured Pedestrian	Possible

V1 TAXI DROPPED OFF FARE ON CENTRAL AVE AND THE JUNCTION OF VICTORIA DRIVE, V1 DRIVER LOOKED ROUND AND REVERSED 1` FOOT AND COLLIDED WITH MOP WALKING BEHIND. MOP STATED THAT SHE DIDNT LOOK AS HER HEAD WAS DOWN. S170 COMPLIED WITH AT SCENE

Details of Personal Injury Accidents for Period - **01/09/2009** **to** **31/08/2014** (60) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles							Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class							Sex / Age / Sev			
	Date												
Road No.	Time												
2nd Road No.													
Grid Ref.	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
Causation Factor:													
1206794	Thursday	C695 VICTORIA DRIVE											
	20/12/2012	EASTBOURNE At Junction of U ELDON ROAD	Veh 1	Car	57	Go/head	S	to N	Ped	F	20	Serious	
R1: C 695	0728 hrs												
R2: U	Darkness: street lights present												
E 559,090	Wet/Damp												
N 100,220	Raining with high winds												
	30 mph												

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely

WEATHER WAS RAINING HARD AND DARK, AREA ILLUMINATED BY STREET LIGHTING. PEDESTRIAN SAW V1 APPROACHING AND BELIEVED IT WAS A SUITABLE DISTANCE TO CROSS ON ZEBRA CROSSING. V1 COLLIDED WITH PEDESTRIAN ON CROSSING.

1301969	Saturday	A2270 WILLINGDON ROAD											
	20/04/2013	EASTBOURNE At Junction of U COBBOLD AVENUE	Veh 2	M/C < 125 cc	22	Go/head	SE	to NW	Dri	M	22	Slight	
R1: A 2270	1807 hrs		Veh 1	Car	81	Turning right	W	to SE					
R2: U													
E 559,633	Dry												
N 100,472	Fine without high winds												
	30 mph												

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely

VEH 1 AT JUNCTION IN SIDE ROAD, LOOKED LEFT AND RIGHT THEN PULLED OUT ONTO MAIN ROAD INTO THE PATH OF A MOTORCYCLE APPROACHING FROM IT'S OFFSIDE, COLLIDING WITH SAME.

1302680	Saturday	U ELDON ROAD EASTBOURNE At											
	25/05/2013	Junction of A22 WILLINGDON ROAD	Veh 2	Car	42	Wait to turn left	W	to NW	RSP	M	9	Slight	
R1: U	1400 hrs		Veh 2	Car	42	Wait to turn left	W	to NW	Dri	F	42	Slight	
R2: A 22			Veh 1	Car	40	Ch/lane to left	W	to NW					
E 559,681	Dry												
N 100,289	Fine without high winds												
	30 mph												

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

V2 STATIONARY AT TRAFFIC LIGHTS. V1 TRIED TO PUSH IN AND HIT O/S REAR BUMPER OF V2 CAUSING DAMAGE TO V2 AND FORCING PASSENGER AND DRIVER TO BE SHUNTED FORWARD IN THEIR SEATS, RESULTING IN MINOR NECK AND BACK PAIN. DRIVER OF V1 INDICATED AS IF TO P
ULL OVER AND THEN SPED OFF, FAILING TO STOP AND EXCHANGE DETAILS.

Details of Personal Injury Accidents for Period - **01/09/2009** **to** **31/08/2014** (60) months

Selection: **Notes:**
Selected using Manual Selection

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
1301202 **R1: C 695** **R2: U** **E 559,100** **N 100,240**	Tuesday 15/01/2013 0910 hrs Wet/Damp Other 30 mph	U695 VICTORIA DRIVE EASTBOURNE At Junction of U ELDON ROAD	Veh 2 Pedal cycle 47 Turning left N to E Veh 1 Car 19 Turning right S to E	Dri M 47 Slight

Causation Factor:

		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 002	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 001	Possible
4th:	Failed to judge other persons path or speed	Vehicle 002	Possible

CYCLIST TRAVELLING ALONG VICTORIA DRIVE TURNED LEFT INTO JUNCTION OF ELDON ROAD, MOTOR VEHICLE TRAVELLING ALONG VICTORIA DRIVE TURNED RIGHT INTO JUNCTION OF ELDON ROAD VEHICLE COLLIDED, SLIGHT INJURY CAUSED TO CYCLIST

1306620 **R1: C 695** **R2: U** **E 559,077** **N 100,252**	Friday 06/12/2013 1826 hrs Darkness: street lights present Dry Fine without high winds 30 mph	U VICTORIA DRIVE EASTBOURNE AT JUNCTION OF U THE CRESCENT	Veh 1	Car	62	Turning left	S	to W	Ped	F	63	Slight

Causation Factor:

		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely

V1, PMC, WHILST TURNING OFF OF MAIN ROAD INTO SIDE ROAD, COLLIDES WITH PEDN THAT WALKS ACROSS INFRONT OF VEHICLE AS IT TURNS.

1404952 **R1: U** **R2: U** **E 559,086** **N 100,240**	Friday 15/08/2014 0900 hrs Daylight:street lights present Dry Unknown 30 mph	U ELDON ROAD EASTBOURNE AT JUNCTION OF U VICTORIA DRIVE	Veh 1	Car		Go/head	E	to W	Ped	F	30	Slight

Causation Factor:

		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely

INFORMANT WAS WALKING ACROSS THE ROAD IN ELDON ROAD WHEN SHE WAS HIT BY A DELIVERY VEHICLE. DELIVERY VEHICLE STOPPED AND GAVE INFORMANT MONEY FOR A TAXI TO A&E. NO FURTHER DETAILS KNOWN.

Appendix E

Car Parking & drop-off survey Data of Eldon Road and surrounding roads

Site:	Cavendish School - Parking Survey															
Date:	23rd September 2014															
Movement	Long Acre Close								MacMillan Drive							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*	6	7	7	6	6	6			33	19	16	13	11	10		
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:	Cavendish School - Parking Survey															
Date:	23rd September 2014															
Movement	Glendale Avenue - North up to No 40								Baldwin Avenue - North upto No 55 & South to bottom of road							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600	1600-1615	
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*	27	14	15	12	12	12			12(N) 5(S)	23 (N) 14(S)	24 (N) 10(S)	23(N) 10(S)	18 (N) 9(S)	16 (N) 9(S)	12 (N) 5(S)	
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:		Cavendish School - Eldon Road - Parking Survey															
Date:		23rd September 2014															
Movement		No of vehicles stopping															
Time Frame		14:45	14:50	14:55	15:00	15:05	15:10	15:15	15:20	15:25	15:30	15:35					
Vehicle Type	*pedal cycles*																
	motorcycles																
	ambulance																
	cars / vans (car type)	19	22	28	31	44*	39	28	21	19	19	16					
	medium goods																
	heavy goods (>2 axle)																
	bus / coach / minibus							2									
Site:		Cavendish School - Drop off Survey at the Baptist Church															
	No of cars / vans (car type)	-	1	2	2	3	-	-	-	-	-	-					
	Cars Parking on Site Cummulative	-	-	2	4	5	3	-	-	-	-	-					

*7No Cars parking in Cemetry Bellmouth

Site:	Cavendish School - Eldon Road Traffic travelling East															
Date:	23rd September 2014															
Movement	Left turn into Eldon Road								Right turn into Eldon Road							
Time Frame	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Vehicle Type: *pedal cycles*				2			1			1			2			
Vehicle Type: *motorcycles*										2	1					
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*		11	16	18	17	20	25	8		39	46	38	50	37	29	35
Vehicle Type: *medium goods*				1											1	1
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*										1	1	2	2		2	1

Site:	Cavendish School - Eldon Road Traffic travelling West															
Date:	23rd September 2014															
Movement	Left turn into Victoria Drive								Right turn into Victoria Drive							
Time Frame	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Vehicle Type: *pedal cycles*					1									1		
Vehicle Type: *motorcycles*						1										
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*		15	26	37	37	31	30	43		5	8	2	12	11	16	13
Vehicle Type: *medium goods*													1		1	
Vehicle Type: *heavy goods (>2 axle)*		1														
Vehicle Type: *bus / coach / minibus*		1	1	1	1	2	1	1								

Site:	Cavendish School - Eldon Road Traffic travelling East															
Date:	23rd September 2014															
Movement	Left turn into Eldon Road								Right turn into Eldon Road							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*																
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:	Cavendish School - Eldon Road Traffic travelling West															
Date:	23rd September 2014															
Movement	Left turn into Victoria Drive								Right turn into Victoria Drive							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*																
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:	Cavendish School - Drop off Survey in Eldon Road Traffic travelling East															
Date:	23rd September 2014															
Movement	No of vehicles stopping								Average Stopping times							
Time Frame	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Vehicle Type: *pedal cycles*																
motorcycles																
ambulance																
No of cars / vans (car type)	-	-	-	6	7	2			-	-	-	15s	20s	10s		
No of heavy goods (>2 axle)						1								50mins		
bus / coach / minibus		1 No Bus No 1A	2 No No 1A	2 No No 1A & 51	1 No Bus No 1A	1 No Bus No 1A	1 No Bus No 1A			20s	No 1A 20s No 51 15s	No 1A 45s No51 25s	15s	15s	15s	
Cars Parking on Road Cumulative	4	6	13	15	16	16	16		-	-	-	-	-	-	-	

Site:	Cavendish School - Drop off Survey in Eldon Road Traffic travelling West															
Date:	23rd September 2014															
Movement	No of vehicles stopping								Average Stopping times							
Time Frame	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Vehicle Type: *pedal cycles*																
motorcycles																
ambulance																
No of cars / vans (car type)	1	4	3	12	10	2			-	5 mins	20s	15s	20s	10s		
No of heavy goods (>2 axle)																
bus / coach / minibus		1 No Bus No 1A	1 No Bus No 1A	-	1 No Bus No 1A	1 No Bus No 1A	1 No Bus No 1A			0s	15s	-	15s	15s	15s	
Cars Parking on Site Cummulative	-	-	-	3	3	7	8		-	-	-	-	-	-	-	

Site:	Cavendish School - Drop off Survey at the Baptist Church															
No of cars / vans (car type)	-	1	2	4	3	-	-		-	10s	20s	15s	20s	10s		
Cars Parking on Site Cummulative	-	-	9	12	13	15	-		-	-	-	-	-	-	-	

Site:	Cavendish School - Eldon Road Traffic travelling East															
Date:	23rd September 2014															
Movement	No of vehicles stopping								Average Stopping times							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
motorcycles																
ambulance																
cars / vans (car type)																
medium goods																
heavy goods (>2 axle)																
bus / coach / minibus																

Site:	Cavendish School - Eldon Road Traffic travelling West															
Date:	23rd September 2014															
Movement	No of vehicles stopping								Average Stopping times							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
motorcycles																
ambulance																
cars / vans (car type)																
medium goods																
heavy goods (>2 axle)																
bus / coach / minibus																

Site:	Cavendish School - Drop off Survey at the Baptist Church															
No of cars / vans (car type)	-	1	2	4	3	-	-		-	10s	20s	15s	20s	10s		
Cars Parking on Site Cummulative	-	-	9	12	13	15	-		-	-	-	-	-	-	-	

Site:	Cavendish School -Parking Survey															
Date:	23rd September 2014															
Movement	Long Acre Close								MacMillan Drive							
Time Frame	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*	4	3	2	2	2	2	2		3	3	4	3	6	16	6	
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:	Cavendish School - Parking Survey															
Date:	23rd September 2014															
Movement	Glendale Avenue - North up to No 40								Baldwin Avenue - North upto No 55 & South to bottom of road							
Time Frame	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*	17	17	15	13	14	20	24		22 (N) 12(S)	22 (N) 11(S)	19 (N) 10(S)	14(N) 10(S)	12 (N) 16(S)	11 (N) 20(S)	11 (N) 18(S)	
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:	Cavendish School - Parking Survey															
Date:	23rd September 2014															
Movement	Long Acre Close								MacMillan Drive							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*																
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Site:	Cavendish School - Parking Survey															
Date:	23rd September 2014															
Movement	Glendale Avenue N & S								Baldwin Avenue							
Time Frame	1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600			1430-1445	1445-1500	1500-1515	1515-1530	1530-1545	1545-1600		
Vehicle Type: *pedal cycles*																
Vehicle Type: *motorcycles*																
Vehicle Type: *ambulance*																
Vehicle Type: *cars / vans (car type)*																
Vehicle Type: *medium goods*																
Vehicle Type: *heavy goods (>2 axle)*																
Vehicle Type: *bus / coach / minibus*																

Appendix F

TRICS data output files

Calculation Reference: AUDIT-349901-150417-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of pupils
Actual Range: 180 to 657 (units:)
Range Selected by User: 79 to 657 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 20/05/14

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	5 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

D1	8 days

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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	1 days
No	7 days

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

LIST OF SITES relevant to selection parameters

1 EN-04-A-01 PRIMARY SCHOOL ENFIELD
CUCKOO HALL LANE

EDMONTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 180
Survey date: WEDNESDAY 16/05/12 Survey Type: MANUAL

2 HC-04-A-04 PRIMARY SCHOOL HAMPSHIRE
AUSTEN AVENUE

WINCHESTER
Edge of Town
Residential Zone
Total Number of pupils: 231
Survey date: TUESDAY 20/11/07 Survey Type: MANUAL

3 LN-04-A-01 PRIMARY SCHOOL LINCOLNSHIRE
GONERBY HILL FOOT

GRANTHAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 312
Survey date: WEDNESDAY 12/06/13 Survey Type: MANUAL

4 MS-04-A-02 PRIMARY SCHOOL MERSEYSIDE
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY 13/06/13 Survey Type: MANUAL

5 NR-04-A-01 PRIMARY SCH. NORTHAMPTONSHIRE
GRANGE ROAD
EASTFIELD PARK
NORTHAMPTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of pupils: 376
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

6 NR-04-A-02 PRIMARY SCHOOL NORTHAMPTONSHIRE
DAYRELL ROAD

NORTHAMPTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 400
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

7 SF-04-A-02 PRIMARY SCHOOL SUFFOLK
SIDEGATE LANE

IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 657
Survey date: WEDNESDAY 21/05/08 Survey Type: MANUAL

8 TW-04-A-01 PRIMARY SCHOOL TYNE & WEAR
GLYNWOOD GARDENS

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 260
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	8	335	0.046	8	335	0.017	8	335	0.063
08:00 - 09:00	8	335	0.259	8	335	0.178	8	335	0.437
09:00 - 10:00	8	335	0.027	8	335	0.043	8	335	0.070
10:00 - 11:00	8	335	0.015	8	335	0.012	8	335	0.027
11:00 - 12:00	8	335	0.024	8	335	0.023	8	335	0.047
12:00 - 13:00	8	335	0.043	8	335	0.038	8	335	0.081
13:00 - 14:00	8	335	0.024	8	335	0.032	8	335	0.056
14:00 - 15:00	8	335	0.030	8	335	0.016	8	335	0.046
15:00 - 16:00	8	335	0.174	8	335	0.214	8	335	0.388
16:00 - 17:00	8	335	0.036	8	335	0.076	8	335	0.112
17:00 - 18:00	8	335	0.035	8	335	0.044	8	335	0.079
18:00 - 19:00	7	326	0.018	7	326	0.024	7	326	0.042
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.744			0.752			1.496

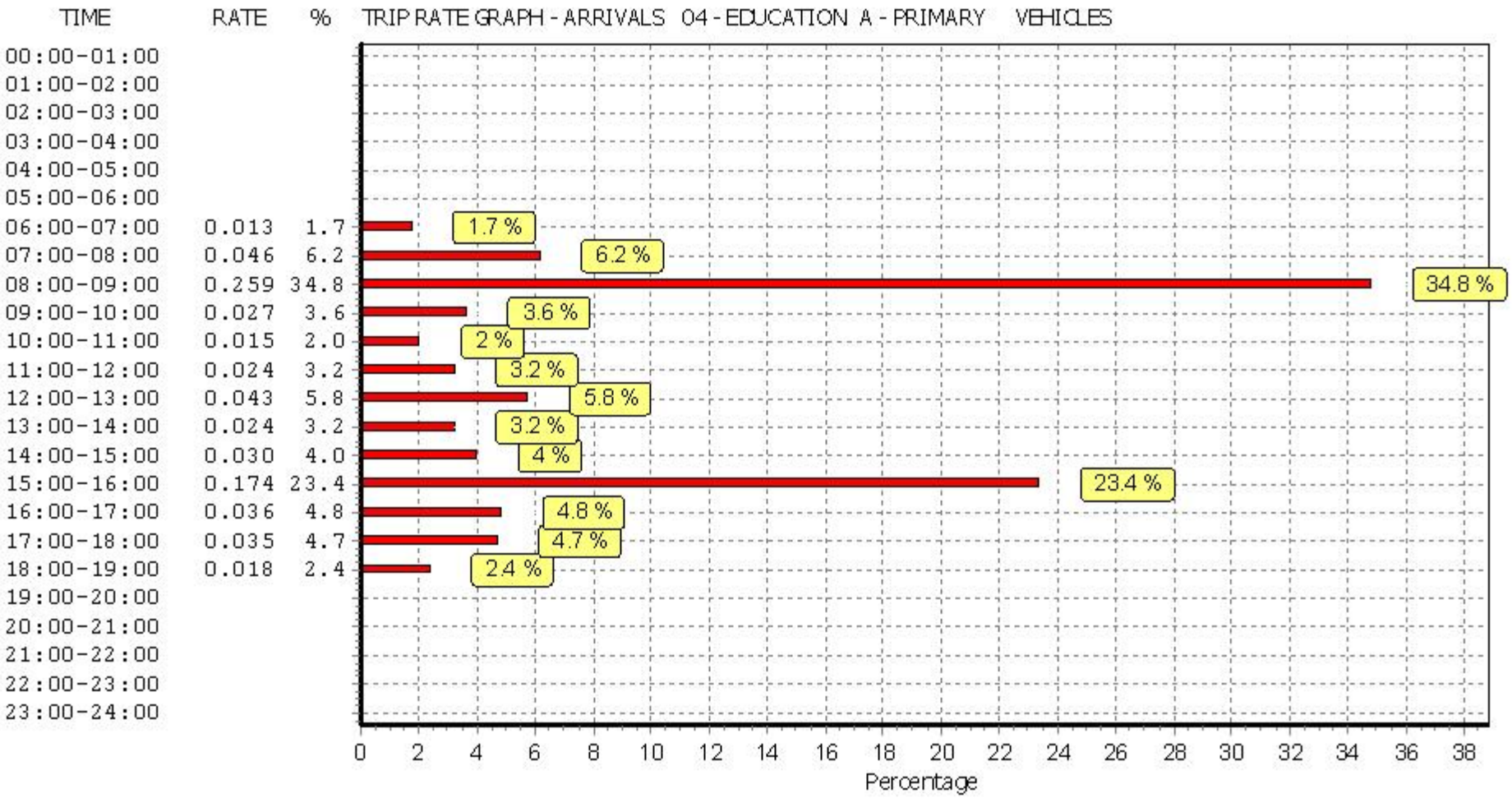
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

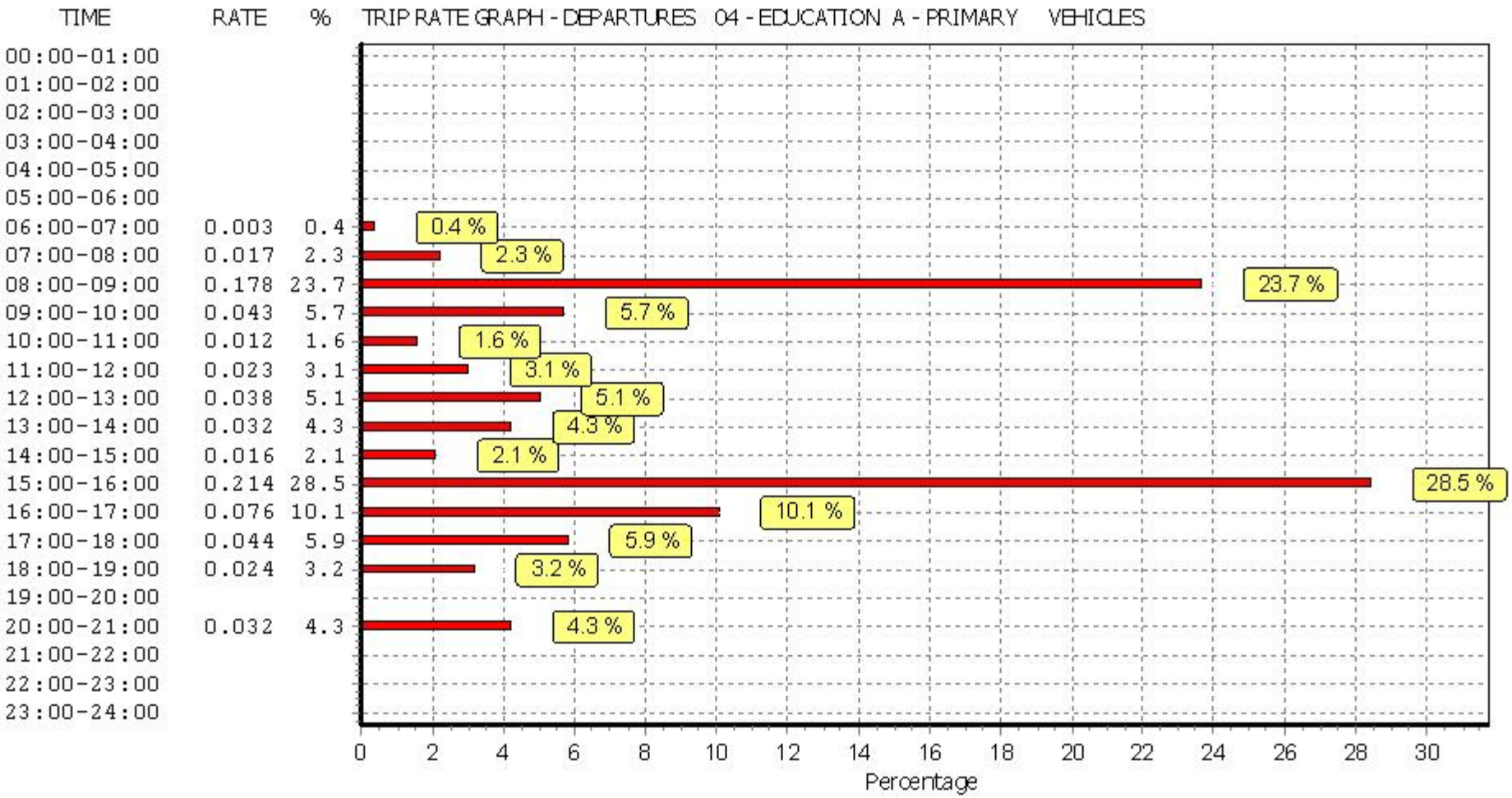
Parameter summary

Trip rate parameter range selected:	180 - 657 (units:)
Survey date date range:	01/01/07 - 20/05/14
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

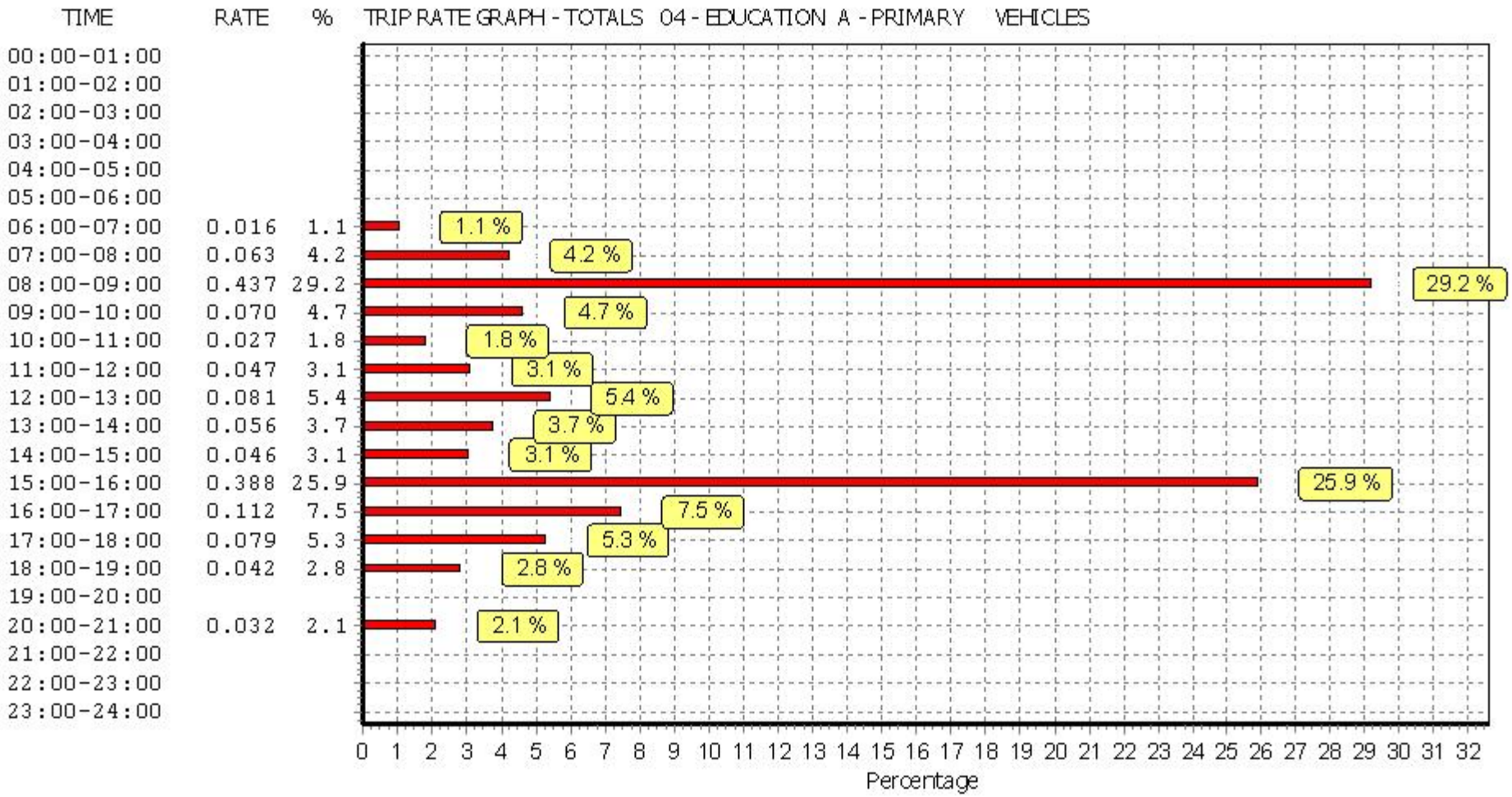
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	8	335	0.000	8	335	0.000	8	335	0.000
08:00 - 09:00	8	335	0.005	8	335	0.005	8	335	0.010
09:00 - 10:00	8	335	0.001	8	335	0.000	8	335	0.001
10:00 - 11:00	8	335	0.000	8	335	0.000	8	335	0.000
11:00 - 12:00	8	335	0.001	8	335	0.000	8	335	0.001
12:00 - 13:00	8	335	0.001	8	335	0.001	8	335	0.002
13:00 - 14:00	8	335	0.001	8	335	0.001	8	335	0.002
14:00 - 15:00	8	335	0.000	8	335	0.000	8	335	0.000
15:00 - 16:00	8	335	0.004	8	335	0.004	8	335	0.008
16:00 - 17:00	8	335	0.000	8	335	0.000	8	335	0.000
17:00 - 18:00	8	335	0.000	8	335	0.000	8	335	0.000
18:00 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.011			0.024

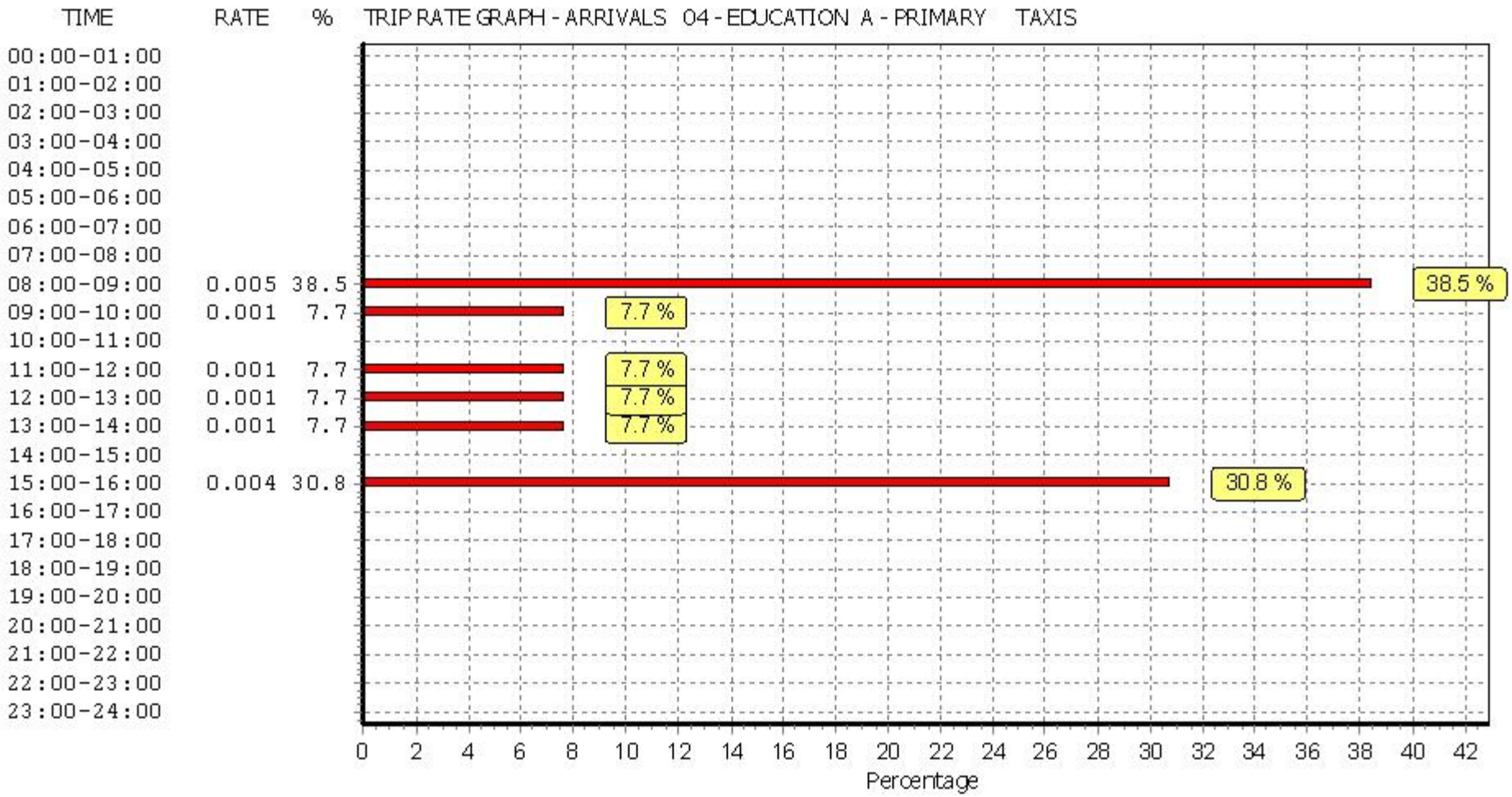
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

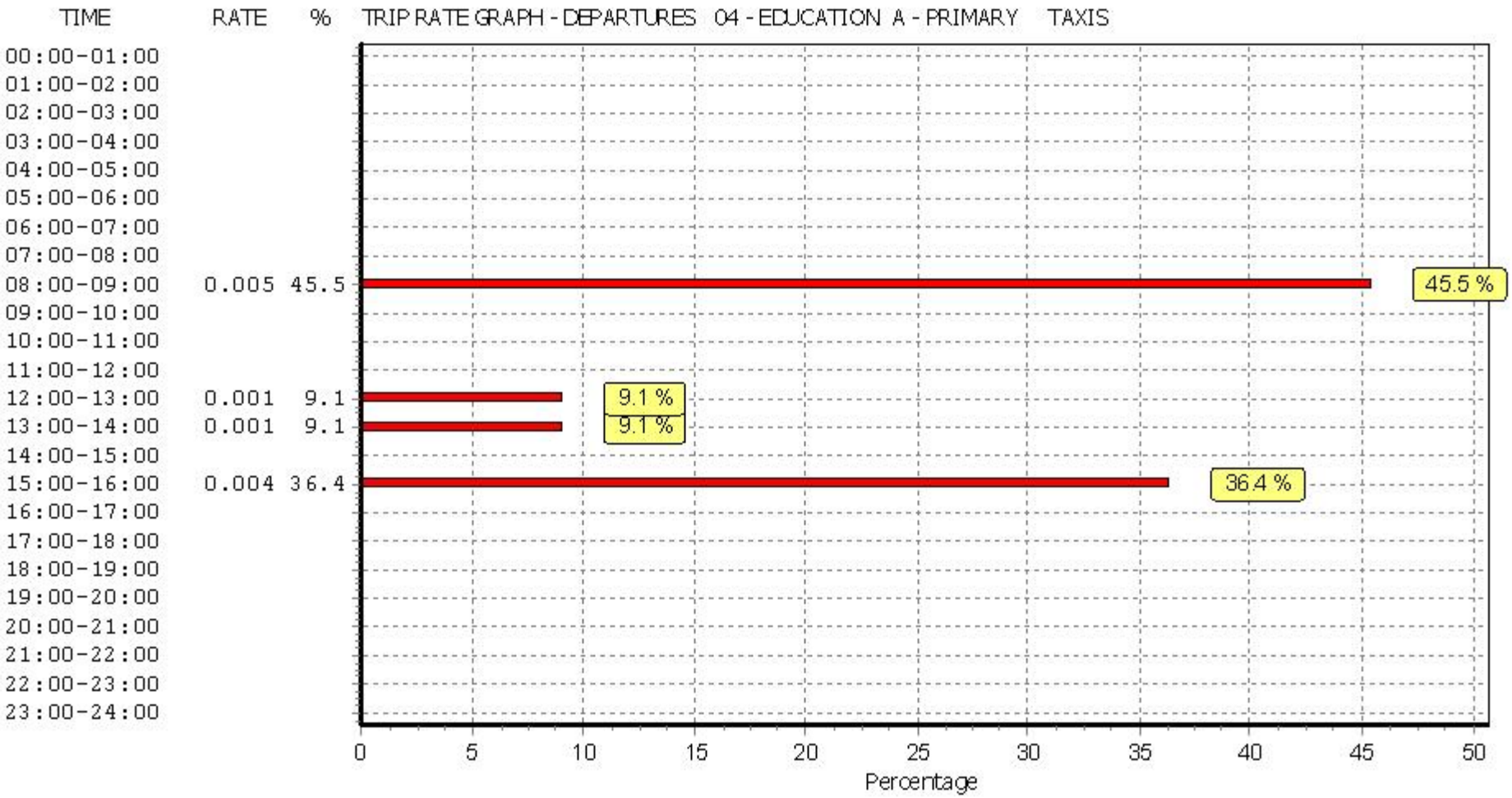
Parameter summary

Trip rate parameter range selected:	180 - 657 (units:)
Survey date date range:	01/01/07 - 20/05/14
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

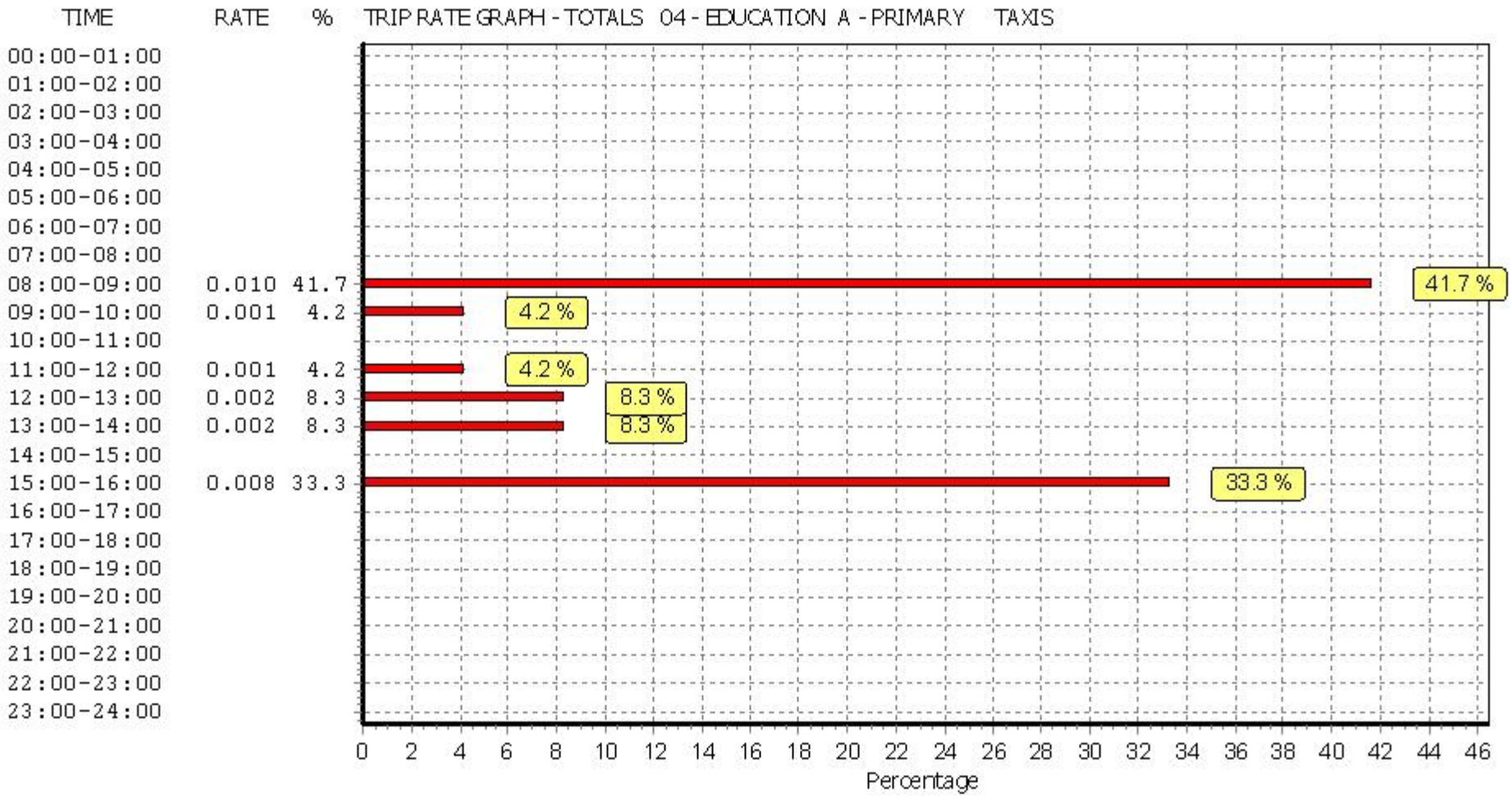
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.003	1	312	0.006
07:00 - 08:00	8	335	0.000	8	335	0.000	8	335	0.000
08:00 - 09:00	8	335	0.000	8	335	0.000	8	335	0.000
09:00 - 10:00	8	335	0.001	8	335	0.001	8	335	0.002
10:00 - 11:00	8	335	0.001	8	335	0.000	8	335	0.001
11:00 - 12:00	8	335	0.000	8	335	0.001	8	335	0.001
12:00 - 13:00	8	335	0.000	8	335	0.000	8	335	0.000
13:00 - 14:00	8	335	0.000	8	335	0.000	8	335	0.000
14:00 - 15:00	8	335	0.000	8	335	0.000	8	335	0.000
15:00 - 16:00	8	335	0.000	8	335	0.000	8	335	0.000
16:00 - 17:00	8	335	0.000	8	335	0.000	8	335	0.000
17:00 - 18:00	8	335	0.000	8	335	0.000	8	335	0.000
18:00 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

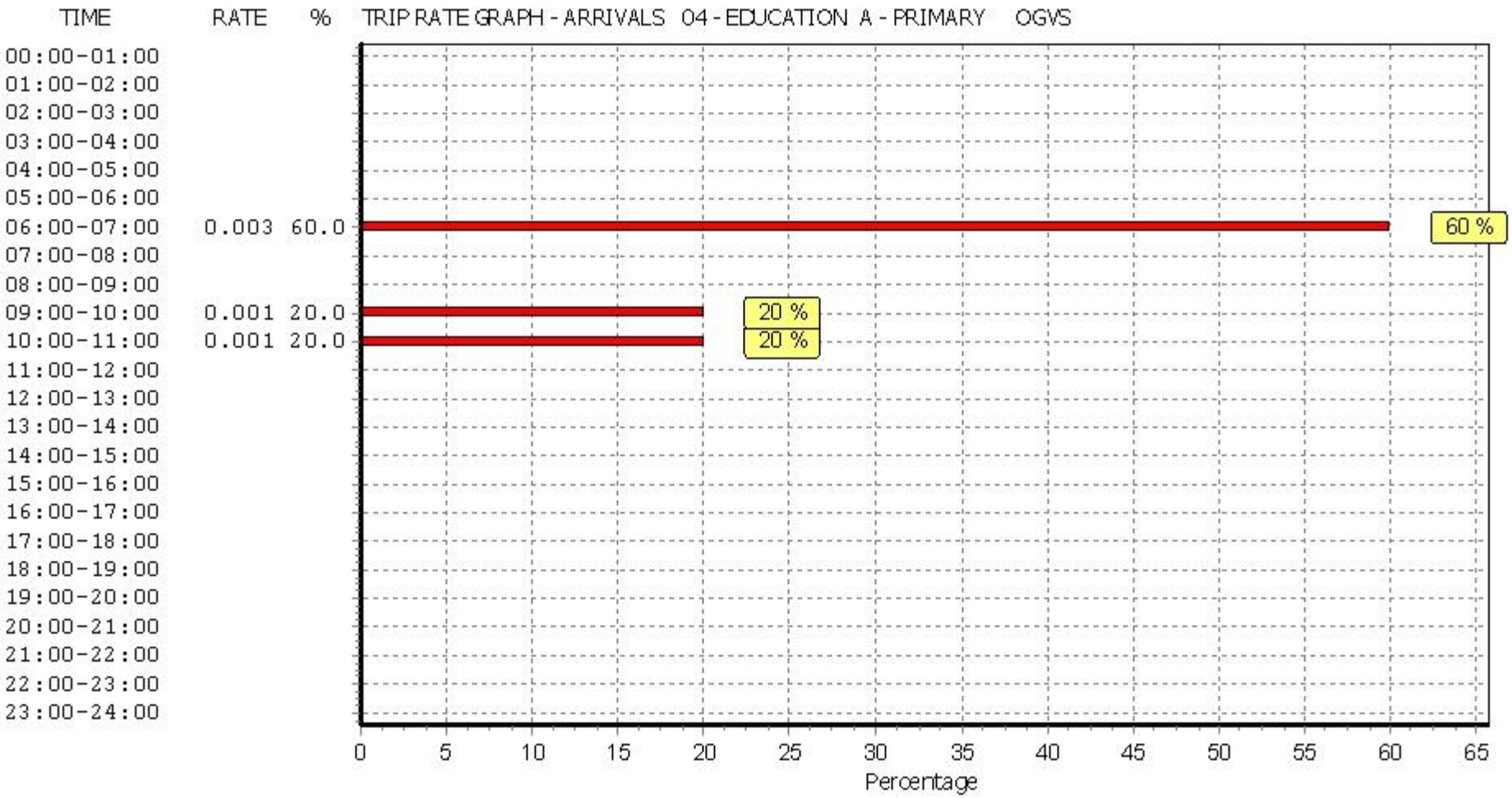
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

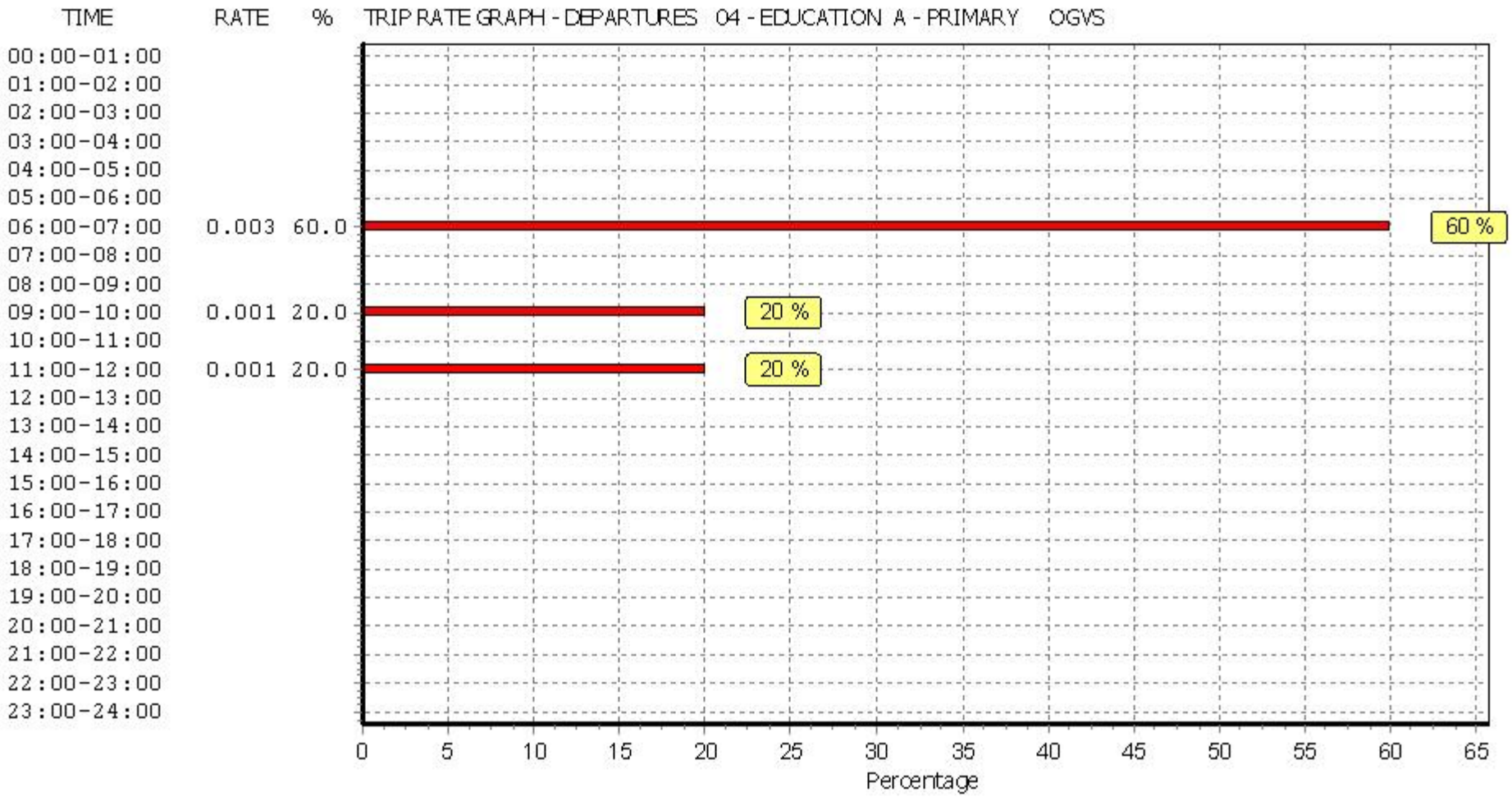
Parameter summary

Trip rate parameter range selected:	180 - 657 (units:)
Survey date date range:	01/01/07 - 20/05/14
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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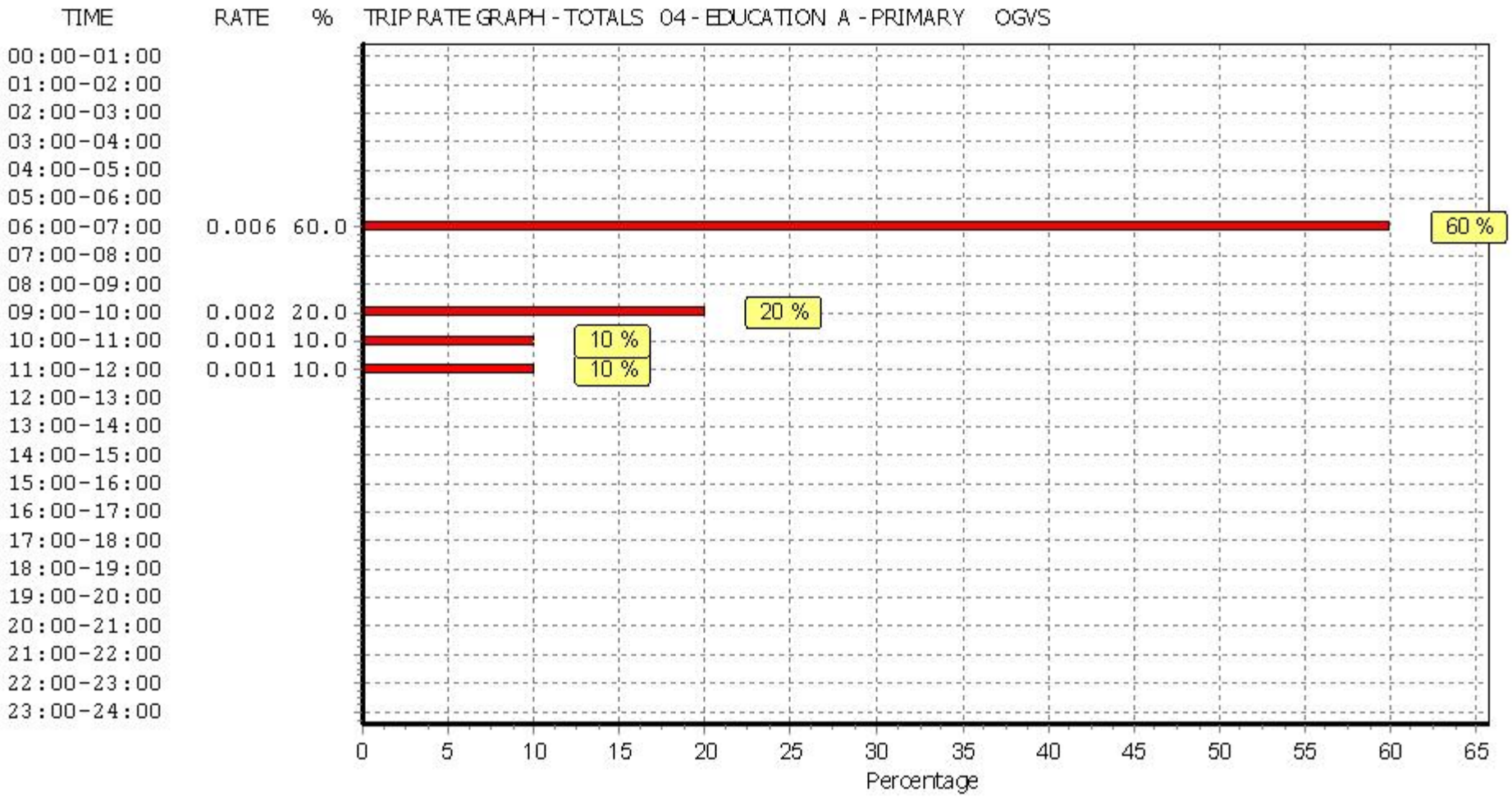


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	8	335	0.000	8	335	0.000	8	335	0.000
08:00 - 09:00	8	335	0.000	8	335	0.000	8	335	0.000
09:00 - 10:00	8	335	0.000	8	335	0.000	8	335	0.000
10:00 - 11:00	8	335	0.001	8	335	0.001	8	335	0.002
11:00 - 12:00	8	335	0.000	8	335	0.000	8	335	0.000
12:00 - 13:00	8	335	0.000	8	335	0.000	8	335	0.000
13:00 - 14:00	8	335	0.000	8	335	0.000	8	335	0.000
14:00 - 15:00	8	335	0.000	8	335	0.000	8	335	0.000
15:00 - 16:00	8	335	0.000	8	335	0.000	8	335	0.000
16:00 - 17:00	8	335	0.000	8	335	0.000	8	335	0.000
17:00 - 18:00	8	335	0.000	8	335	0.000	8	335	0.000
18:00 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

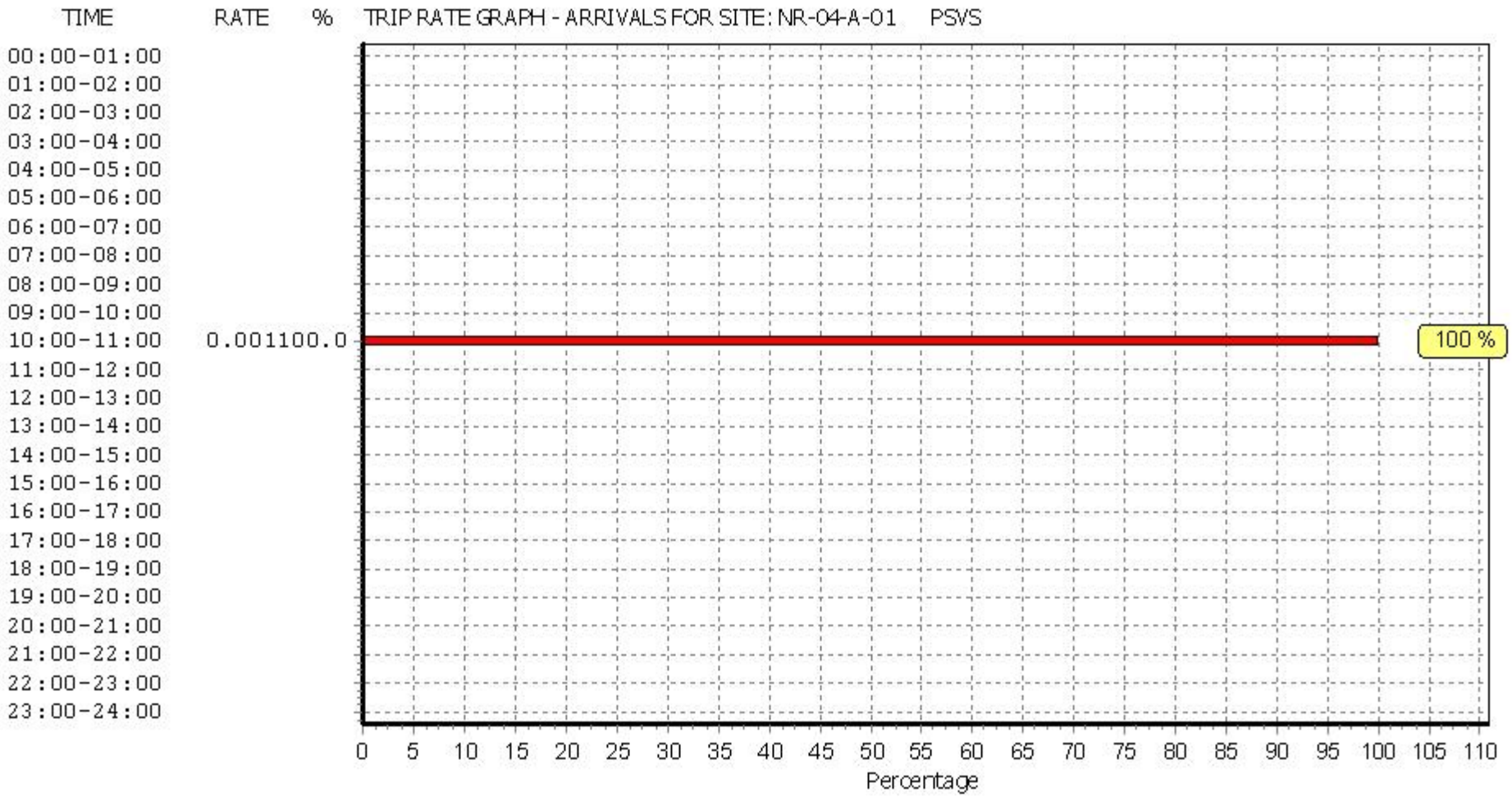
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

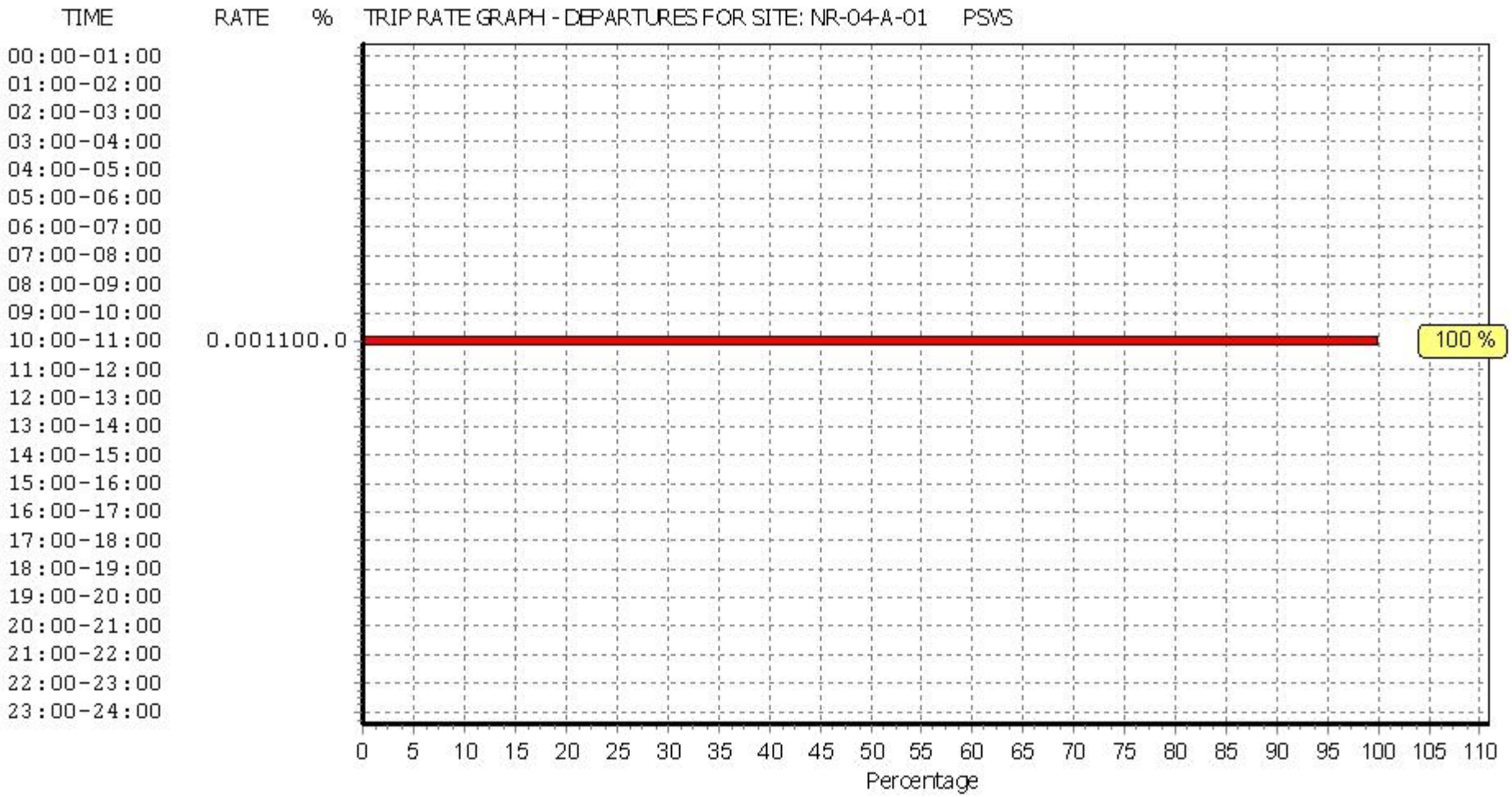
Parameter summary

Trip rate parameter range selected:	180 - 657 (units:)
Survey date date range:	01/01/07 - 20/05/14
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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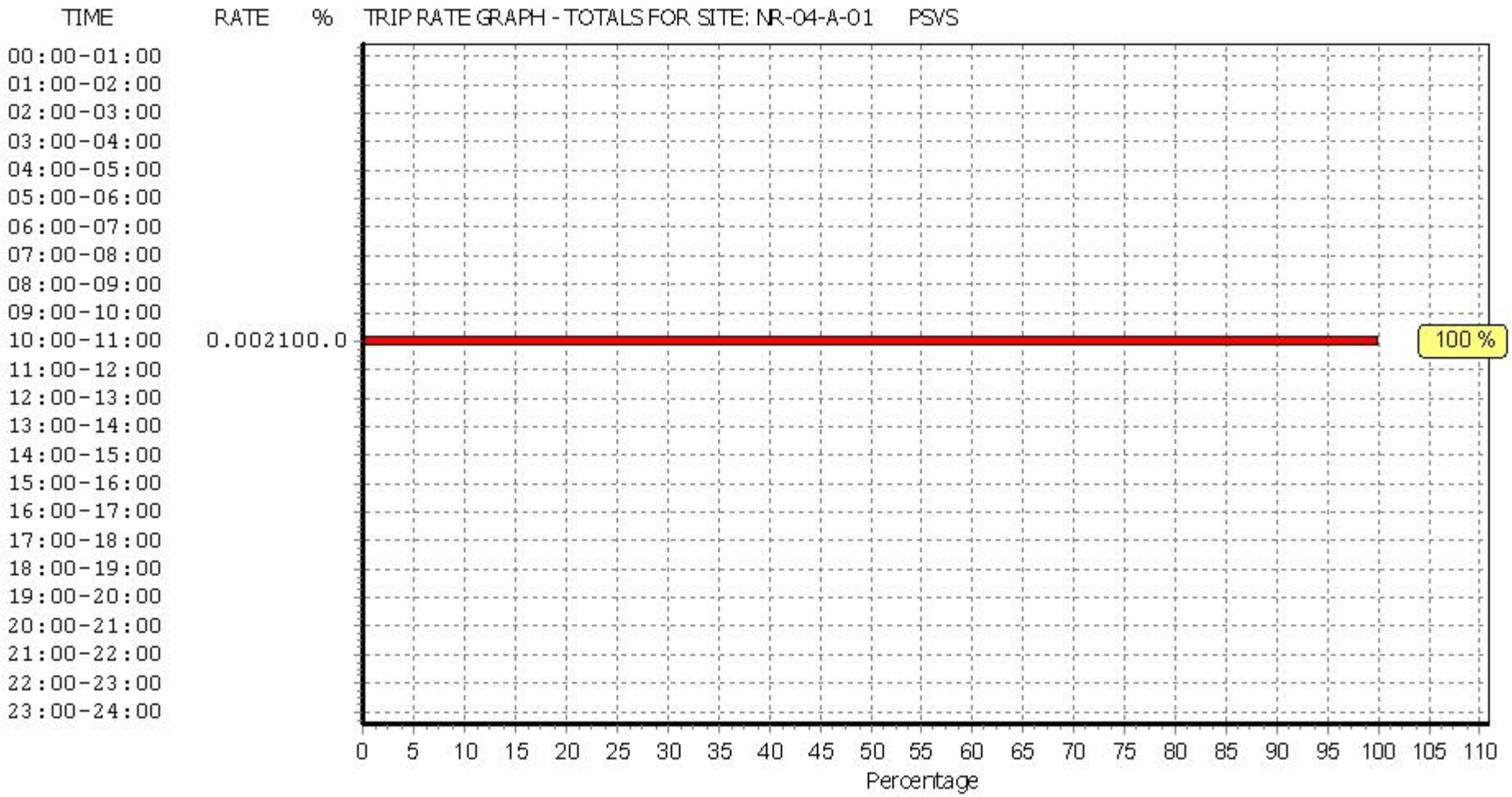

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	8	335	0.001	8	335	0.000	8	335	0.001
08:00 - 09:00	8	335	0.009	8	335	0.000	8	335	0.009
09:00 - 10:00	8	335	0.000	8	335	0.000	8	335	0.000
10:00 - 11:00	8	335	0.000	8	335	0.000	8	335	0.000
11:00 - 12:00	8	335	0.000	8	335	0.000	8	335	0.000
12:00 - 13:00	8	335	0.000	8	335	0.000	8	335	0.000
13:00 - 14:00	8	335	0.000	8	335	0.001	8	335	0.001
14:00 - 15:00	8	335	0.000	8	335	0.000	8	335	0.000
15:00 - 16:00	8	335	0.001	8	335	0.007	8	335	0.008
16:00 - 17:00	8	335	0.000	8	335	0.001	8	335	0.001
17:00 - 18:00	8	335	0.000	8	335	0.000	8	335	0.000
18:00 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.009			0.020

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

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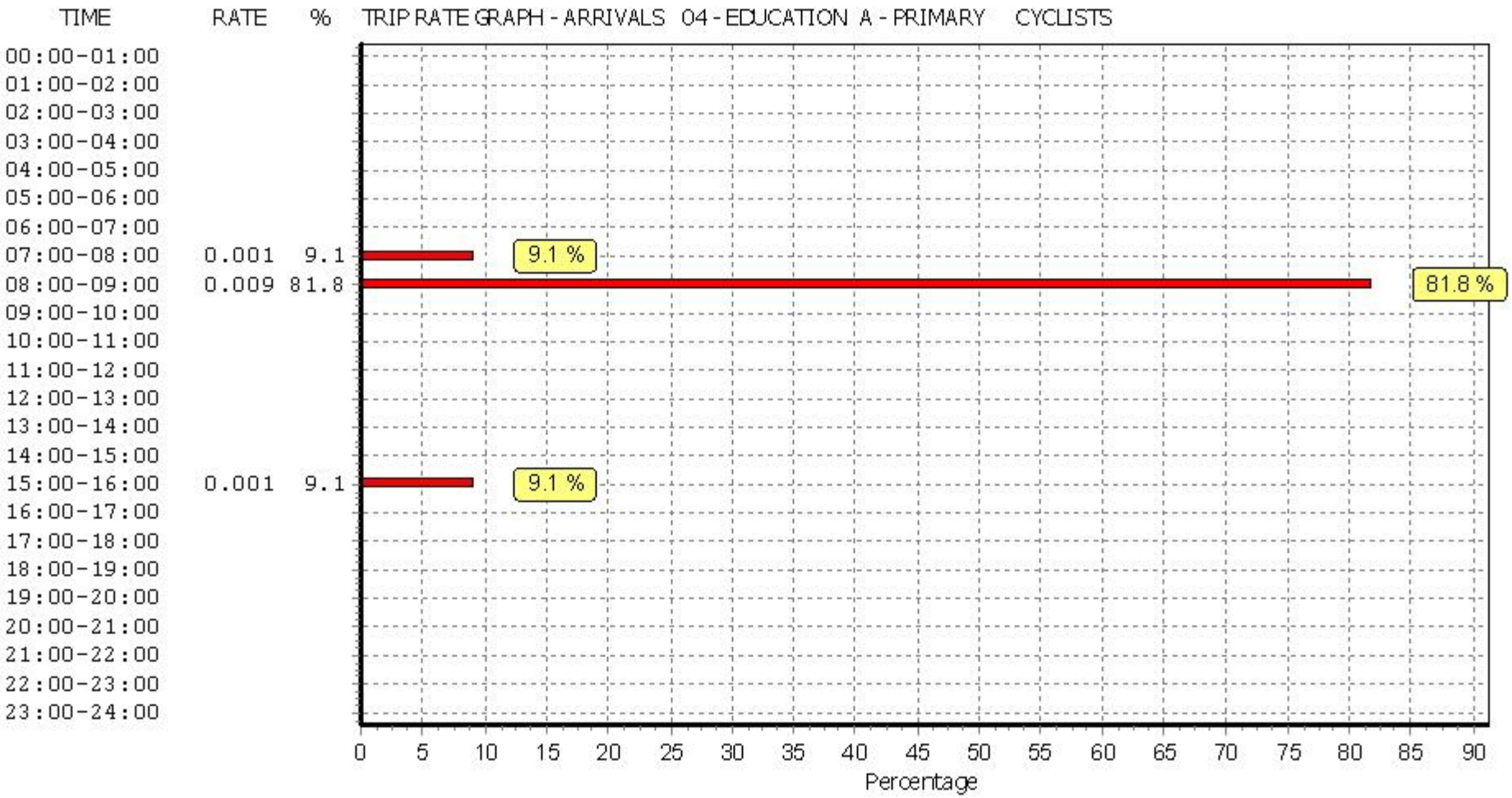
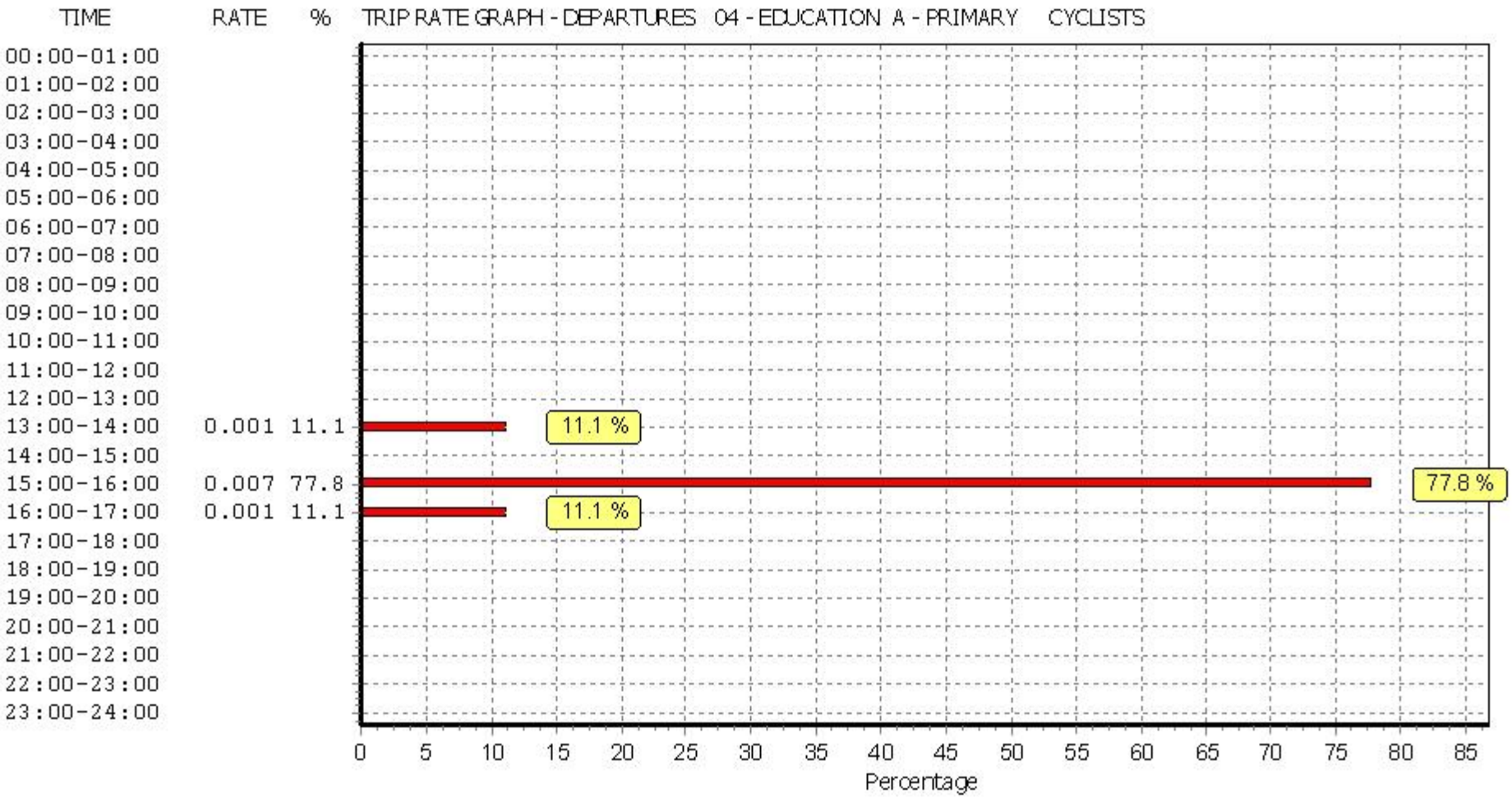
Parameter summary

Trip rate parameter range selected:	180 - 657 (units:)
Survey date date range:	01/01/07 - 20/05/14
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

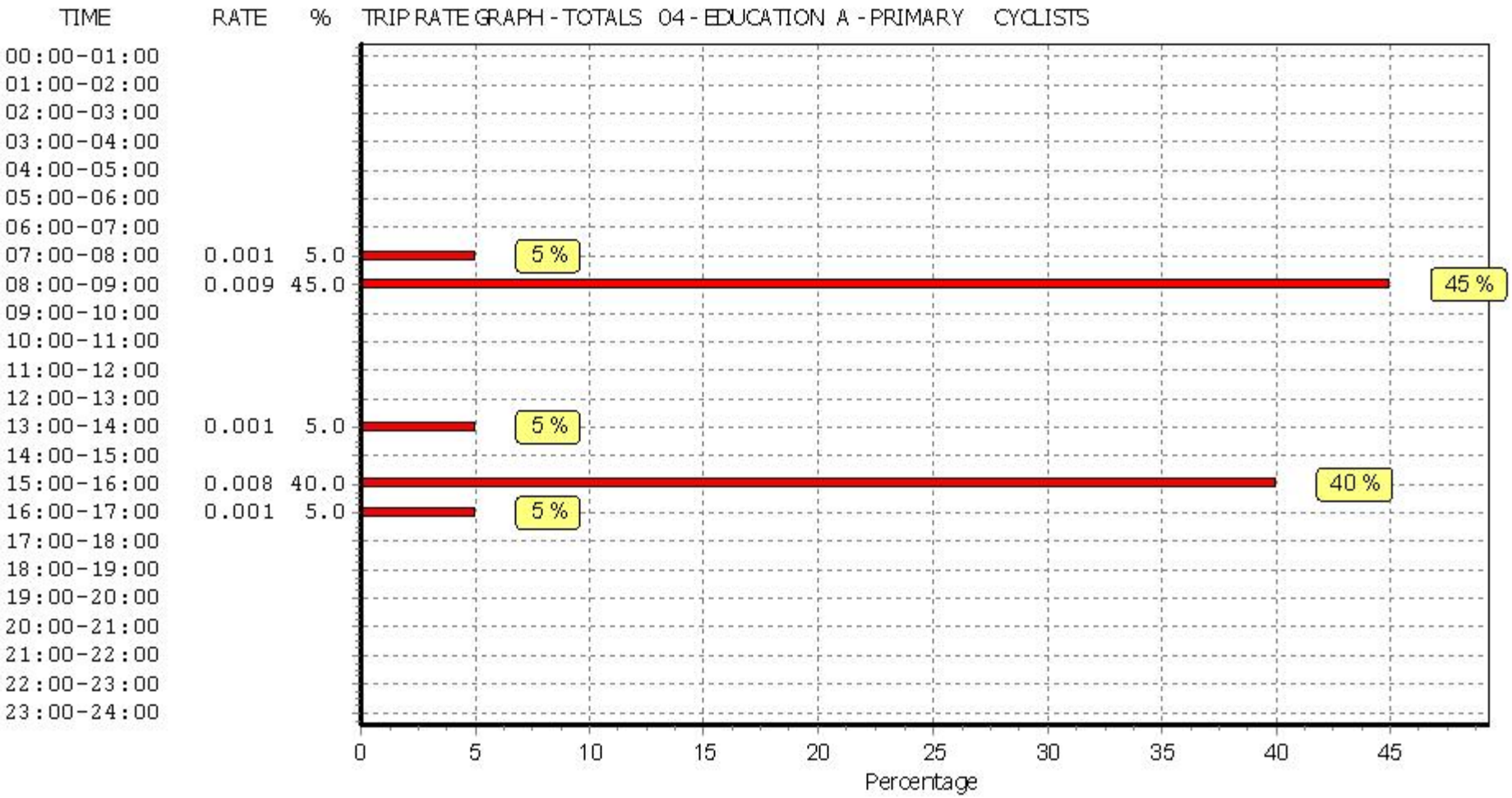
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix G

Map showing home locations of children attending Motcombe and Pashley

MAP REDACTED FOR PUBLICATION

Appendix H

Preliminary design of widening to the north side of Eldon Road junction with Willingdon Road showing Swept Path Analysis

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

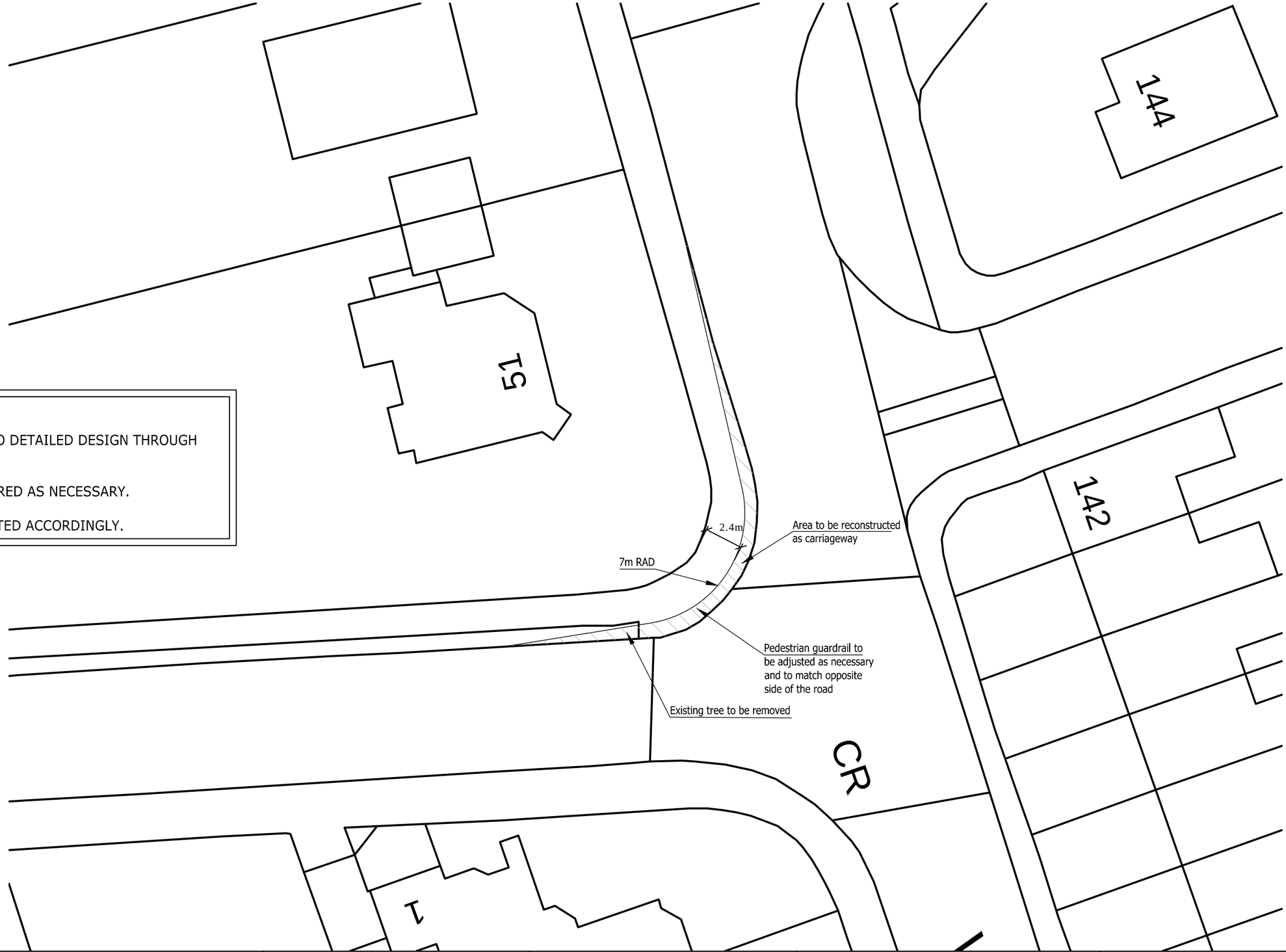
Rev	Amendments	Date	Dsn	Chk
-	INITIAL ISSUE	19/01/15	LT	NS

NOTE:

1. PRELIMINARY PLAN SUBJECT TO DETAILED DESIGN THROUGH SECTION 278.

2. SERVICE COVERS TO BE LOWERED AS NECESSARY.

3. EXISTING GULLY TO BE ADJUSTED ACCORDINGLY.



gta civils ltd
CONSULTING ENGINEERS
gloucester house, 66a church walk,
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tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk

Client: EAST SUSSEX COUNTY COUNCIL

Architect: ECE ARCHITECTURE

Project: CAVENDISH PRIMARY SCHOOL

Title: PROPOSED ROAD WIDENING

Status: PRELIMINARY

Date: JAN 2015

Scale @ A3: 1:250

Drawing Number: 5487/100

Rev.: -

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

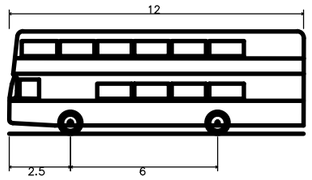
3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

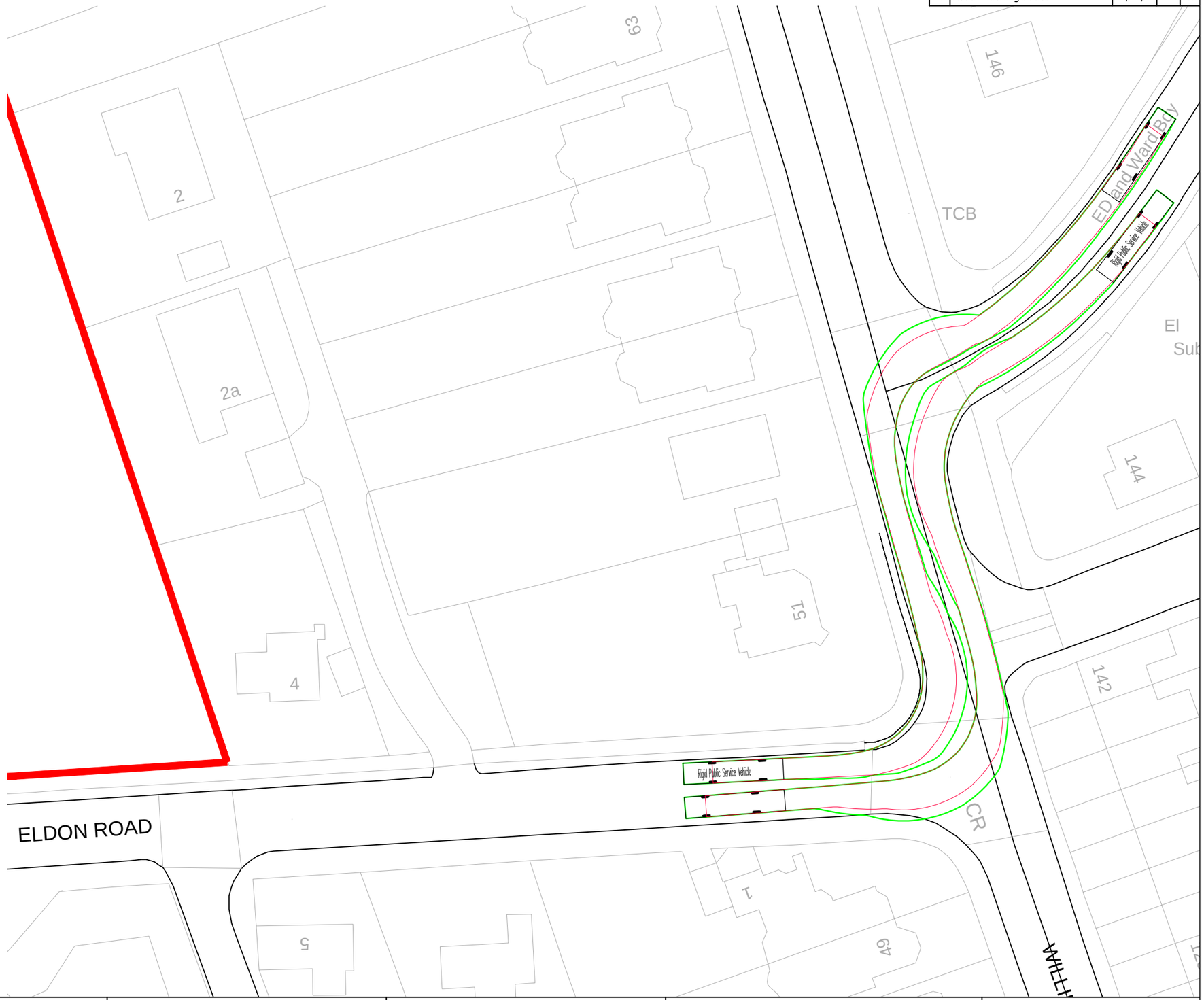
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Amendments	Date	Dsn	Chk
-	INITIAL ISSUE	11/08/14	LT	NS
A	Minor changes	11/08/14	LT	NS
B	Road widening added	24/11/14	LT	NS



Rigid Public Service Vehicle

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.173m
Min Body Ground Clearance	0.344m
Track Width	2.550m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.500m



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gloucester house, 66a church walk,
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tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk

Client: EAST SUSSEX COUNTY COUNCIL

Architect: ECE ARCHITECTURE

Project: CAVENDISH PROMARY SCHOOL

Title: BUS VEHICLE TRACKING

Status: PRELIMINARY

Date: AUG 2014

Scale @ A3: 1:250

Drawing Number: 5487/100

Rev.: B

Appendix I

Road Safety Audit Stage 1 of WIllingdon Road/Eldon Road/Rodmill Drive

gta civils ltd - consulting engineers

Cavendish School
Eastbourne

Eldon Road - Willingdon Road - Rodmill Drive

Stage 1 Road Safety Audit

January Consulting

Cavendish School
Eastbourne

Eldon Road - Willingdon Road – Rodmill Drive

REVISION RECORD Report Ref: 6190-01-RSA1					
Rev	**Description**	**Date**	**Originator**	**Checked**	**Approved**
	Initial Issue	23 January 2015	JFH	JJF	JFH

Prepared for :
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Gloucester House
66a Church Walk
Burgess Hill
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Prepared by :
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Herne Farm House
2 Park Drive
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BN16 3DZ

1 INTRODUCTION

Background

1.1 This report results from a Stage 1 Road Safety Audit carried out on the preliminary design of improvements to the junction of Eldon Road and Rodmill Drive with Willingdon Drive in the north western quarter of Eastbourne in East Sussex. The Audit has been carried out at the request of the transport and engineering consultants to the scheme, **gta** civils ltd, on behalf of the architect, ECE Architecture, and East Sussex County Council.

Outline of the Scheme

1.2 As a consequence of the planned residential development anticipated through the Eastbourne Core Strategy the town will be in need of an additional primary school by the start of the academic year 2012 – 2022. To meet this demand a new primary school is to be provided within the grounds of the present Cavendish Secondary School which will continue in operation.

1.3 The new primary school will come into being with its first pupils in September 2015 but will grow over a period of years to reach its full capacity of 458 pupils and 30 staff by September 2021.

1.4 The new primary school will involve some rearrangement of the existing parking and access facilities within the site but will utilise the retained existing vehicle entrance off Eldon Road virtually opposite the Victoria Baptist Church. Vehicle exit from the new school will be via a new location at the eastern end of the Eldon Road frontage which will be opposite the access to the cemetery.

1.5 The Transport Statement prepared for the proposed school concludes there may be some increase in demand for off-site car parking by parents driving children to the school but that there would be no material impact on the operation and safety of the local road network.

1.6 At the important nearby junction of Eldon Road and Rodmill Drive with Willingdon Road accident statistics show that there were four personal injury accidents in the five years to the end of August 2014 all of which involved only slight injury. Although two of these accidents involved pedestrians their circumstances were all different and there were no material common factors amongst the four. This relatively modest number of accidents, less than one a year, does not suggest any underlying safety problem at the junction.

1.7 However it appears that queues on the Eldon Road approach to the signalised junction with Willingdon Road stretch at times as far as the proposed vehicle exit from the new primary school. In recognition of the possible adverse implications of such events the highway authority has sought to investigate how this could be resolved. The option currently under consideration is the conversion of the signal installation at the staggered junction of Eldon Road and Rodmill Drive with Willingdon Road from three phase operation to two phases.

1.8 On both the Eldon Road and Rodmill Drive approaches to Willingdon Road the right turn is prohibited and the principal flows along each approach are straight across movements between the two minor roads. The existing signal control has the two minor road approaches running on separate stages; the proposed arrangements would significantly improve the overall capacity of the junction and thereby reduce the side road queue lengths.

1.9 The two phase arrangement would however potentially involve some adverse impacts. The Eldon Road – Rodmill Drive movement not only involves private cars in significant numbers but also carries scheduled bus services which run at roughly 5 vehicles per hour in each direction throughout the working day. Although the timetable shows that buses running in opposite directions across Willingdon Road at the same time would be extremely rare such an eventuality would cause problems for drivers of opposing buses (negotiating the junction simultaneously) due to the restricted widths of the carriageway.

1.10 The prevailing physical proposals to accommodate two phase operation at the junction involve solely a relaxation of the left turn radius between Eldon Road and Willingdon Road to increase the area of carriageway by reducing the width of the footway over some 35 – 40 metres.

1.11 The location of the junction is shown in Figure 1.1 and the detailed proposals subject to this audit are shown in Figure 1.2.

Audit Brief and Team Membership

1.12 The terms of reference of the audit are as described in the Design Manual for Roads and Bridges: Standard HD19/03. The Audit Team has examined and reported on the road safety implications of the proposed design which will be the subject of Section 278 Agreements as presented and which are illustrated and described in the documentation, reports and drawings provided (see Appendix A) and has not examined or verified the compliance of the design to any other criteria. Thus the Audit Team makes no comment on the justification of the scheme or the appropriateness of the measures proposed and accepts no responsibility for its design.

1.13 The problems identified in this report reflect those features of the design proposals which may have an adverse effect on the safety of highway users. The recommendations provide an alternative and generally improved aspect of the design but may not be the best, or only, solution and do not relieve the Designer of his responsibilities for the design of the proposed scheme.

1.14 No designs were supplied for re-construction, signing and road marking, lighting or signal infrastructure within the junction or along any of the approaches and therefore consideration of these aspects has not been included in this audit.

1.15 The Audit Team membership for this audit is shown below. Both members of the Audit Team were independent of the highway design process.

John Harbidge – (Team Leader) - Director of January Consulting.

Jamie Fenning – (Team Member) – Consultant to January Consulting.

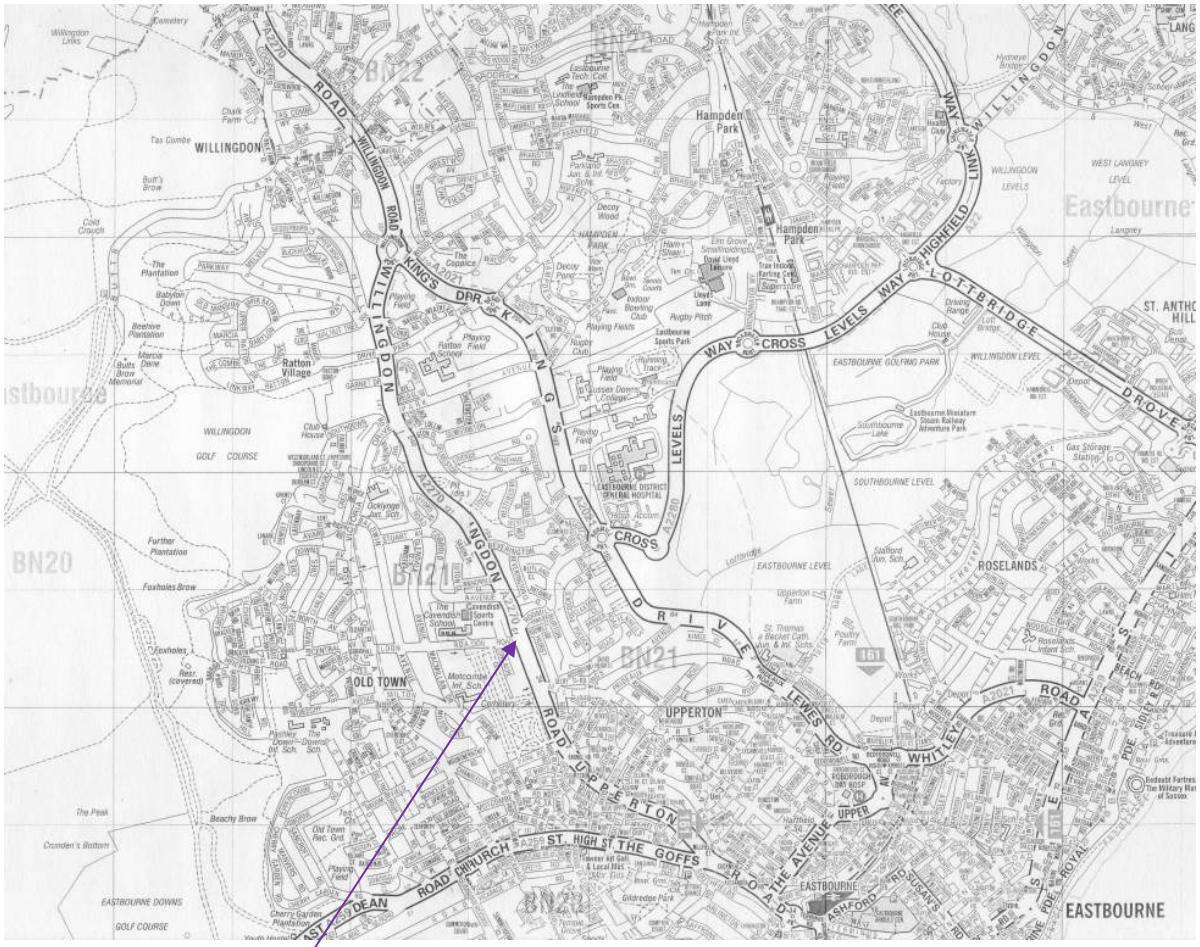
Conduct of the Audit

1.16 The audit was carried out during the middle of January 2015 and comprised a site visit and an examination of the documents provided by the Design Team, which are listed in Appendix A.

1.17 The Audit Team visited the site during the morning of Friday 23 January 2015. The weather at the time of the visit was fine and sunny but cold and the road surface was dry.

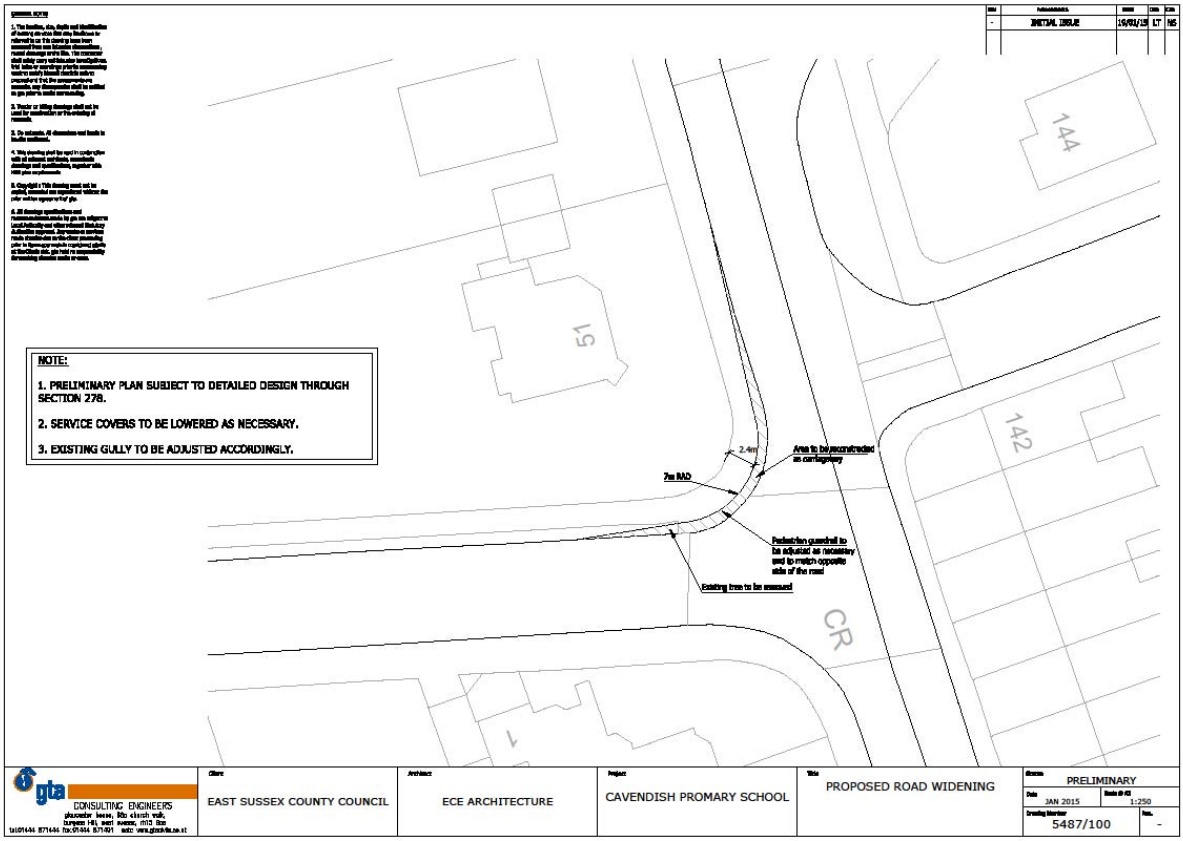
Structure of the Report

1.18 Following this introduction, Section 2 of this report describes each problem that has been identified and in each case provides a recommendation. Section 3 comprises the auditors' statement and Appendix A lists the documentation provided by the designer.



Location of Junction

Location of Junction
Figure 1.1



Eldon Road – Willingdon Road – Rodmill Drive Junction Proposals
Figure 1.2

2 General

2.1 Broadly the sequence in which the problems are identified begins with the Eldon Road approach followed in clockwise sequence by the other approaches and concluding with that section of Willingdon Road within the junction ie between Eldon Road and Rodmill Drive. This arrangement has been adopted for simplicity and has no other significance.

2.2 The numbering of each problem is essentially random and is not a reflection of the gravity of the problem. No indication has been given of the gravity of any of the problems raised. It is anticipated that the Designer would make this assessment but guidance can be provided by the Audit Team if required.

2.3 In some cases the identification of a particular problem necessarily implies another problem. In such cases each problem is highlighted separately along with their respective recommendations.

Problems and Recommendations

PROBLEM 1

Location: Eldon Road – uphill approach (from Cavendish School)

Summary: Increased width of carriageway will reduce the visibility of traffic approaching uphill available to pedestrians waiting to cross the road. This will increase the risk of pedestrian – vehicle collisions.

2.4 Pedestrians crossing Eldon Road from north to south along the existing route will have less visibility of uphill traffic approaching from the west due to the reduced width of the footway as well as the proximity of the boundary wall and the overhanging shrubbery at the back of the footway. This will increase the risk of pedestrian – vehicle collisions.

RECOMMENDATION 1

2.5 *Relocate the crossing point further away from the junction ie downhill along Eldon Road and cut back the overhanging shrubbery.*

PROBLEM 2

Location: Eldon Road – uphill approach (from Cavendish School)

Summary: Not being within their natural line of forward vision traffic turning right into Eldon Road across the path of pedestrians crossing that road from north to south will increase the risk of pedestrian – vehicle collisions.

2.6 Pedestrians waiting to cross Eldon Road from north to south will be unable to readily see traffic entering Eldon Road from Willingdon Road because it is not in their normal line of forward visibility. Thus when the uphill lane is clear they

may be tempted to cross without sufficient visibility of traffic approaching from their left. This will increase the risk of pedestrian – vehicle collisions.

RECOMMENDATION 2

2.7 *Introduce signal control of this pedestrian movement.*

PROBLEM 3

Location: Eldon Road – Willingdon Road approach

Summary: The restricted width of the carriageway will leave relatively little room for large vehicles to turn right and should they strike the guardrailing this will increase the risk of injury to pedestrians and could result in loss of control.

2.8 Large vehicles turning right into Eldon Road will have relatively little room for their manoeuvre and may strike the guardrailing. This will increase the risk of injury to passing or waiting pedestrians and could result in loss of control.

RECOMMENDATION 3

2.9 *Increase the width of the carriageway.*

PROBLEM 4

Location: Eldon Road – Willingdon Road approach

Summary: The restricted width of the carriageway will leave relatively little room for large vehicles to turn right and should they strike the signal pole or head this would increase the risk of injury to pedestrians.

2.10 Large vehicles and in particular their nearside mirrors may strike the signal pole or head potentially causing the pole itself and/or debris to fall. This will increase the risk of debris striking and injuring pedestrians.

RECOMMENDATION 4

2.11 *Relocate signal pole.*

PROBLEM 5

Location: Eldon Road – uphill approach (from Cavendish School)

Summary: Unless the surface of the footway is renewed after the proposed kerb realignment there will continue to be a trip hazard for pedestrians.

2.12 The footway along the northern side of Eldon Road is badly cracked due to tree routes. Although the tree and its routes are to be removed there will continue to be a trip hazard unless the surface of the footway is renewed.

RECOMMENDATION 5

2.13 *Resurface the residual footway after the kerb realignment.*

PROBLEM 6

Location: Eldon Road – uphill approach (from Cavendish School)

Summary: Overgrown hedges above the boundary walls along the back of the footway extend into the footway and may strike passing pedestrians.

2.14 Overgrown hedges above the boundary walls along the north side of Eldon Road extend into the footway and not only reduce the effective width of the footway but also create a safety hazard to adult pedestrians who may be struck by the branches.

RECOMMENDATION 6

2.15 *Cut back the overgrown branches and set up a regime of regular maintenance.*

PROBLEM 7

Location: Eldon Road – uphill approach (from Cavendish School)

Summary: Overgrown hedges above the boundary walls along the back of the footway extend into the footway and may strike passing pedestrians.

2.16 Overgrown hedges above the boundary walls along the south side of Eldon Road extend into the footway and not only reduce the effective width of the footway but also create a safety hazard to adult pedestrians who may be struck by the branches.

RECOMMENDATION 7

2.17 *Cut back the overgrown branches and set up a regime of regular maintenance.*

PROBLEM 8

Location: Willingdon Road – northern approach

Summary: Tree roots have lifted the footway and tactile paving slabs so the they have become a trip hazard to users

2.18 Roots from the tree on the eastern verge of Willingdon Road immediately north of Rodmill Drive have grown so much that both the footway and several of the

adjacent tactile paving slabs have been significantly raised. This causes a trip hazard to users of the footway and the crossing point at present and is expected to do so in the proposed revised scheme unless remedial works are undertaken.

RECOMMENDATION 8

2.19 *Resurface the footway and re-lay the tactile paving.*

PROBLEM 9

Location: Rodmill Drive approach

Summary: Not being within their natural line of forward vision traffic turning right into Rodmill Drive across the path of pedestrians crossing that road from south to north will increase the risk of pedestrian – vehicle collisions.

2.20 Pedestrians waiting to cross Rodmill Drive from south to north will be unable to readily see traffic entering Rodmill Drive from Willingdon Road because it is not within their normal line of forward visibility. Thus when the uphill lane is clear they may be tempted to cross without sufficient visibility of traffic approaching from their left. This will increase the risk of pedestrian – vehicle collisions.

RECOMMENDATION 9

2.21 *Introduce signal control of this pedestrian movement.*

PROBLEM 10

Location: Rodmill Drive – approach from Willingdon Road

Summary: Having acquired the habit of cutting the corner when turning right into Rodmill Drive large vehicles in particular may be at increased risk of colliding with opposing traffic turning left out of Rodmill Drive.

2.22 Traffic, especially buses, large goods vehicles and refuse trucks, turning right into Rodmill Drive may strike those vehicles in the opposite direction turning left out of Rodmill Drive due to their acquired habit of cutting the corner in the absence of oncoming traffic hitherto.

RECOMMENDATION 10

2.23 *Introduce an overrun area so shaped to encourage right turning traffic to follow a wider line into Rodmill Drive and separate them from opposing vehicles.*

PROBLEM 11

Location: Willingdon Road – between Rodmill Drive and Eldon Road

Summary: When traffic remains queued along Willingdon Road through the centre of the junction there will be insufficient width for traffic turning left out of Rodmill Drive to complete that manoeuvre. This will introduce a risk of collisions between opposing vehicles.

2.24 When pedestrians are using the crossing of Willingdon Road immediately north of Rodmill Drive there will at times be queues of vehicles extending back along Willingdon Road into the centre of the junction. These may not necessarily clear before traffic from Rodmill Drive, including large vehicles, turns left into Willingdon Road. The section of Willingdon Road through the centre of the junction is not wide enough to accommodate large vehicles turning left into it from Rodmill Drive whilst queueing traffic remains in the northbound and/or eastbound lanes. This will introduce a risk of collisions between vehicles in the opposing streams.

RECOMMENDATION 11

2.25 *The section of Willingdon Road through the junction should be widened.*

PROBLEM 12

Location: Willingdon Road – between Rodmill Drive and Eldon Road

Summary: When eastbound traffic remains queued along Willingdon Road through the centre of the junction there will be insufficient width for northbound traffic to continue past that queue. This will increase the risk of collisions between vehicles and between vehicles and those pedestrians using the footway .

2.26 When traffic on Willingdon Road waits in the centre of the junction before being able to turn right into Rodmill Drive there is insufficient space for larger vehicles to continue past that queue in a northbound direction. Observation shows that the western kerbs along Willingdon Road (outside house no: 53) have already been damaged by overrunning vehicles and one of the three bollards has been struck and knocked over. This will increase the risk of collisions between vehicles or between vehicles and pedestrians using the footway.

RECOMMENDATION 12

2.27 *The section of Willingdon Road through the centre of the junction should be widened and guardrailing erected along the edge of the western footway.*

PROBLEM 13

Location: Willingdon Road – between Rodmill Drive and Eldon Road

Summary: When two large vehicles make opposing turns into and out of Eldon Road the width of Willingdon Road through the centre of the junction is insufficient to permit the turn. This

will increase the risk of collisions between vehicles and between vehicles and the guardrailing

2.28 At the point where traffic turns right into and left out of Eldon Road there is too little width in the southbound lane of Willingdon Road to allow two large vehicles to make such opposing turns at the same time. This will increase the risk of collisions between vehicles and between vehicles and the guardrailing.

RECOMMENDATION 13

2.29 *Increase the width of the Willingdon Road carriageway by pushing back the corner of the footway outside house no: 142 at the corner of Rodmill Road.*

PROBLEM 14

Location: Willingdon Road – between Rodmill Drive and Eldon Road

Summary: Having acquired the habit of cutting the corner when turning right into Eldon Road large vehicles in particular may be at increased risk of colliding with opposing traffic turning left out of Eldon Road.

2.30 Traffic, especially buses, large goods vehicles and refuse trucks, turning right into Eldon Road may strike those vehicles in the opposite direction turning left out of Eldon Road due to their acquired habit of cutting the corner in the absence of oncoming traffic hitherto.

RECOMMENDATION 14

2.31 *Introduce an overrun area so shaped to encourage right turning vehicles to follow a wider line into Eldon Road and separate them from opposing vehicles.*

3.1 We certify that this audit has been carried out in accordance with HD 19/03 and its requirements. No one on the Audit Team has been involved with the design of the scheme.

AUDIT TEAM LEADER

J F Harbidge Signed: 

January Consulting Dated: 24 January 2015

Herne Farm House
2 Park Drive
Rustington
West Sussex
BN16 3DZ

AUDIT TEAM MEMBER

J J Fenning

January Consulting

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APPENDIX A

The following documents were provided by the client, gta civils ltd:

Proposed New Cavendish Primary School, Eldon Road, Eastbourne: Transport Statement - Aug 2014
Email correspondence relating to the proposed modifications to the signal installation.

Drawing No.	Title	Rev
gta 5487 / 100	Cavendish Primary School, Eastbourne: Proposed Road Widening	-
gta 5487 / 100	Cavendish Primary School, Eastbourne: Bus Vehicle Tracking	C
gta 5487 / 100	Cavendish Primary School, Eastbourne: Articulated Vehicle Tracking	-

civils ltd - consulting engineers

Designer's Response to RSA1

In relation to:

Proposed improvements to the signal junction of

Eldon Road/Willingdon Road/Rodmill Drive

Proposed new Cavendish Primary School

Eldon Road

Eastbourne

CLIENT
Lee Morgan RIBA
Design Director
SUNNINGHILL CONSTRUCTION CO. LIMITED
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CONSULTING ENGINEERS
gta civils ltd
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Ref: 5564/2.3
Date: January 2015

CONTENTS

1.0 INTRODUCTION

1.1 January Consultants have been appointed to undertake a Stage 1 Road Safety Audit (RSA1) of the improvement scheme proposed by GTA Civils Ltd for the junction of Eldon Road/Willingdon Road/Rodmill Drive. The improvement scheme involves a widening of the northern radii of Eldon Road at its junction with Willingdon Road to allow buses to pass one another.

2.0 DESIGNER'S RESPONSE TO THE RSA1

2.1 A number of points were raised through the RSA1 process. These are listed in Table 1 below, together with the recommendation and Designer's Response.

Table 1 RSA1 problems, recommendations & Designer's Response

Problem	Description	Recommendation	Designer's Response	Comments
1	Pedestrians crossing Eldon Road from north to south along the existing route will have less visibility of uphill traffic approaching from the west due to the reduced width of the footway as well as the proximity of the boundary wall and the overhanging shrubbery at the back of the footway. This will increase the risk of pedestrian – vehicle collisions	*Relocate the crossing point further away from the junction ie downhill along Eldon Road and cut back the overhanging shrubbery.*	Agreed that the crossing can be moved as most pedestrian movements are associated with the school which is located further down Eldon Road. Thus relocation away from the junction will have limited impact. Overhanging shrubbery can be cut back under the Highways Act 1980.	
2	Not being within their natural line of forward vision traffic turning right into Eldon Road across the path of pedestrians crossing that road from north to south will increase the risk of pedestrian – vehicle collisions	*Introduce signal control of this pedestrian movement.*	Agreed. A separate pedestrian phase is proposed as part of changing the signals to two phases from three.	
3	The restricted width of the carriageway will leave relatively little room for large vehicles to turn right and should they strike the guard-railing this will increase the risk of injury	*Increase the width of the carriageway*	Agreed	

	to pedestrians and could result in loss of control.			
4	The restricted width of the carriageway will leave relatively little room for large vehicles to turn right and should they strike the signal pole or head this would increase the risk of injury to pedestrians.	*Relocate signal pole.*	Agreed	
5	Unless the surface of the footway is renewed after the proposed kerb realignment there will continue to be a trip hazard for pedestrians.	*Resurface the residual footway after the kerb realignment.*	Agreed	
6	Overgrown hedges above the boundary walls along the back of the footway extend into the footway and may strike passing pedestrians.	*Cut back the overgrown branches and set up a regime of regular maintenance.*	Agreed. Overhanging shrubbery can be cut back under the Highways Act 1980.	
7	Overgrown hedges above the boundary walls along the back of the footway extend into the footway and may strike passing pedestrians.	*Cut back the overgrown branches and set up a regime of regular maintenance.*	Agreed. Overhanging shrubbery can be cut back under the Highways Act 1980.	
8	Tree roots have lifted the footway and tactile paving slabs so the they have become a trip hazard to users	*Resurface the footway and re-lay the tactile paving.*	Agreed	
9	Having acquired the habit of cutting the corner when turning right into Rodmill Drive large vehicles in particular may be at increased risk of colliding with opposing traffic turning left out of Rodmill Drive.	*Introduce signal control of this pedestrian movement.*	Agreed. A separate pedestrian phase is proposed as part of changing the signals to two phases from three.	
10	Traffic, especially buses, large goods vehicles and refuse trucks, turning	*Introduce an overrun area so shaped to encourage right turning*	There is space to achieve this on site. Agreed	

	right into Rodmill Drive may strike those vehicles in the opposite direction turning left out of Rodmill Drive due to their acquired habit of cutting the corner in the absence of oncoming traffic hitherto.	*traffic to follow a wider line into Rodmill Drive and separate them from opposing vehicles.*		
11	When traffic remains queued along Willingdon Road through the centre of the junction there will be insufficient width for traffic turning left out of Rodmill Drive to complete that manoeuvre. This will introduce a risk of collisions between opposing vehicles.	*The section of Willingdon Road through the junction should be widened.*	There is space to achieve this on site. Agreed	
12	When eastbound traffic remains queued along Willingdon Road through the centre of the junction there will be insufficient width for northbound traffic to continue past that queue. This will increase the risk of collisions between vehicles and between vehicles and those pedestrians using the footway	*The section of Willingdon Road through the centre of the junction should be widened and guard-railing erected along the edge of the western footway*	There is space to achieve this on site. Agreed	
13	When two large vehicles make opposing turns into and out of Eldon Road the width of Willingdon Road through the centre of the junction is insufficient to permit the turn. This will increase the risk of collisions between vehicles and between vehicles and the guard-railing	*Increase the width of the Willingdon Road carriageway by pushing back the corner of the footway outside house no: 142 at the corner of Rodmill Road.*	There is space to achieve this on site. Agreed	

14	Having acquired the habit of cutting the corner when turning right into Eldon Road large vehicles in particular may be at increased risk of colliding with opposing traffic turning left out of Eldon Road.	*Introduce an overrun area so shaped to encourage right turning vehicles to follow a wider line into Eldon Road and separate them from opposing vehicles.*	There is space to achieve this on site. Agreed	

3.0 CONCLUSIONS

3.1 Whilst 14 problems were raised through the RSA1 process, the majority of these are relatively straight forward to address. All other problems are resolvable within the confines of the public highway. Therefore, the RSA1 has not raised any fundamental problems that cannot be resolved and the junction improvement proposed is considered safe and deliverable.

Appendix J

Draft Travel Plan Framework

DRAFT TRAVEL PLAN FRAMEWORK

New Cavendish Primary School
Travel Plan Framework
Summer 2015

Introduction

The new Cavendish Primary School will:

- Actively promote and develop travel awareness amongst its staff, pupils and parents.
- Limit the number of pupils brought to school by car;
- Promote walking and cycling.

This forms a part of our Healthy Schools policy where we combine a policy for healthy eating with education and encouragement for physical activity. The plan also reflects our commitment to working with the rest of the local community to make this part of Eastbourne a less congested and significantly safer place for pedestrians and cyclists.

Our location

The new Cavendish Primary School is a community school of 458 pupils (2 to 11 year olds). It is located on Eldon Road in Eastbourne. The houses within the local area are detached with off-road parking. There is some on-street parking that currently takes place connected to the existing secondary school. A number of pupils are likely to live in the local wards within the northern and eastern parts of Eastbourne. There will be a dedicated Kiss & Drop area within the school site for 15 cars to park and a further 30 to queue and wait reducing significantly any impact on the local roads. There will also be a staff car park for up to 30 vehicles which is meant for staff or visiting professionals only.

School day

- Pupils begin to arrive at school from 8.30 onwards.
- School will have staggered start times as follows:
    - Nursery School starts 0800;
    - *Years R, 1, 2 & 3 could start at 0855;*
    - *Years 4, 5 & 6 start at 0840;*
    - *In addition, the secondary school will start earlier at 0820.*
- Most after school clubs are likely to finish at 4.15/4:30pm.
- There is generally likely to be parking space within the school grounds after 3.30pm and therefore the local community is not inconvenienced.
- Most pupils attending the clubs that finish earlier either walk or cycle home unaccompanied or are collected on foot.
- Evening use of the school is likely to be rare but parking for any function that does run can be accommodated on site.

Primary Aims:

The school will work closely with ESCC Children's Services and Highways to determine appropriate targets to reduce travel to school by car by both pupils and staff. Targets to be considered in the first two years of occupation are:

- Decreasing the percentage of pupils travelling to school by car alone (from 42% at present to about 30%);
- Increasing the number of pupils that car share (from about 1.5 at present to about 2.5);
- Increasing the number of pupils using the convenient bus service;
- Increasing the number of children cycling and using the scooter;
  or by a combination of all of the above

Secondary Aims:

- Promote the lifelong health benefits of walking and/or cycling
- Limit congestion by reducing car travel to and from school
- Maintain safety in and immediately around the school for all users
- Engender pupil safety awareness through collaborating with expert agencies to provide road safety training (cycling proficiency, stranger danger)
- Develop aspects of the school curriculum to raise pupil awareness of issues relating to travel(personal health, environmental damage, social pressures)
- Develop a community commitment to travel issues within the immediate locality
- Develop a Cobham schools commitment to travel issues across the town
- To obtain approval from the ESCC for the Travel Plan so that further funding can be accessed to support some of the measures identified in the plan.

Partners ; for consultation and liaison

- Pupils
- Parents
- Staff
- Governors
- School Council
- Cavendish Secondary School
- Victoria Baptist Church
- Eastbourne Borough Council
- Eastbourne Schools within the wider town
- Local residents

Travel Survey

The school will undertake an extensive travel survey to determine parents', children's and staff current and preferred travel mode to and from school, plus any specific road safety concerns they may relate to their school journeys. This process will involve a questionnaire based on ESCC guidance that will go to all new pupils and staff.

Specific Targets

- To implement the Travel Plan
- To secure additional funding where appropriate to introduce additional measures
- To work in partnership with the local community to maintain safe travel across the town
- To manage and monitor the internal 'Kiss & drop' one way system
- To monitor parking and 'drop off' areas outside the school
- To develop a 'Walking bus' one from the Victoria Drive area and one from the Willingdon Road area (to be agreed with Children's Services and the Highway Authority)

Monitoring

- The plan and Travel Survey will be reviewed by the staff, School Council, and Governors working closely with East Sussex County Council Highways.
- Dates will be updated to track the progress towards targets.
- Reviewed as part of the Healthy Schools programme

Curriculum

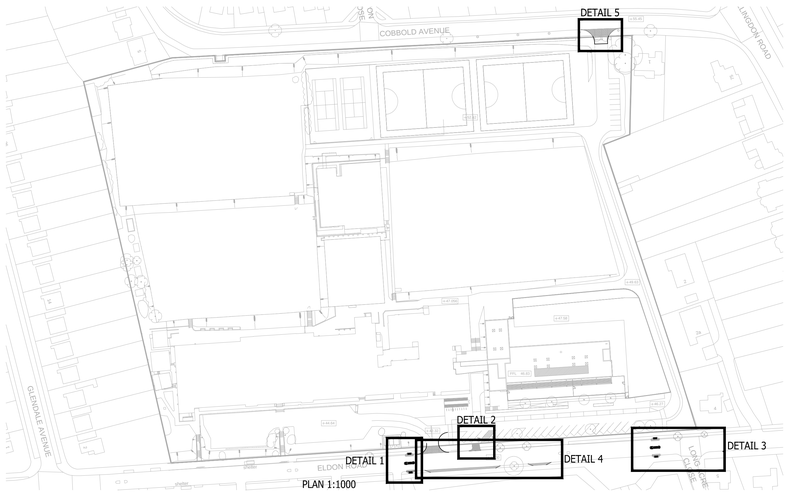
- Hold an annual Fitness Week
- Extend the use of local facilities which can be reached on foot, to support learning across the curriculum e.g.: art, history, geography, RE through church visits, PE through the annual swimming instruction at the leisure centre
- Use travel data to promote the learning of data handling in mathematics.

Prepare Travel Plan Action Plan

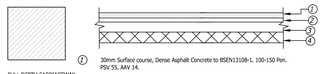
Target	School Action	Responsibility	Target date	Budget/ resources	Monitoring (method and date)	Evaluation
Work in partnership with other Local Authority & local Bodies	Send our Questionnaire to parents, pupils and staff Present travel plan to Gov Body Raise issue with local councillors Raise issue with local schools	HT & DHT Governors	T2015		Pupils staff Governors HT + DH	

Appendix K

Proposed section 278 works in Eldon Road and Cobbold Avenue



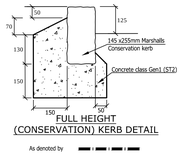
PLAN 1:1000



FULL DEPTH CARRIAGEWAY RE-CONSTRUCTION

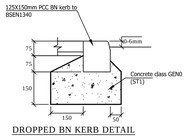
1. 30mm Surface course, Dense Asphalt Concrete to BSEN13108-1. 100-150 Pen. PSV 55. AAV 14.
2. 70mm Binder course, Dense Asphalt concrete to BSEN13108-1. 40-60 Pen
3. 100mm Base, AC32 Dense Base Asphalt to BSEN13108-1. 40-60 Pen
4. Sub-base/ capping as per table below

Subgrade CBR	Capping thickness(with 150mm sub-base)(mm)	Sub-base only thickness(mm)
Less than 2%	600 (+150 sub-base)	N/A
2% to 5%	400 (+150 sub-base)	350
Greater than 5%	N/A	250



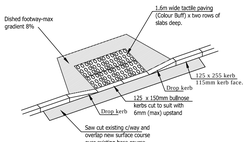
FULL HEIGHT (CONSERVATION) KERB DETAIL

As denoted by

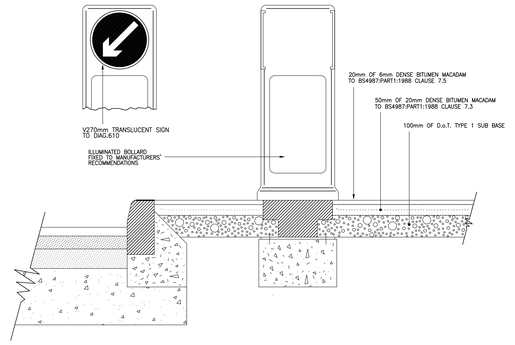


DROPPED BN KERB DETAIL

As denoted by



TACTILE PAVING LAYOUT NTS



GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk, gta hold no responsibility for resulting abortive works or costs.

DESIGN NOTES

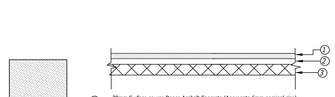
1. DESIGN SUBJECT TO SECTION 278 APPROVAL BY EAST SUSSEX COUNTY COUNCIL.

2. CONTRACTOR TO ESTABLISH LOCATIONS OF ALL EXISTING SERVICES PRIOR TO COMMENCING.

3. NRSWA NOTIFICATIONS TO BE ISSUED TO ALL RELEVANT STATUTORY AUTHORITIES FOR WORKS WITHIN CARRIAGEWAY.

4. EXISTING TREES TO BE PROTECTED WHERE EXCAVATIONS RUN CLOSE.

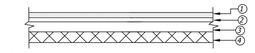
NOTE:
THIS DRAWING IS SUBJECT TO APPROVAL BY ESCC AND MAY CHANGE



FOOTWAY CONSTRUCTION

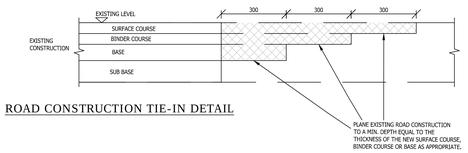
1. 20mm Surface course Dense Asphalt Concrete (Aggregate 6mm nominal size) BSEN13108-1. 100-150 Pen
2. 50mm Binder course, Dense Asphalt Concrete (Aggregate size nominal 20mm). BSEN13108-1. 40-60 Pen
3. 100mm Sub-Base D,O,T, Type 1 material to Clause 803

CROSSOVER CONSTRUCTION

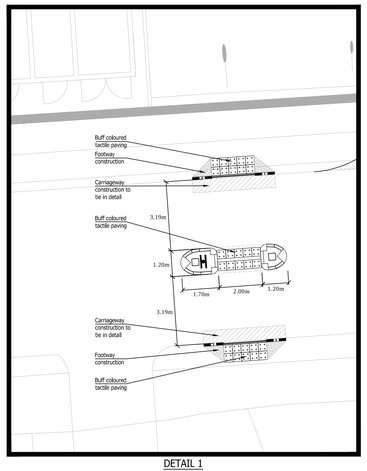


1. 30mm Surface course, Dense Asphalt Concrete to BSEN13108-1. 100-150 Pen. PSV 55. AAV 14.
2. 70mm Binder course, Dense Asphalt concrete to BSEN13108-1. 40-60 Pen
3. 100mm Base, AC32 Dense Base Asphalt to BSEN13108-1. 40-60 Pen
4. Sub-base/ capping as per table below

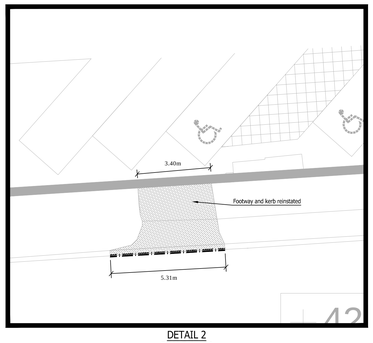
Subgrade CBR	Capping thickness(with 150mm sub-base)(mm)	Sub-base only thickness(mm)
Less than 2%	600 (+150 sub-base)	N/A
2% to 5%	400 (+150 sub-base)	350
Greater than 5%	N/A	250



ROAD CONSTRUCTION TIE-IN DETAIL



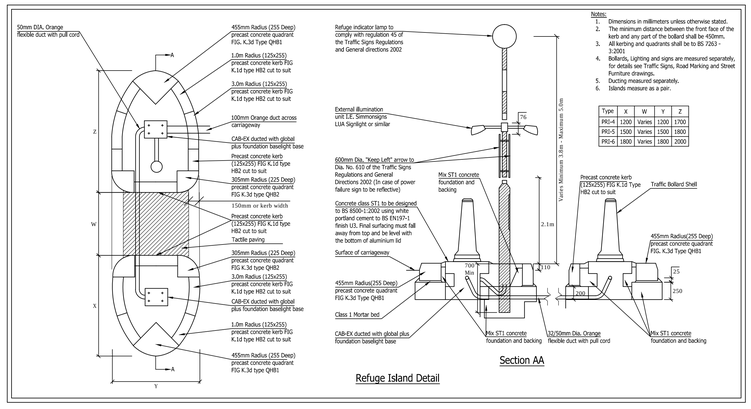
DETAIL 1
SCALE 1:100



DETAIL 2
SCALE 1:100

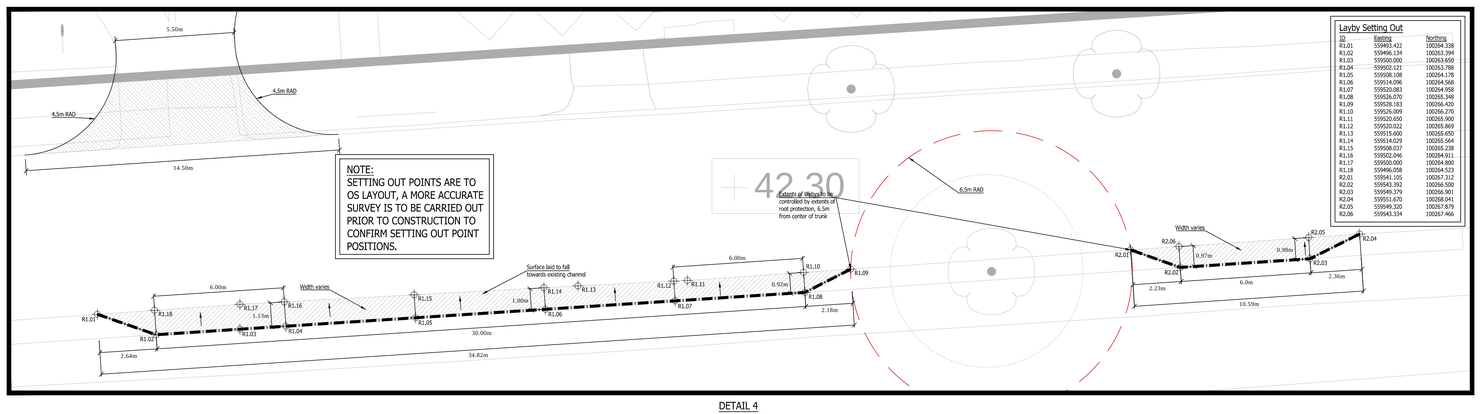
NOTE:
LOCATION OF SERVICES TO BE CONFIRMED PRIOR TO CONSTRUCTION

DETAIL 3
SCALE 1:100



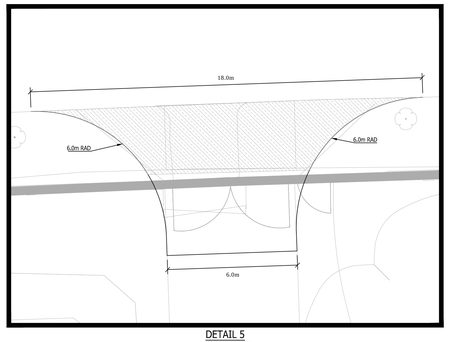
Notes:
1. Dimensions in millimeters unless otherwise stated.
2. The minimum distance between the front face of the kerb and any part of the bollard shall be 450mm.
3. All kerbing and quadrants shall be to BS 7263 - 3:2001
4. Bollards, Lighting and signs are measured separately, for details see Traffic Signs, Road Marking and Street Furniture drawings.
5. Ducting measured separately.
6. Islands measure as a pair.

Type	X	W	Y	Z
PR1-4	1200	Varies	1200	1700
PR1-5	1500	Varies	1500	1800
PR1-6	1800	Varies	1800	2000



Layby Setting Out		
ID	Easting	Northing
R1.01	559493.422	100264.338
R1.02	559496.134	100263.394
R1.03	559500.000	100263.650
R1.04	559502.121	100263.788
R1.05	559508.108	100264.178
R1.06	559514.096	100264.568
R1.07	559520.083	100264.958
R1.08	559526.070	100265.348
R1.09	559528.183	100266.420
R1.10	559526.009	100266.270
R1.11	559520.650	100265.900
R1.12	559520.022	100265.869
R1.13	559515.600	100265.650
R1.14	559514.029	100265.564
R1.15	559508.037	100265.238
R1.16	559502.046	100264.911
R1.17	559500.000	100264.800
R1.18	559496.058	100264.523
R2.01	559541.105	100267.312
R2.02	559543.392	100266.500
R2.03	559549.379	100266.901
R2.04	559551.670	100268.041
R2.05	559549.320	100267.879
R2.06	559543.334	100267.466

DETAIL 4
SCALE 1:100



DETAIL 5
SCALE 1:100

Rev.	Amendments	Date	Dwn	Chk
C	Updated to latest site layout	14/04/15	LT	LS
B	Signage added, Refuge detail updated	02/03/15	LT	LS
A	Updated to comments from ESCC	08/12/14	LT	LS
-	Initial Issue	04/12/14	LT	NS

Status: TENDER

Client: EAST SUSSEX COUNTY COUNCIL

Architect: ECE ARCHITECTURE

Project: CAVENDISH PRIMARY SCHOOL

Title: SECTION 278

Date: DEC 2014 | Scale @ A0: AS SHOWN

Base Layout Ref. | CAD File ref.

Clients Ref. | Project Ref.: 5487

gta civils ltd
CONSULTING ENGINEERS
gloucester house, 66a church walk,
burgess Hill, west sussex, rh15 9as
tel 01444 871444 fax 01444 871401 web: www.gtacivils.co.uk

Drawing Number: 5487/106 | Rev.: C

Appendix L

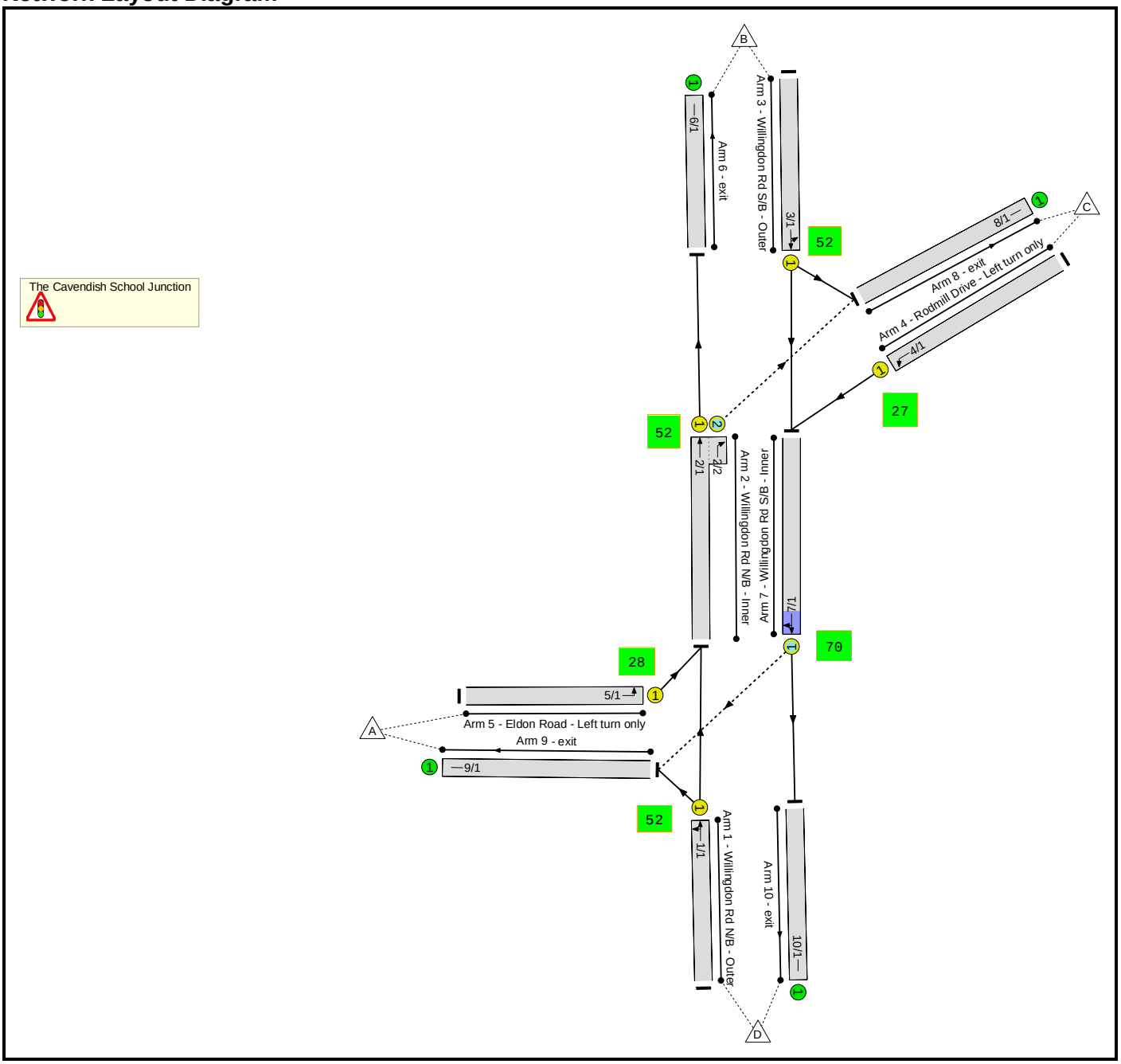
Linsig assessment of Eldon Road/Willingdon Road/Rodmill Drive

Full Input Data And Results

User and Project Details

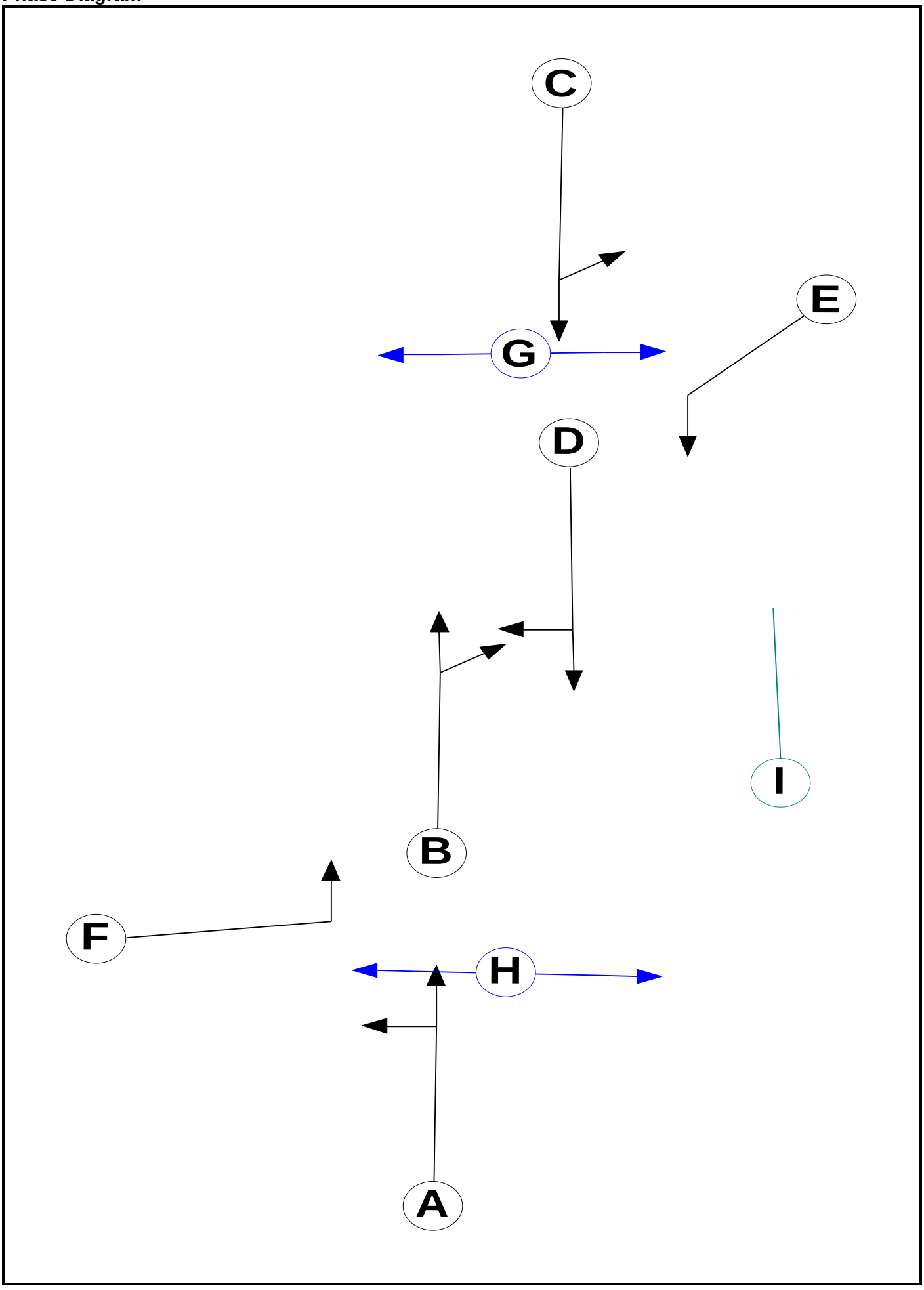
Project:	**Cavendish School Linsig Model - Proposed**
Title:	**Proposed**
Location:	
File name:	New staging Proposed - Cavendish Rd .lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Dummy		3	3

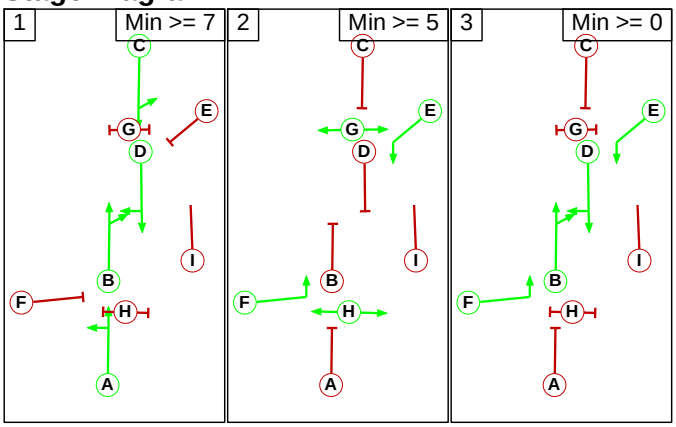
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	-	-	-	5	-	5	0
B	-		-	-	-	-	5	-	0
C	-	-		-	6	-	5	-	0
D	-	-	-		-	-	-	5	0
E	-	-	5	-		-	-	-	0
F	5	-	-	-	-		-	-	0
G	-	10	10	-	-	-		-	0
H	10	-	-	10	-	-	-		0
I	0	0	0	0	0	0	0	0	

Phases in Stage

Stage No.	Phases in Stage
1	A B C D
2	E F G H
3	B D E F

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	4	4
1	2	D	Losing	4	4

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		9	6
2	10		10
3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: The Cavendish School Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Willingdon Rd N/B - Inner)	8/1 (Right)	1439	0	3/1	1.09	All	-	-	-	-	-
7/1 (Willingdon Rd S/B - Inner)	9/1 (Right)	1439	0	1/1	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: The Cavendish School Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Willingdon Rd N/B - Outer)	U	A	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 2 Ahead	Inf
											Arm 9 Left	10.88
2/1 (Willingdon Rd N/B - Inner)	U	B	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
2/2 (Willingdon Rd N/B - Inner)	O	B	2	3	2.3	Geom	-	3.00	0.00	Y	Arm 8 Right	5.60
3/1 (Willingdon Rd S/B - Outer)	U	C	2	3	60.0	Geom	-	4.70	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Left	6.10
4/1 (Rodmill Drive - Left turn only)	U	E	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 7 Left	Inf
5/1 (Eldon Road - Left turn only)	U	F	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 2 Left	Inf
6/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Willingdon Rd S/B - Inner)	O	D	2	3	8.0	Geom	-	3.60	0.00	Y	Arm 9 Right	Inf
											Arm 10 Ahead	Inf
8/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base year flows- AM Peak'	08:00	09:00	01:00	
2: 'Base year flows- PM Peak'	17:00	18:00	01:00	
3: 'Base year flows - School PM Peak'	15:00	16:00	01:00	
4: '2021 flows- AM Peak'	08:00	09:00	01:00	(F1*0.10)+F1
5: '2021 flows- PM Peak'	17:00	18:00	01:00	(F2*0.10)+F2
6: '2021 flows - School PM Peak'	15:00	16:00	01:00	(F3*0.10)+F3
7: 'Development AM Peak '	08:00	09:00	01:00	
8: 'Development PM Peak '	17:00	18:00	01:00	
9: 'Development School PM Peak '	15:00	16:00	01:00	
10: '2021 +Dev flows- AM Peak'	08:00	09:00	01:00	((F1*0.10)+F1)+F7
11: '2021+Dev flows- PM Peak'	17:00	18:00	01:00	((F2*0.10)+F2)+F8
12: '2021+Dev flows - School PM Peak'	15:00	16:00	01:00	((F3*0.10)+F3)+F9

Scenario 1: 'Base year - AM PEAK ' (FG1: 'Base year flows- AM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	243	0	262
	B	11	0	2	585	598
	C	172	0	0	138	310
	D	85	274	89	0	448
	Tot.	268	293	334	723	1618

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Base year - AM PEAK
Junction: The Cavendish School Junction	
1/1	448
2/1 (with short)	625(In) 293(Out)
2/2 (short)	332
3/1	598
4/1	310
5/1	262
6/1	293
7/1	906
8/1	334
9/1	268
10/1	723

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	81.0 %	1939	1939
				Arm 9 Left	10.88	19.0 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	99.7 %	2083	2083
				Arm 8 Left	6.10	0.3 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	20.2 %	1975	1975
				Arm 10 Ahead	Inf	79.8 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Base year - PM PEAK ' (FG2: 'Base year flows- PM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	23	187	0	210
	B	12	0	10	391	413
	C	244	0	0	110	354
	D	17	462	97	0	576
	Tot.	273	485	294	501	1553

Traffic Lane Flows

Lane	Scenario 2: Base year - PM PEAK
Junction: The Cavendish School Junction	
1/1	576
2/1 (with short)	769(In) 485(Out)
2/2 (short)	284
3/1	413
4/1	354
5/1	210
6/1	485
7/1	757
8/1	294
9/1	273
10/1	501

Full Input Data And Results

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	97.0 %	1982	1982
				Arm 9 Left	10.88	3.0 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	97.6 %	2073	2073
				Arm 8 Left	6.10	2.4 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	33.8 %	1975	1975
				Arm 10 Ahead	Inf	66.2 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Base year - School PM Peak ' (FG3: 'Base year flows - School PM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	14	227	0	241
	B	5	0	15	405	425
	C	211	0	0	120	331
	D	34	343	102	0	479
	Tot.	250	357	344	525	1476

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Base year - School PM Peak
Junction: The Cavendish School Junction	
1/1	479
2/1 (with short)	686(In) 357(Out)
2/2 (short)	329
3/1	425
4/1	331
5/1	241
6/1	357
7/1	741
8/1	344
9/1	250
10/1	525

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	92.9 %	1971	1971
				Arm 9 Left	10.88	7.1 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	96.5 %	2067	2067
				Arm 8 Left	6.10	3.5 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	29.1 %	1975	1975
				Arm 10 Ahead	Inf	70.9 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2021 flows - AM PEAK ' (FG4: '2021 flows- AM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	21	267	0	288
	B	12	0	2	644	658
	C	189	0	0	152	341
	D	94	301	98	0	493
	Tot.	295	322	367	796	1780

Traffic Lane Flows

Lane	Scenario 4: 2021 flows - AM PEAK
Junction: The Cavendish School Junction	
1/1	493
2/1 (with short)	687(In) 322(Out)
2/2 (short)	365
3/1	658
4/1	341
5/1	288
6/1	322
7/1	997
8/1	367
9/1	295
10/1	796

Full Input Data And Results

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	80.9 %	1939	1939
				Arm 9 Left	10.88	19.1 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	99.7 %	2083	2083
				Arm 8 Left	6.10	0.3 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	20.2 %	1975	1975
				Arm 10 Ahead	Inf	79.8 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2021 flows - PM PEAK ' (FG5: '2021 flows- PM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	25	206	0	231
	B	13	0	11	430	454
	C	268	0	0	121	389
	D	19	508	107	0	634
	Tot.	300	533	324	551	1708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2021 flows - PM PEAK
Junction: The Cavendish School Junction	
1/1	634
2/1 (with short)	846(In) 533(Out)
2/2 (short)	313
3/1	454
4/1	389
5/1	231
6/1	533
7/1	832
8/1	324
9/1	300
10/1	551

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	97.0 %	1982	1982
				Arm 9 Left	10.88	3.0 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	97.6 %	2073	2073
				Arm 8 Left	6.10	2.4 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	33.8 %	1975	1975
				Arm 10 Ahead	Inf	66.2 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2021 flows - School PM Peak ' (FG6: '2021 flows - School PM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	15	250	0	265
	B	6	0	17	446	469
	C	232	0	0	132	364
	D	37	377	112	0	526
	Tot.	275	392	379	578	1624

Traffic Lane Flows

Lane	Scenario 6: 2021 flows - School PM Peak
Junction: The Cavendish School Junction	
1/1	526
2/1 (with short)	754(In) 392(Out)
2/2 (short)	362
3/1	469
4/1	364
5/1	265
6/1	392
7/1	816
8/1	379
9/1	275
10/1	578

Full Input Data And Results

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	93.0 %	1971	1971
				Arm 9 Left	10.88	7.0 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	96.4 %	2067	2067
				Arm 8 Left	6.10	3.6 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	29.2 %	1975	1975
				Arm 10 Ahead	Inf	70.8 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Dev+2021 flows - AM PEAK ' (FG10: '2021 +Dev flows- AM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	53	299	0	352
	B	12	0	2	644	658
	C	189	0	0	152	341
	D	94	341	98	0	533
	Tot.	295	394	399	796	1884

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Dev+2021 flows - AM PEAK
Junction: The Cavendish School Junction	
1/1	533
2/1 (with short)	791(In) 394(Out)
2/2 (short)	397
3/1	658
4/1	341
5/1	352
6/1	394
7/1	997
8/1	399
9/1	295
10/1	796

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	82.4 %	1943	1943
				Arm 9 Left	10.88	17.6 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	99.7 %	2083	2083
				Arm 8 Left	6.10	0.3 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	20.2 %	1975	1975
				Arm 10 Ahead	Inf	79.8 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Dev+2021 flows - PM PEAK ' (FG11: '2021+Dev flows- PM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	25	206	0	231
	B	13	0	11	430	454
	C	268	0	0	121	389
	D	19	508	107	0	634
	Tot.	300	533	324	551	1708

Traffic Lane Flows

Lane	Scenario 8: Dev+2021 flows - PM PEAK
Junction: The Cavendish School Junction	
1/1	634
2/1 (with short)	846(In) 533(Out)
2/2 (short)	313
3/1	454
4/1	389
5/1	231
6/1	533
7/1	832
8/1	324
9/1	300
10/1	551

Full Input Data And Results

Lane Saturation Flows

Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	97.0 %	1982	1982
				Arm 9 Left	10.88	3.0 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	97.6 %	2073	2073
				Arm 8 Left	6.10	2.4 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	33.8 %	1975	1975
				Arm 10 Ahead	Inf	66.2 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Dev+2021 flows - School PM Peak ' (FG12: '2021+Dev flows - School PM Peak', Plan 1: 'with peds ')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	52	286	0	338
	B	6	0	17	449	472
	C	232	0	0	132	364
	D	37	409	112	0	558
	Tot.	275	461	415	581	1732

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Dev+2021 flows - School PM Peak
Junction: The Cavendish School Junction	
1/1	558
2/1 (with short)	859(In) 461(Out)
2/2 (short)	398
3/1	472
4/1	364
5/1	338
6/1	461
7/1	819
8/1	415
9/1	275
10/1	581

Lane Saturation Flows

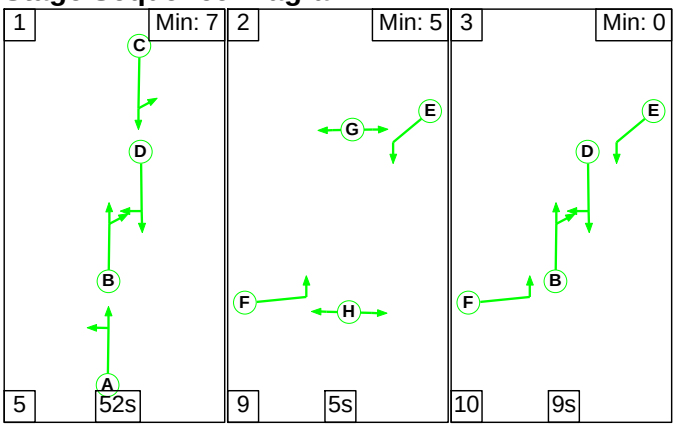
Junction: The Cavendish School Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Willingdon Rd N/B - Outer)	3.75	0.00	Y	Arm 2 Ahead	Inf	93.4 %	1972	1972
				Arm 9 Left	10.88	6.6 %		
2/1 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (Willingdon Rd N/B - Inner)	3.00	0.00	Y	Arm 8 Right	5.60	100.0 %	1510	1510
3/1 (Willingdon Rd S/B - Outer)	4.70	0.00	Y	Arm 7 Ahead	Inf	96.4 %	2067	2067
				Arm 8 Left	6.10	3.6 %		
4/1 (Rodmill Drive - Left turn only)	4.30	0.00	Y	Arm 7 Left	Inf	100.0 %	2045	2045
5/1 (Eldon Road - Left turn only)	3.90	0.00	Y	Arm 2 Left	Inf	100.0 %	2005	2005
6/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Willingdon Rd S/B - Inner)	3.60	0.00	Y	Arm 9 Right	Inf	29.1 %	1975	1975
				Arm 10 Ahead	Inf	70.9 %		
8/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'Base year - AM PEAK ' (FG1: 'Base year flows- AM Peak', Plan 1: 'with peds ')

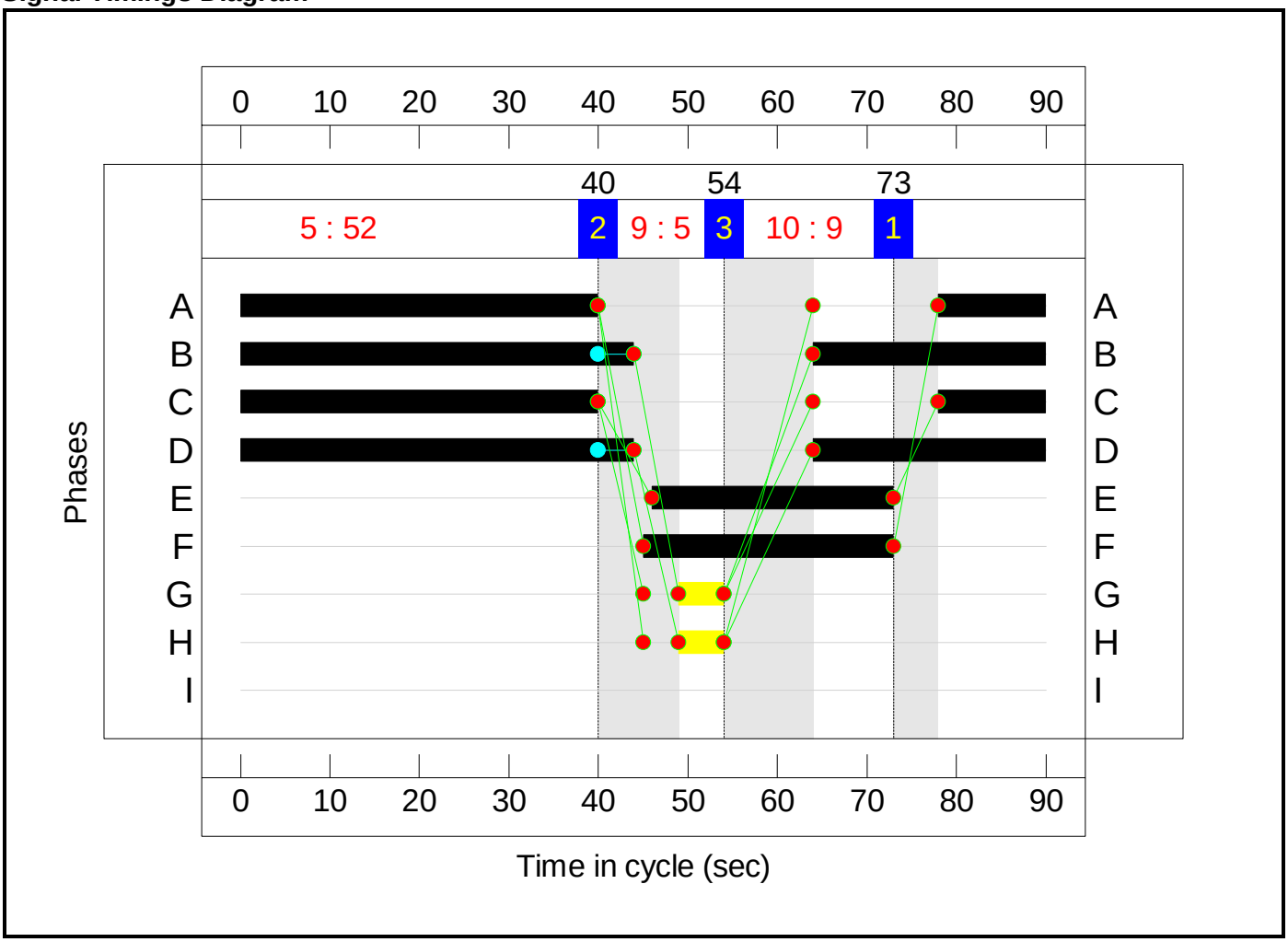
Stage Sequence Diagram



Stage Timings

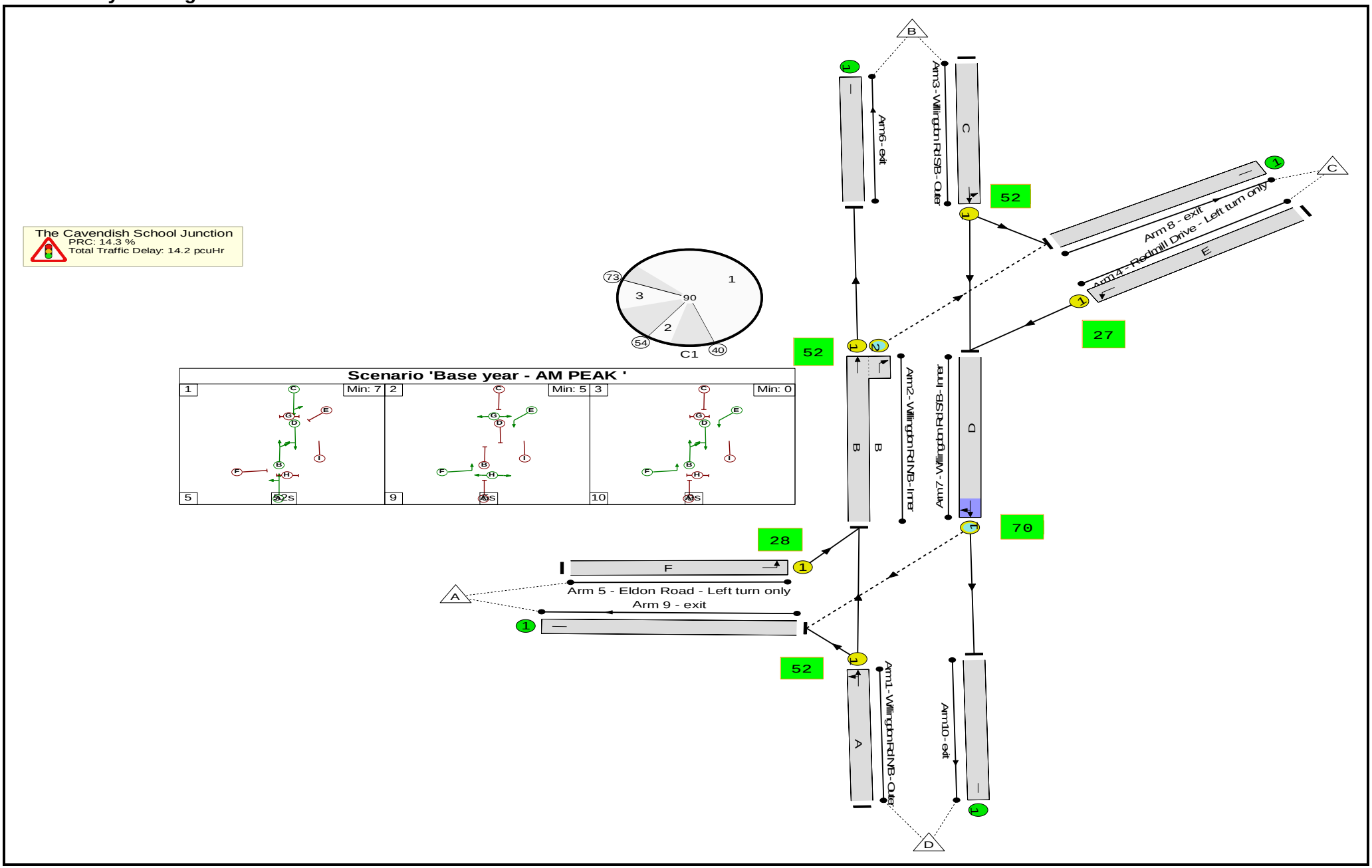
Stage	1	2	3
Duration	52	5	9
Change Point	73	40	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	52	-	448	1939	1142	39.2%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	625	1915:1510	498+565	58.8 : 58.8%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	52	-	598	2083	1227	48.8%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	27	-	310	2045	636	48.7%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	28	-	262	2005	646	40.6%
6/1	exit	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	906	1975	1150	78.8%
8/1	exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%

Full Input Data And Results

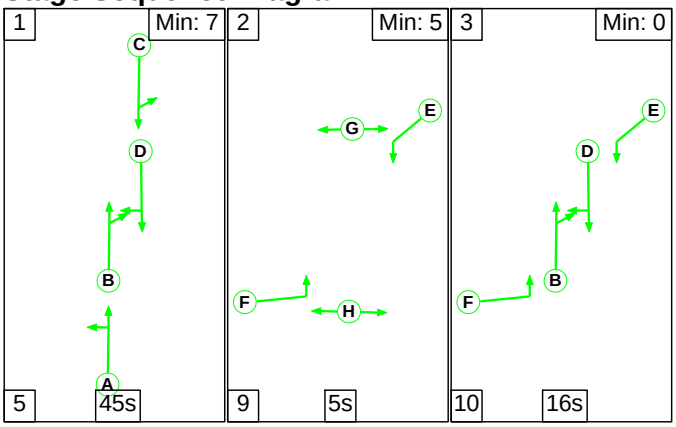
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**99**	**416**	**0**	**10.1**	**4.1**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**99**	**416**	**0**	**10.1**	**4.1**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/1	448	448	-	-	-	1.2	0.3	-	1.6	12.5	6.0	0.3	6.3
2/1+2/2	625	625	87	245	0	1.1	0.7	-	1.8	10.4	6.3	0.7	7.0
3/1	598	598	-	-	-	1.8	0.5	-	2.2	13.5	8.5	0.5	8.9
4/1	310	310	-	-	-	2.2	0.5	-	2.6	30.7	6.3	0.5	6.8
5/1	262	262	-	-	-	1.7	0.3	-	2.1	28.5	5.1	0.3	5.4
6/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	906	906	12	171	0	2.1	1.8	-	3.9	15.5	11.0	1.8	12.8
8/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 14.22 Cycle Time (s): 90
PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 14.22

Full Input Data And Results

Scenario 2: 'Base year - PM PEAK ' (FG2: 'Base year flows- PM Peak', Plan 1: 'with peds ')

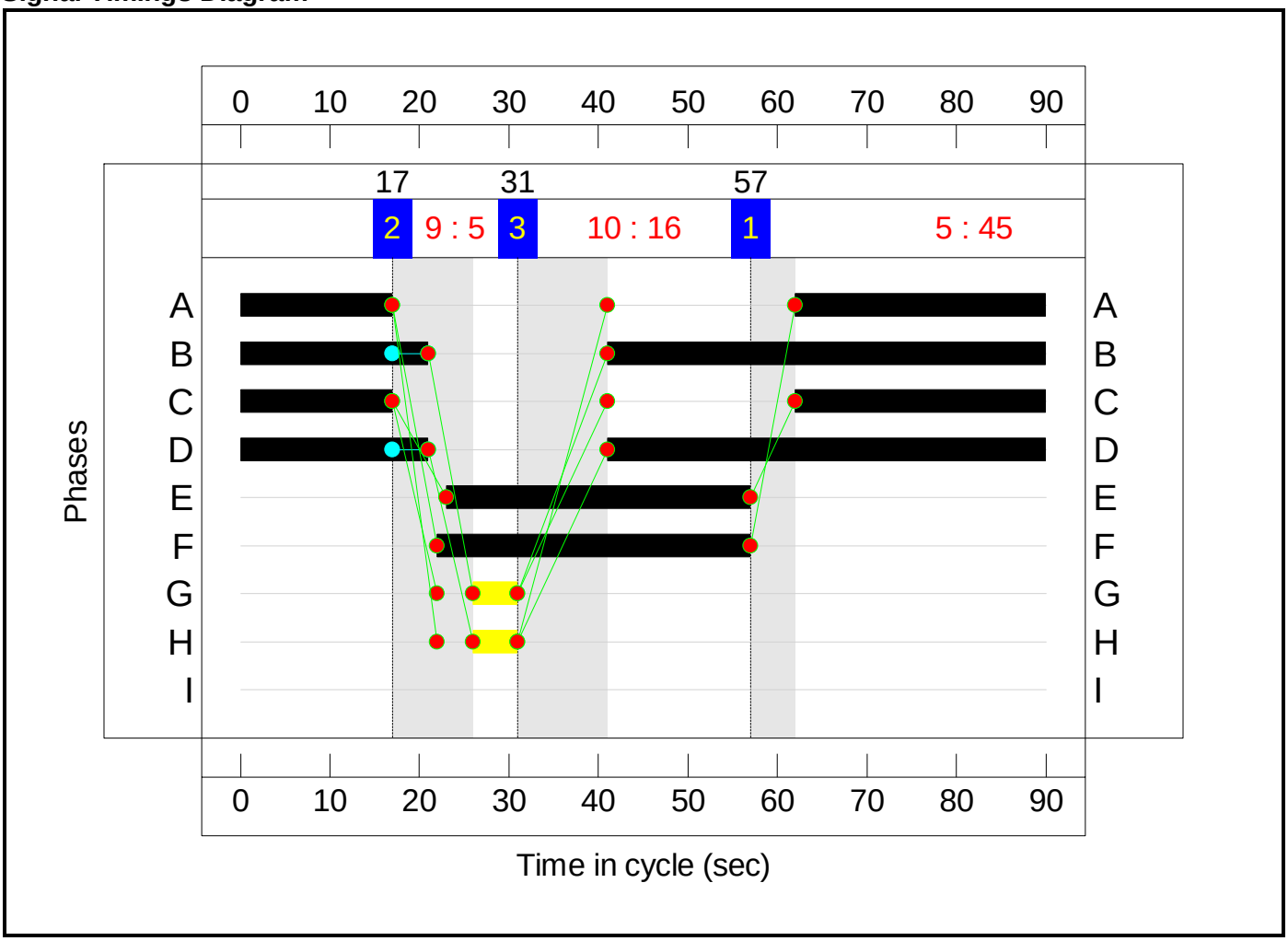
Stage Sequence Diagram



Stage Timings

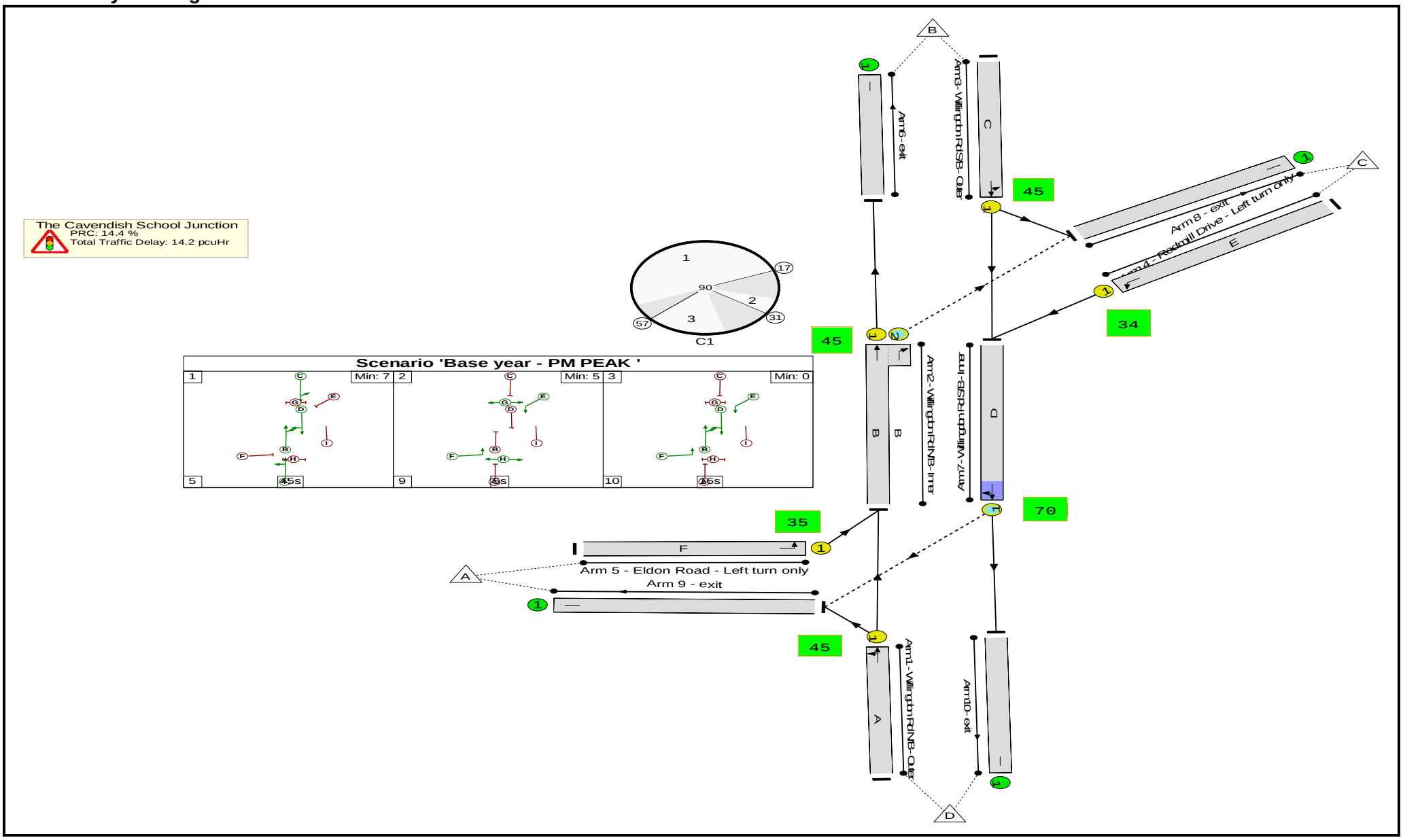
Stage	1	2	3
Duration	45	5	16
Change Point	57	17	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	45	-	576	1982	1013	56.9%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	769	1915:1510	868+508	55.9 : 55.9%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	45	-	413	2073	1060	39.0%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	34	-	354	2045	795	44.5%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	35	-	210	2005	802	26.2%
6/1	exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	757	1975	962	78.7%
8/1	exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%

Full Input Data And Results

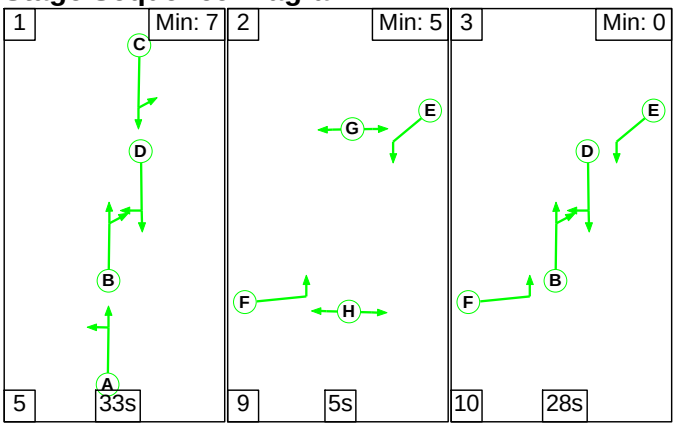
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**108**	**432**	**0**	**10.2**	**4.0**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**108**	**432**	**0**	**10.2**	**4.0**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/1	576	576	-	-	-	2.4	0.7	-	3.1	19.3	9.9	0.7	10.6
2/1+2/2	769	769	95	189	0	0.7	0.6	-	1.4	6.4	10.5	0.6	11.2
3/1	413	413	-	-	-	1.5	0.3	-	1.9	16.2	6.2	0.3	6.5
4/1	354	354	-	-	-	2.0	0.4	-	2.4	24.4	6.5	0.4	6.9
5/1	210	210	-	-	-	1.1	0.2	-	1.2	21.1	3.5	0.2	3.7
6/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	757	757	13	243	0	2.4	1.8	-	4.2	20.2	8.5	1.8	10.4
8/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 14.18 Cycle Time (s): 90
PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 14.18

Full Input Data And Results

Scenario 3: 'Base year - School PM Peak ' (FG3: 'Base year flows - School PM Peak', Plan 1: 'with peds ')

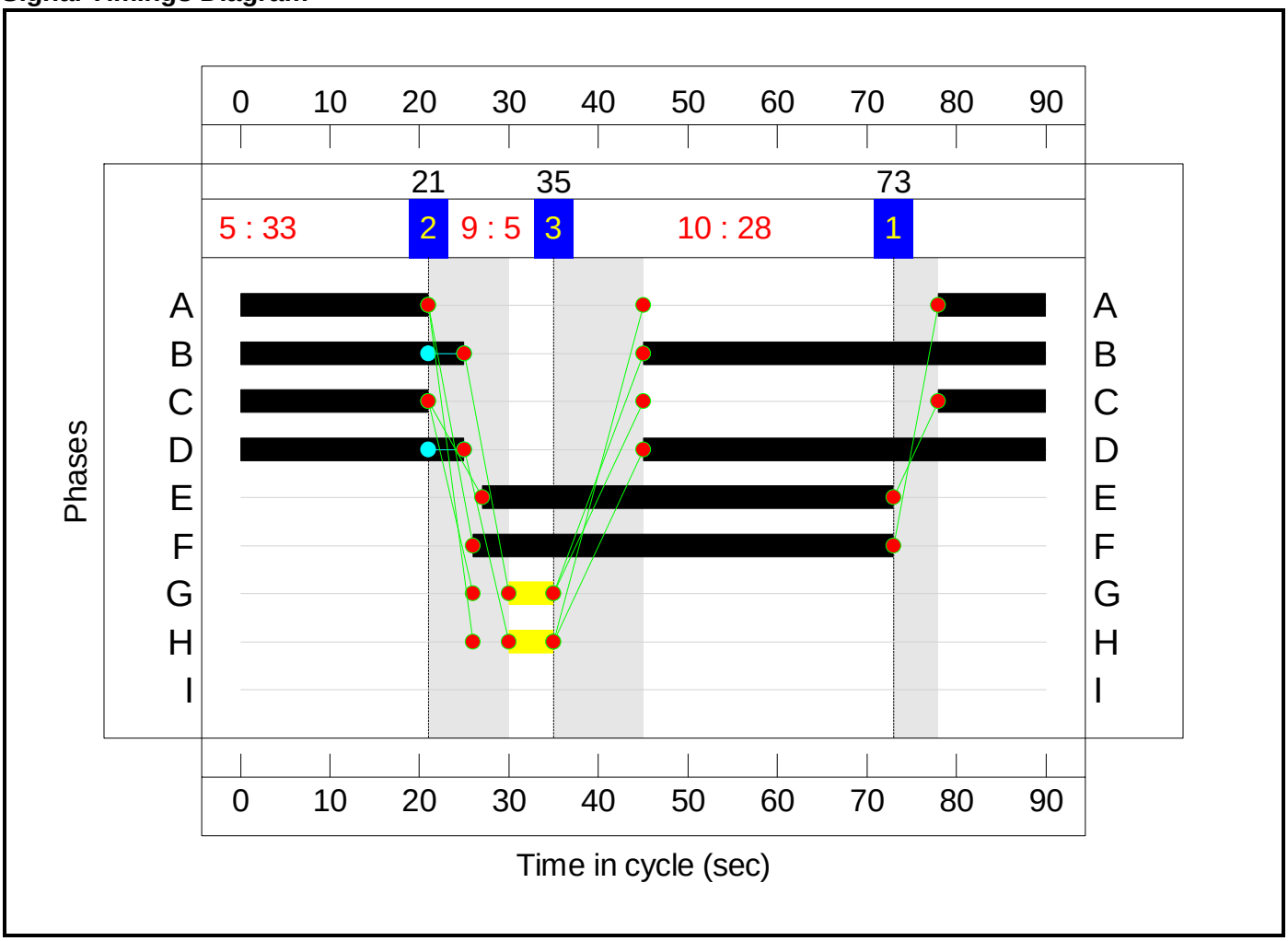
Stage Sequence Diagram



Stage Timings

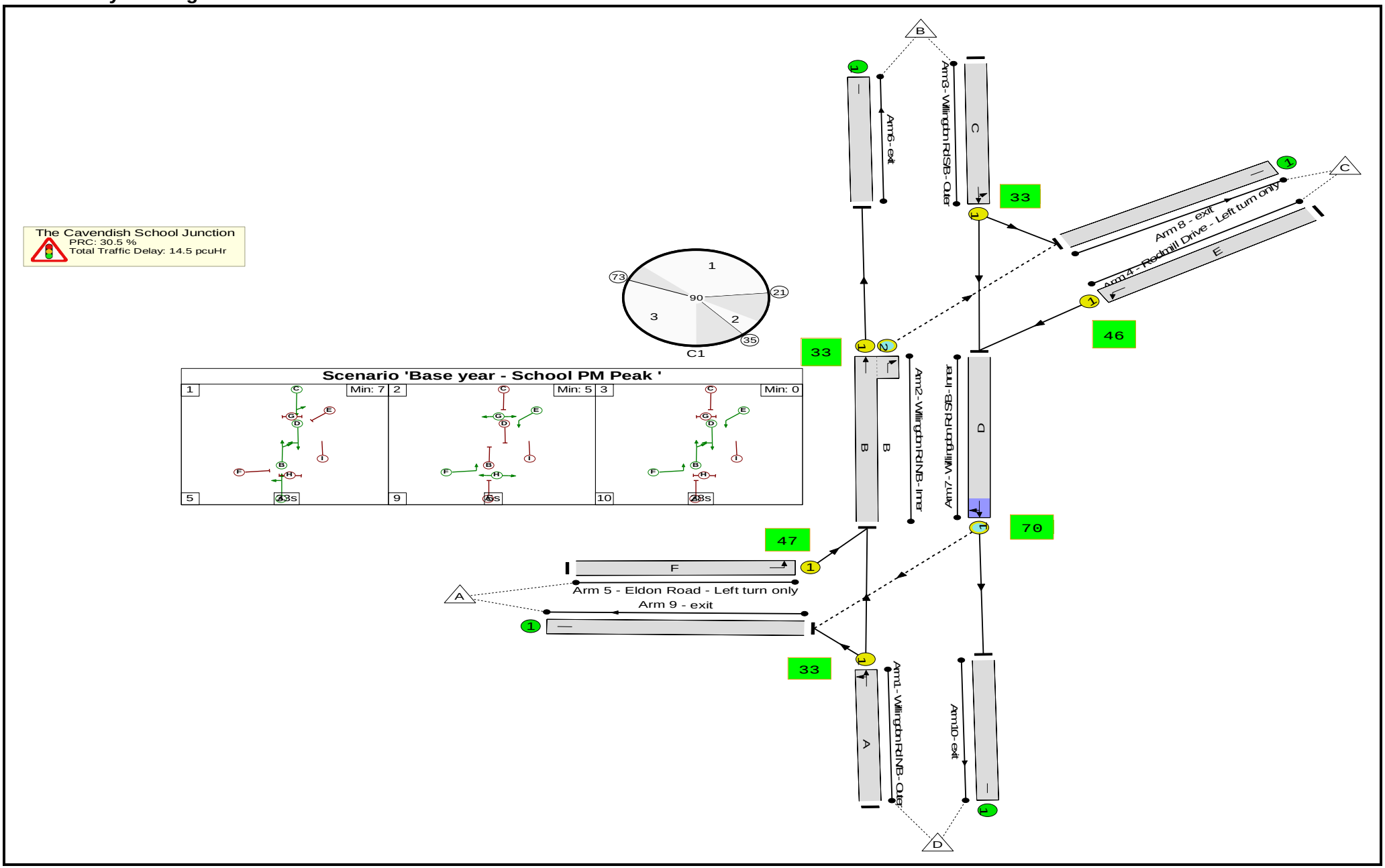
Stage	1	2	3
Duration	33	5	28
Change Point	73	21	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	33	-	479	1971	745	64.3%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	686	1915:1510	653+602	54.6 : 54.6%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	33	-	425	2067	781	54.4%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	46	-	331	2045	1068	31.0%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	47	-	241	2005	1069	22.5%
6/1	exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	741	1975	1075	69.0%
8/1	exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%

Full Input Data And Results

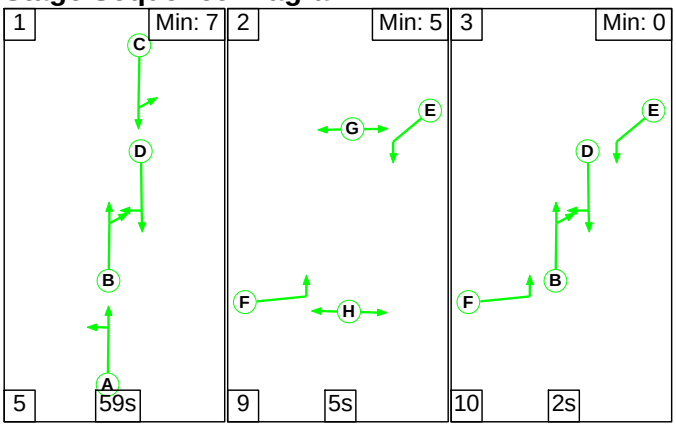
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**105**	**440**	**0**	**11.0**	**3.6**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**105**	**440**	**0**	**11.0**	**3.6**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
1/1	479	479	-	-	-	3.1	0.9	-	4.0	29.7	9.7	0.9	10.6
2/1+2/2	686	686	100	229	0	0.8	0.6	-	1.4	7.3	9.3	0.6	9.9
3/1	425	425	-	-	-	2.6	0.6	-	3.2	27.0	8.3	0.6	8.9
4/1	331	331	-	-	-	1.1	0.2	-	1.4	14.7	4.7	0.2	4.9
5/1	241	241	-	-	-	0.7	0.1	-	0.9	13.3	3.1	0.1	3.3
6/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	741	741	5	211	0	2.6	1.1	-	3.7	18.2	10.2	1.1	11.3
8/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 30.5 Total Delay for Signalled Lanes (pcuHr): 14.52 Cycle Time (s): 90
PRC Over All Lanes (%): 30.5 Total Delay Over All Lanes(pcuHr): 14.52

Full Input Data And Results

Scenario 4: '2021 flows - AM PEAK ' (FG4: '2021 flows- AM Peak', Plan 1: 'with peds ')

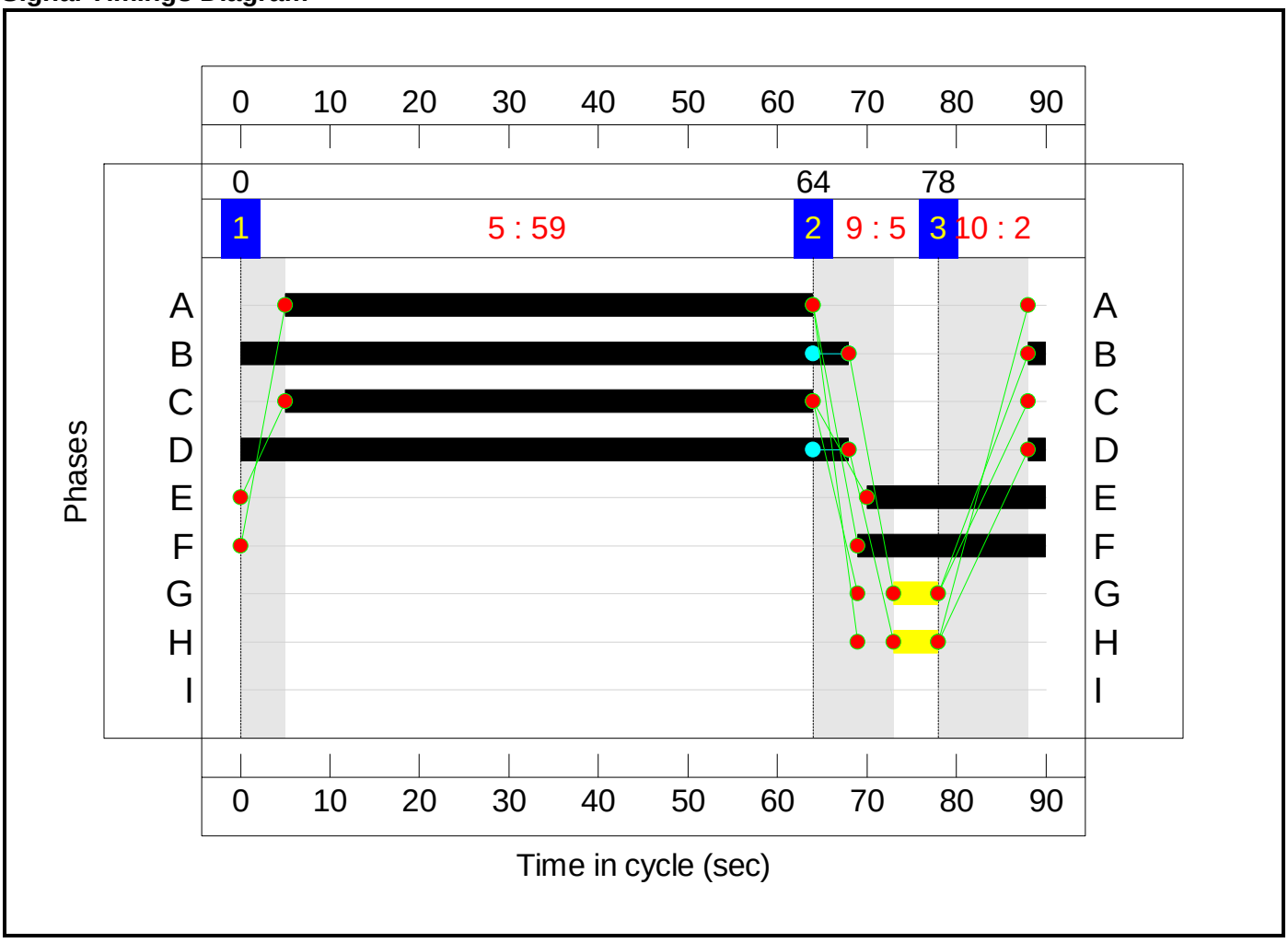
Stage Sequence Diagram



Stage Timings

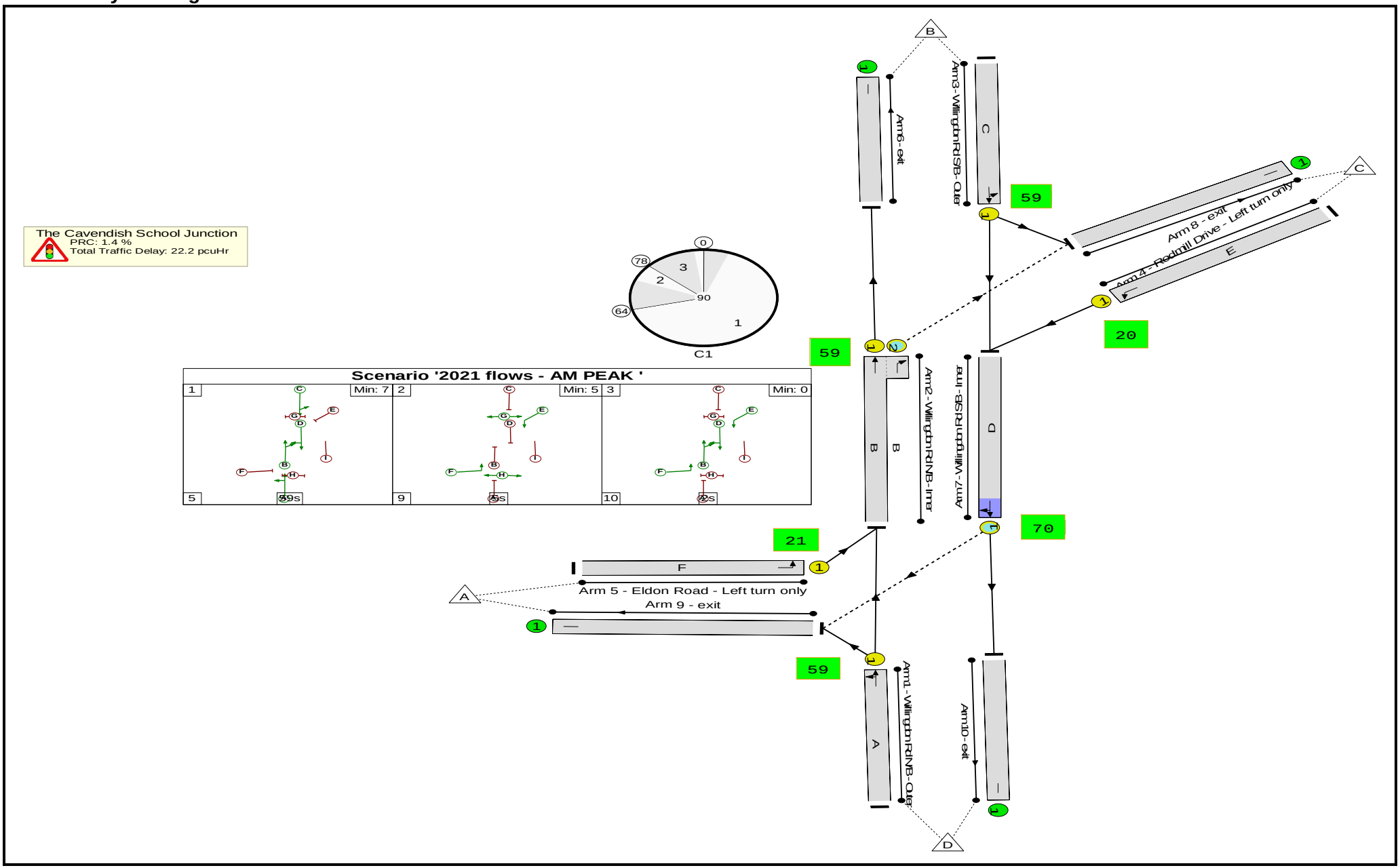
Stage	1	2	3
Duration	59	5	2
Change Point	0	64	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	59	-	493	1939	1293	38.1%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	687	1915:1510	469+532	68.6 : 68.6%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	59	-	658	2083	1389	47.4%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	20	-	341	2045	477	71.5%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	21	-	288	2005	490	58.8%
6/1	exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	997	1975	1123	88.8%
8/1	exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%

Full Input Data And Results

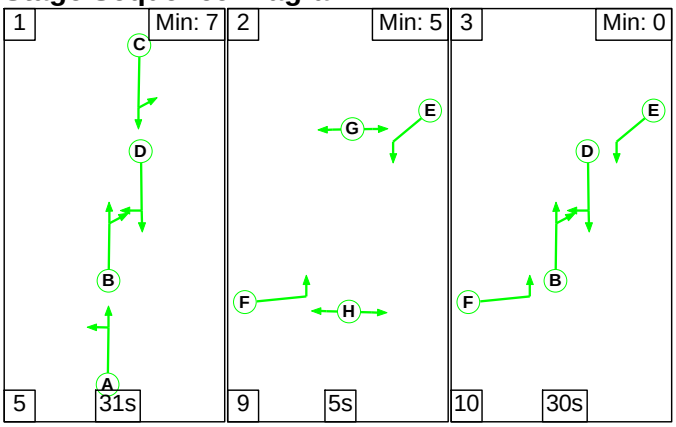
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**306**	**260**	**0**	**14.7**	**7.5**	**0.0**	**22.2**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**306**	**260**	**0**	**14.7**	**7.5**	**0.0**	**22.2**	**-**	**-**	**-**	**-**
1/1	493	493	-	-	-	0.9	0.3	-	1.2	9.0	5.5	0.3	5.8
2/1+2/2	687	687	212	153	0	2.9	1.1	-	4.0	20.9	13.7	1.1	14.8
3/1	658	658	-	-	-	1.3	0.4	-	1.8	9.8	7.9	0.4	8.3
4/1	341	341	-	-	-	3.0	1.2	-	4.2	44.7	7.8	1.2	9.0
5/1	288	288	-	-	-	2.4	0.7	-	3.1	38.8	6.3	0.7	7.0
6/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	997	997	93	108	0	4.2	3.7	-	7.9	28.5	22.1	3.7	25.8
8/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 22.24 Cycle Time (s): 90
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 22.24

Full Input Data And Results

Scenario 5: '2021 flows - PM PEAK ' (FG5: '2021 flows- PM Peak', Plan 1: 'with peds ')

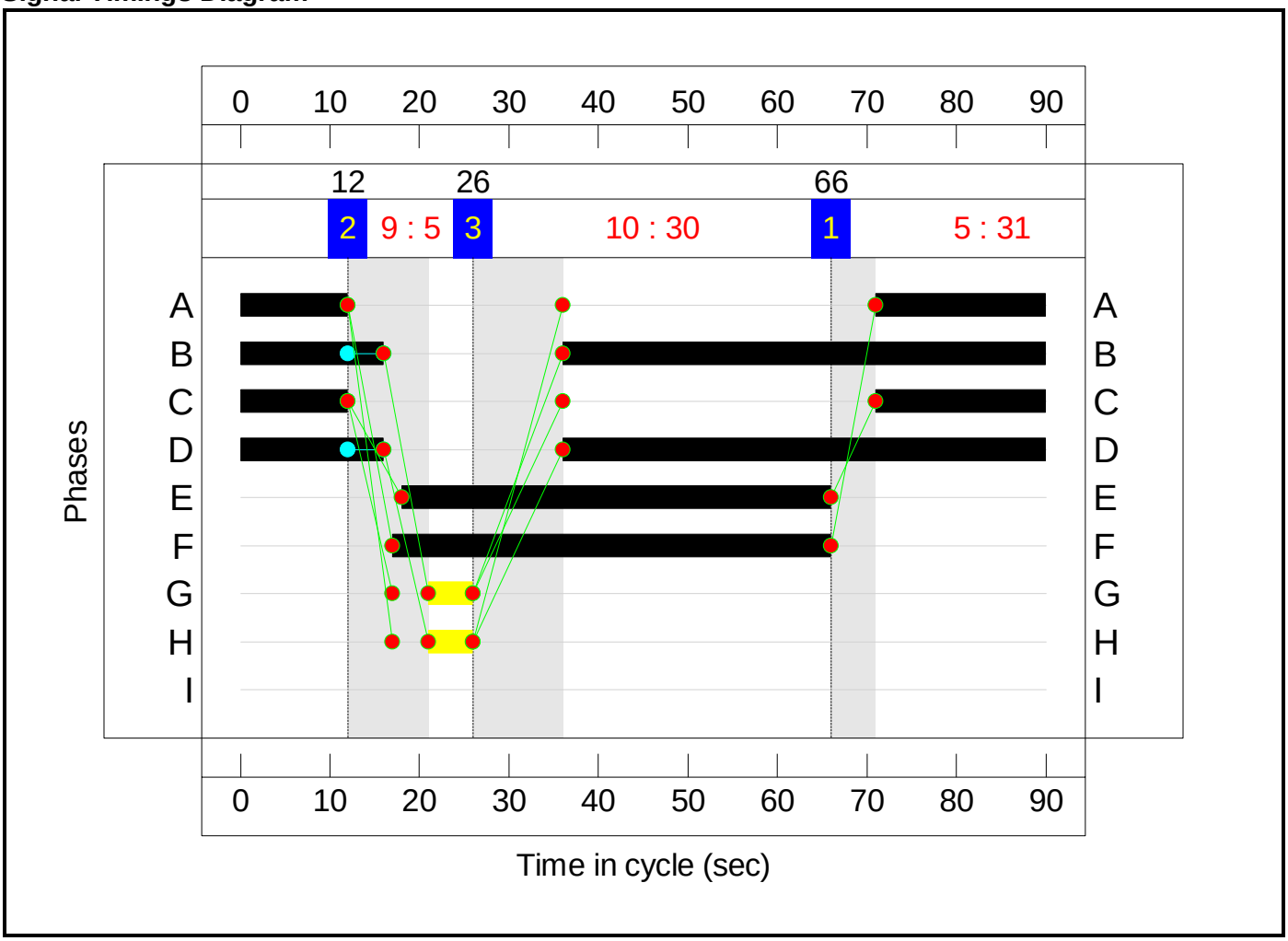
Stage Sequence Diagram



Stage Timings

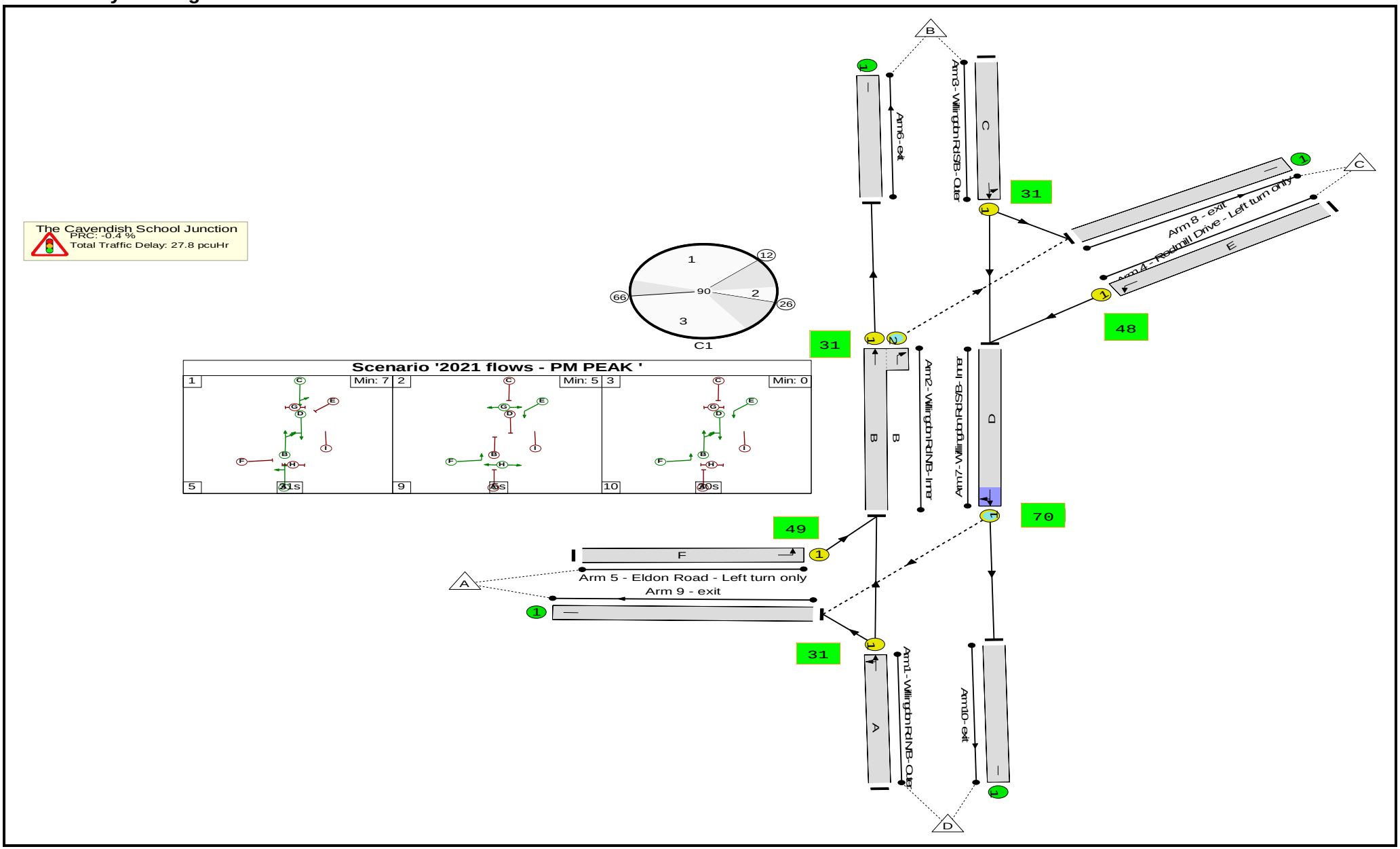
Stage	1	2	3
Duration	31	5	30
Change Point	66	12	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.4%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.4%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	31	-	634	1982	705	90.0%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	846	1915:1510	805+473	66.2 : 66.2%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	31	-	454	2073	737	61.6%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	48	-	389	2045	1113	34.9%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	49	-	231	2005	1114	20.7%
6/1	exit	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	832	1975	921	90.4%
8/1	exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%

Full Input Data And Results

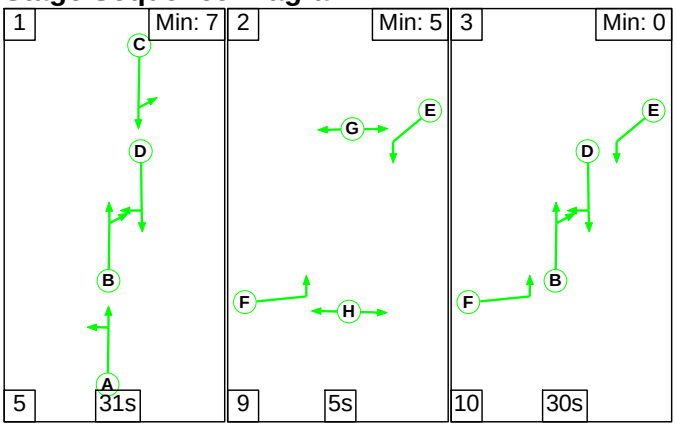
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**108**	**486**	**0**	**17.3**	**10.5**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**108**	**486**	**0**	**17.3**	**10.5**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
1/1	634	634	-	-	-	4.8	4.0	-	8.9	50.3	15.0	4.0	19.0
2/1+2/2	846	846	104	209	0	0.8	1.0	-	1.8	7.5	15.7	1.0	16.6
3/1	454	454	-	-	-	3.0	0.8	-	3.8	30.3	9.3	0.8	10.1
4/1	389	389	-	-	-	1.2	0.3	-	1.5	14.0	5.4	0.3	5.7
5/1	231	231	-	-	-	0.6	0.1	-	0.8	12.1	2.9	0.1	3.0
6/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	832	832	4	277	0	6.8	4.3	-	11.1	47.9	16.6	4.3	20.9
8/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.4 Total Delay for Signalled Lanes (pcuHr): 27.82 Cycle Time (s): 90
PRC Over All Lanes (%): -0.4 Total Delay Over All Lanes(pcuHr): 27.82

Full Input Data And Results

Scenario 6: '2021 flows - School PM Peak ' (FG6: '2021 flows - School PM Peak', Plan 1: 'with peds ')

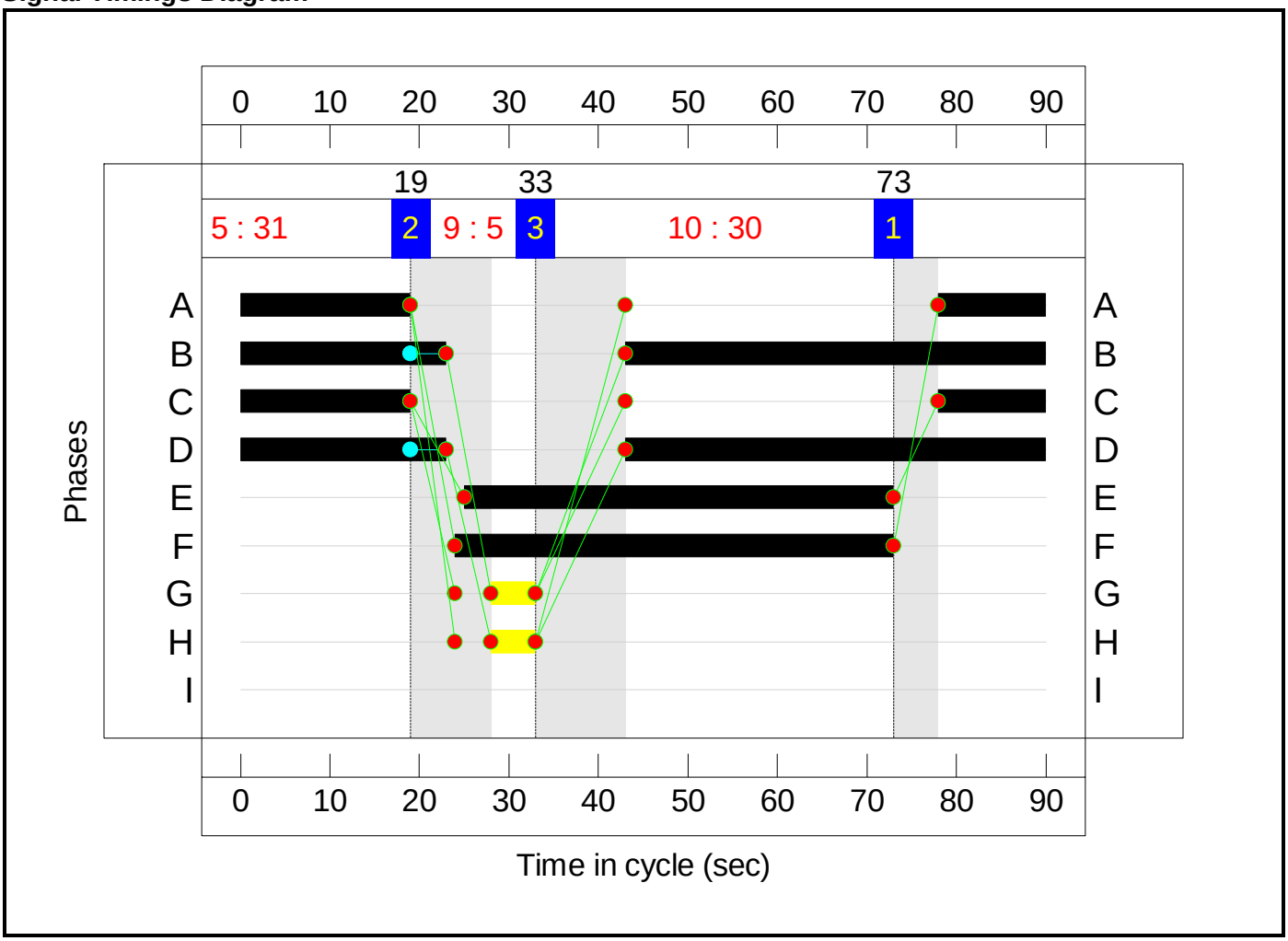
Stage Sequence Diagram



Stage Timings

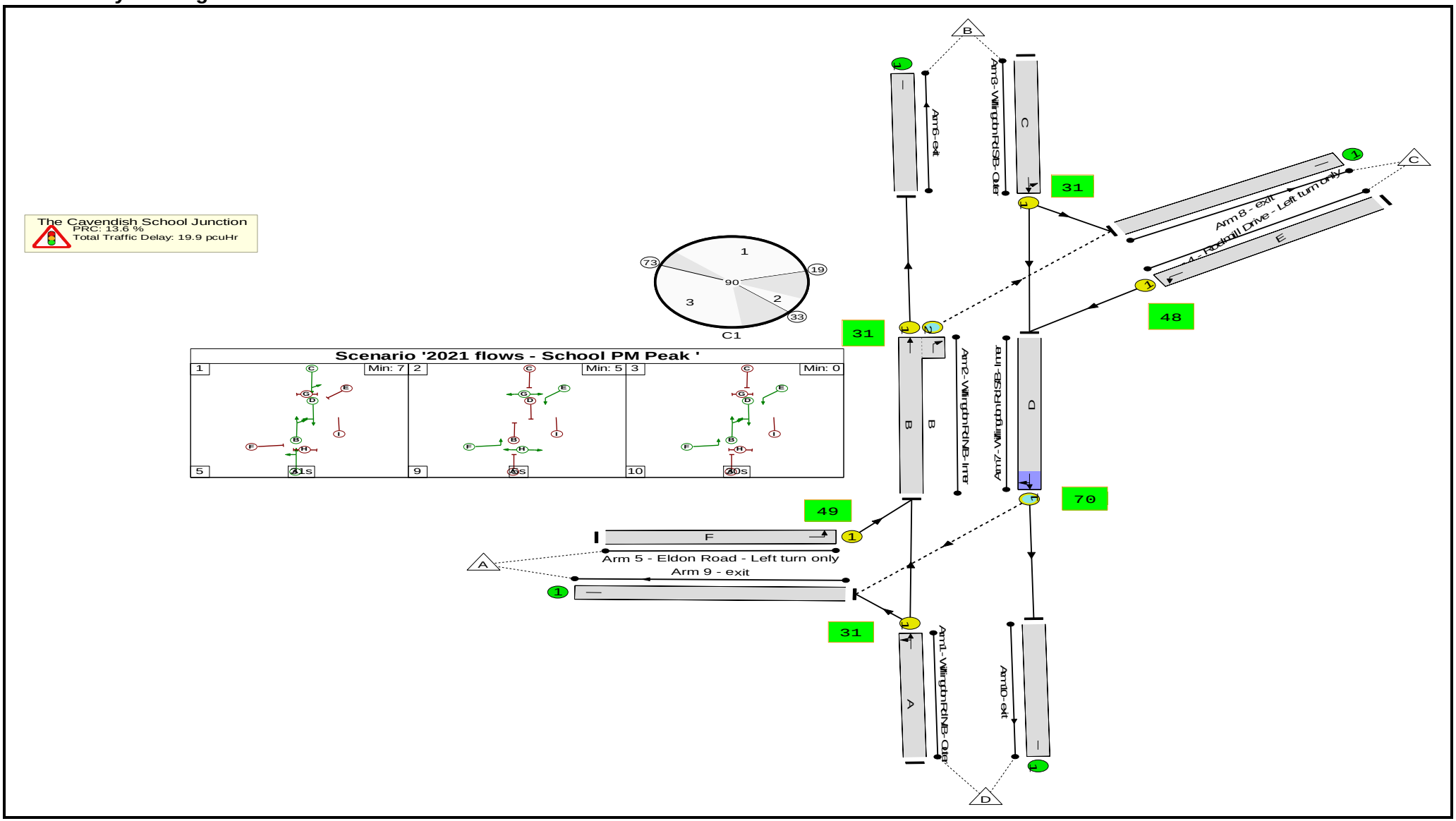
Stage	1	2	3
Duration	31	5	30
Change Point	73	19	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	31	-	526	1971	701	75.1%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	754	1915:1510	615+568	63.8 : 63.8%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	31	-	469	2067	735	63.8%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	48	-	364	2045	1113	32.7%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	49	-	265	2005	1114	23.8%
6/1	exit	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	816	1975	1030	79.2%
8/1	exit	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**114**	**486**	**0**	**14.4**	**5.5**	**0.0**	**19.9**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**114**	**486**	**0**	**14.4**	**5.5**	**0.0**	**19.9**	**-**	**-**	**-**	**-**
1/1	526	526	-	-	-	3.7	1.5	-	5.2	35.6	11.5	1.5	13.0
2/1+2/2	754	754	110	252	0	0.9	0.9	-	1.8	8.6	11.2	0.9	12.0
3/1	469	469	-	-	-	3.1	0.9	-	4.0	30.9	9.8	0.9	10.6
4/1	364	364	-	-	-	1.1	0.2	-	1.4	13.8	5.0	0.2	5.2
5/1	265	265	-	-	-	0.8	0.2	-	0.9	12.4	3.4	0.2	3.5
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	816	816	4	234	0	4.7	1.9	-	6.6	29.0	11.9	1.9	13.8
8/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

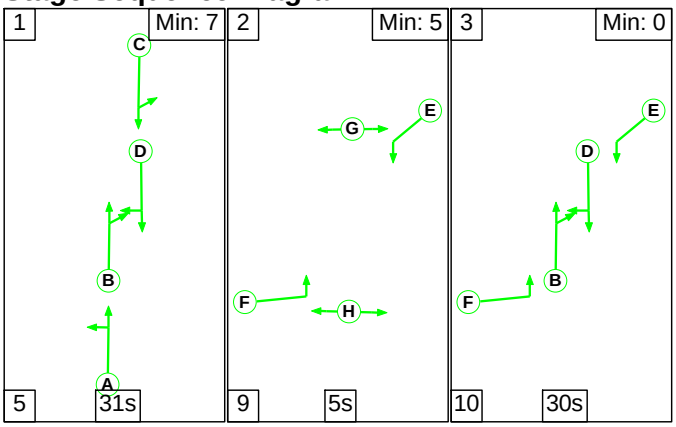
C1 PRC for Signalled Lanes (%): 13.6 Total Delay for Signalled Lanes (pcuHr): 19.91 Cycle Time (s): 90

PRC Over All Lanes (%): 13.6 Total Delay Over All Lanes(pcuHr): 19.91

Full Input Data And Results

Scenario 7: 'Dev+2021 flows - AM PEAK ' (FG10: '2021 +Dev flows- AM Peak', Plan 1: 'with peds ')

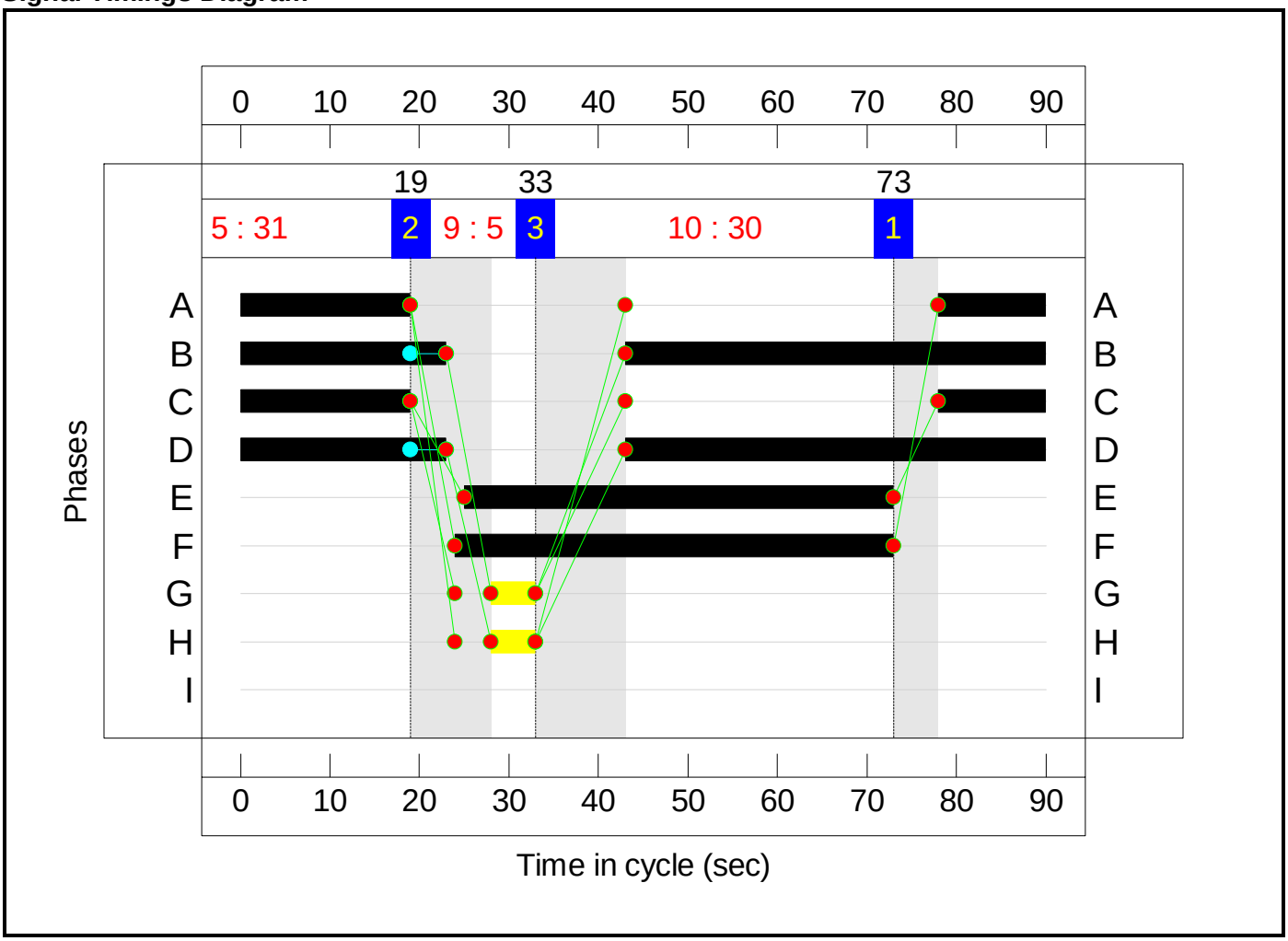
Stage Sequence Diagram



Stage Timings

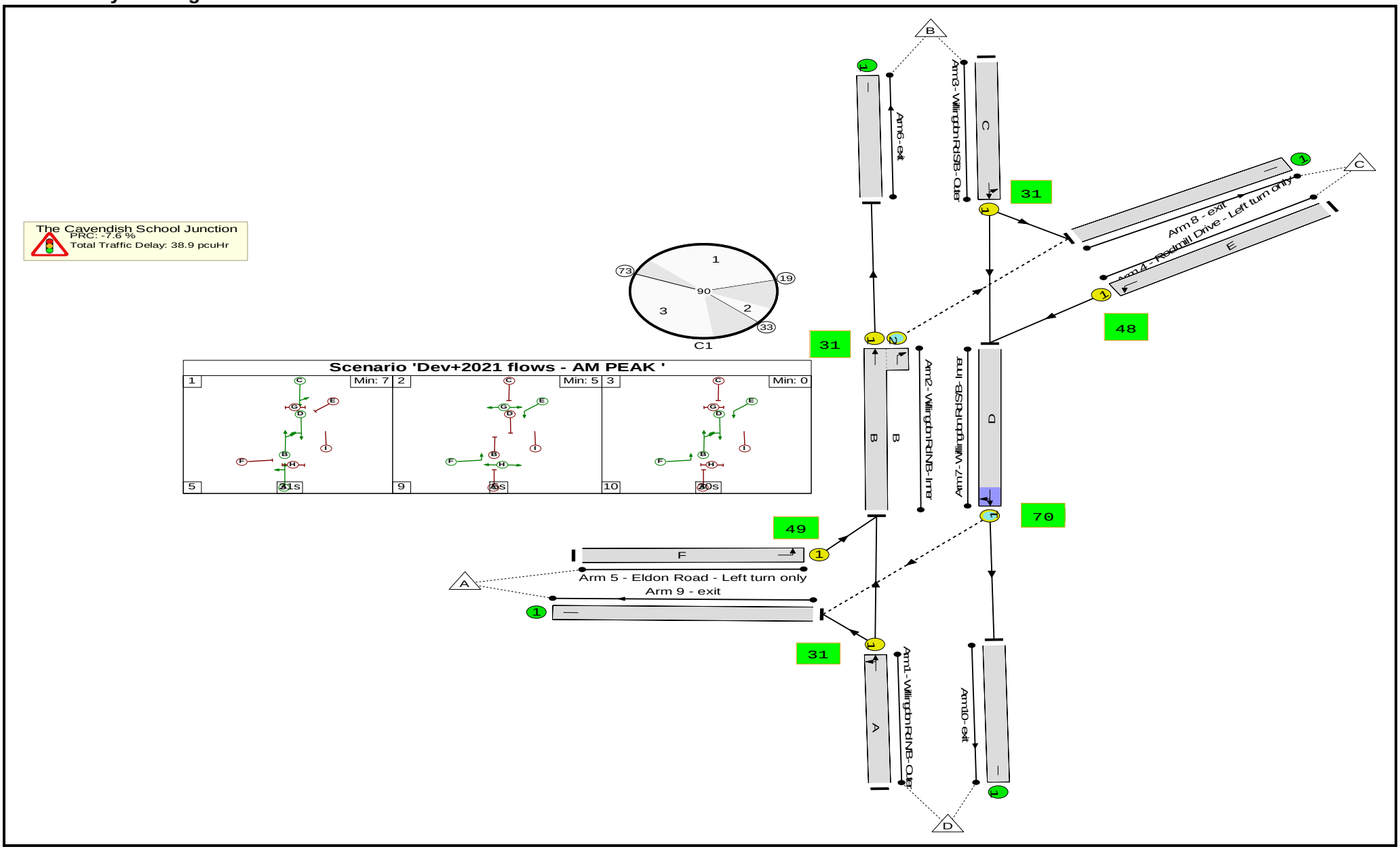
Stage	1	2	3
Duration	31	5	30
Change Point	73	19	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	31	-	533	1943	691	77.2%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	791	1915:1510	462+465	85.4 : 85.4%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	31	-	658	2083	741	88.8%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	48	-	341	2045	1113	30.6%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	49	-	352	2005	1114	31.6%
6/1	exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	997	1975	1030	96.8%
8/1	exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**45**	**553**	**0**	**20.7**	**18.2**	**0.0**	**38.9**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**45**	**553**	**0**	**20.7**	**18.2**	**0.0**	**38.9**	**-**	**-**	**-**	**-**
1/1	533	533	-	-	-	3.8	1.7	-	5.5	36.9	11.7	1.7	13.4
2/1+2/2	791	791	40	357	0	1.6	2.8	-	4.4	20.2	7.1	2.8	9.9
3/1	658	658	-	-	-	5.0	3.7	-	8.7	47.3	15.4	3.7	19.0
4/1	341	341	-	-	-	1.1	0.2	-	1.3	13.5	4.6	0.2	4.9
5/1	352	352	-	-	-	1.1	0.2	-	1.3	13.1	4.7	0.2	4.9
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	997	997	5	196	0	8.2	9.6	-	17.8	64.2	18.2	9.6	27.8
8/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

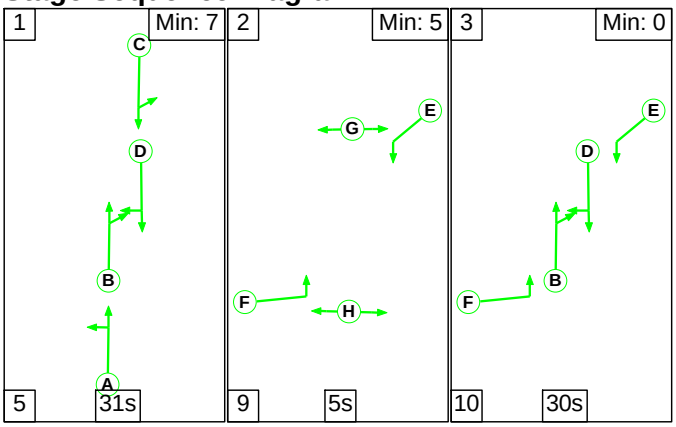
C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 38.89 Cycle Time (s): 90

PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 38.89

Full Input Data And Results

Scenario 8: 'Dev+2021 flows - PM PEAK ' (FG11: '2021+Dev flows- PM Peak', Plan 1: 'with peds ')

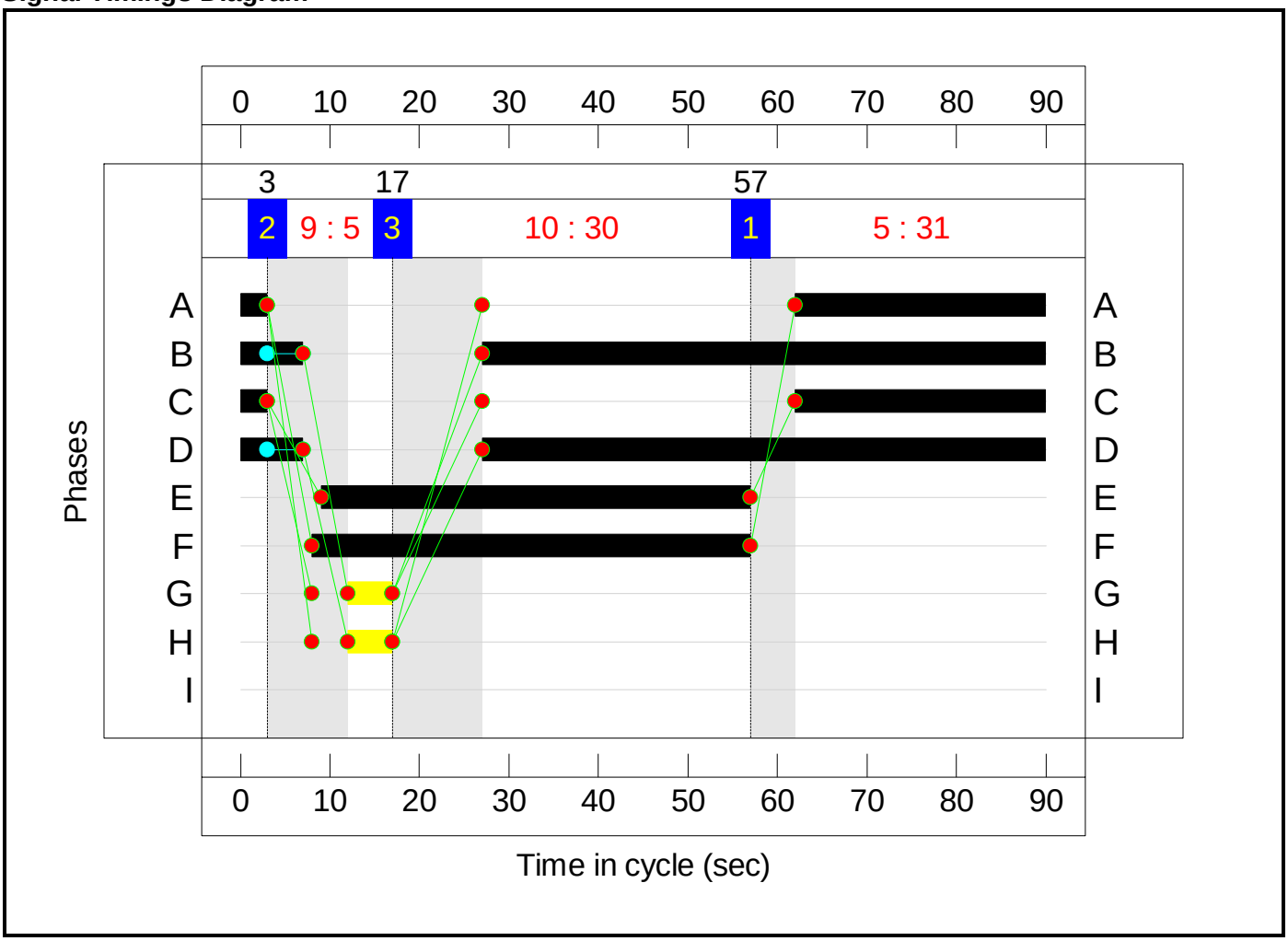
Stage Sequence Diagram



Stage Timings

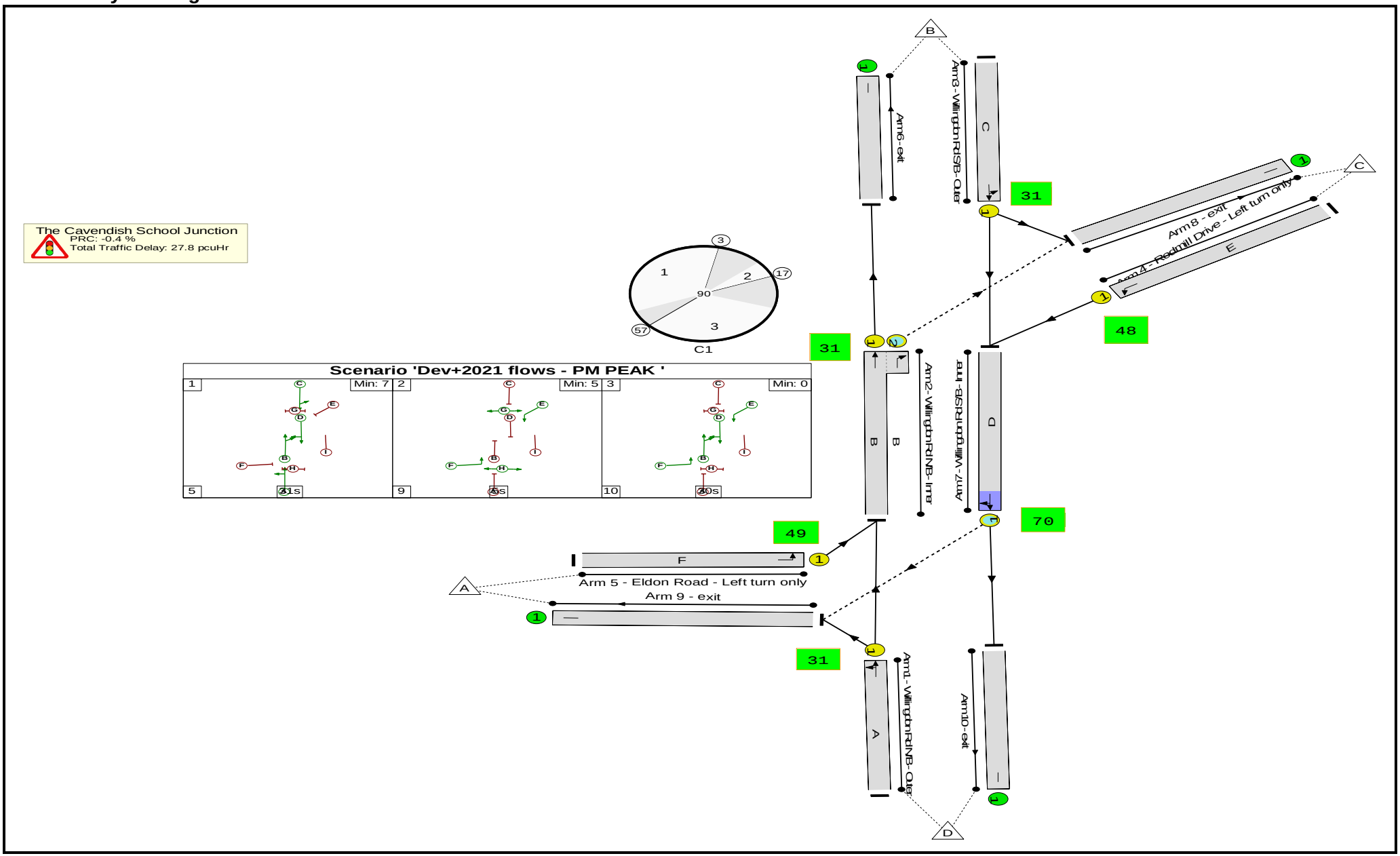
Stage	1	2	3
Duration	31	5	30
Change Point	57	3	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.4%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.4%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	31	-	634	1982	705	90.0%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	846	1915:1510	805+473	66.2 : 66.2%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	31	-	454	2073	737	61.6%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	48	-	389	2045	1113	34.9%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	49	-	231	2005	1114	20.7%
6/1	exit	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	832	1975	921	90.4%
8/1	exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%

Full Input Data And Results

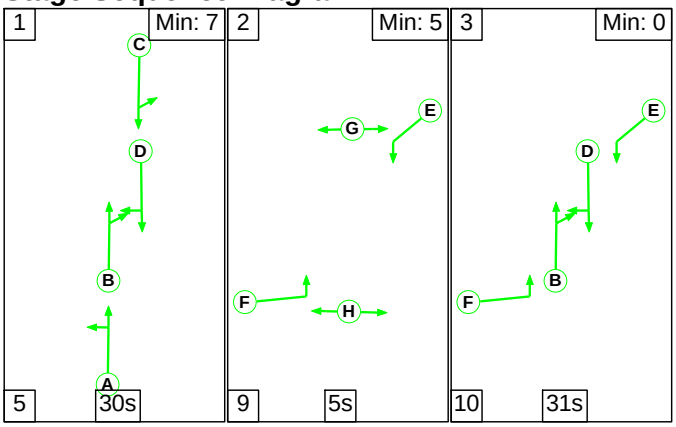
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**108**	**486**	**0**	**17.3**	**10.5**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**108**	**486**	**0**	**17.3**	**10.5**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
1/1	634	634	-	-	-	4.8	4.0	-	8.9	50.3	15.0	4.0	19.0
2/1+2/2	846	846	104	209	0	0.8	1.0	-	1.8	7.5	15.7	1.0	16.6
3/1	454	454	-	-	-	3.0	0.8	-	3.8	30.3	9.3	0.8	10.1
4/1	389	389	-	-	-	1.2	0.3	-	1.5	14.0	5.4	0.3	5.7
5/1	231	231	-	-	-	0.6	0.1	-	0.8	12.1	2.9	0.1	3.0
6/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	832	832	4	277	0	6.8	4.3	-	11.1	47.9	16.6	4.3	20.9
8/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.4 Total Delay for Signalled Lanes (pcuHr): 27.82 Cycle Time (s): 90
PRC Over All Lanes (%): -0.4 Total Delay Over All Lanes(pcuHr): 27.82

Full Input Data And Results

Scenario 9: 'Dev+2021 flows - School PM Peak ' (FG12: '2021+Dev flows - School PM Peak', Plan 1: 'with peds ')

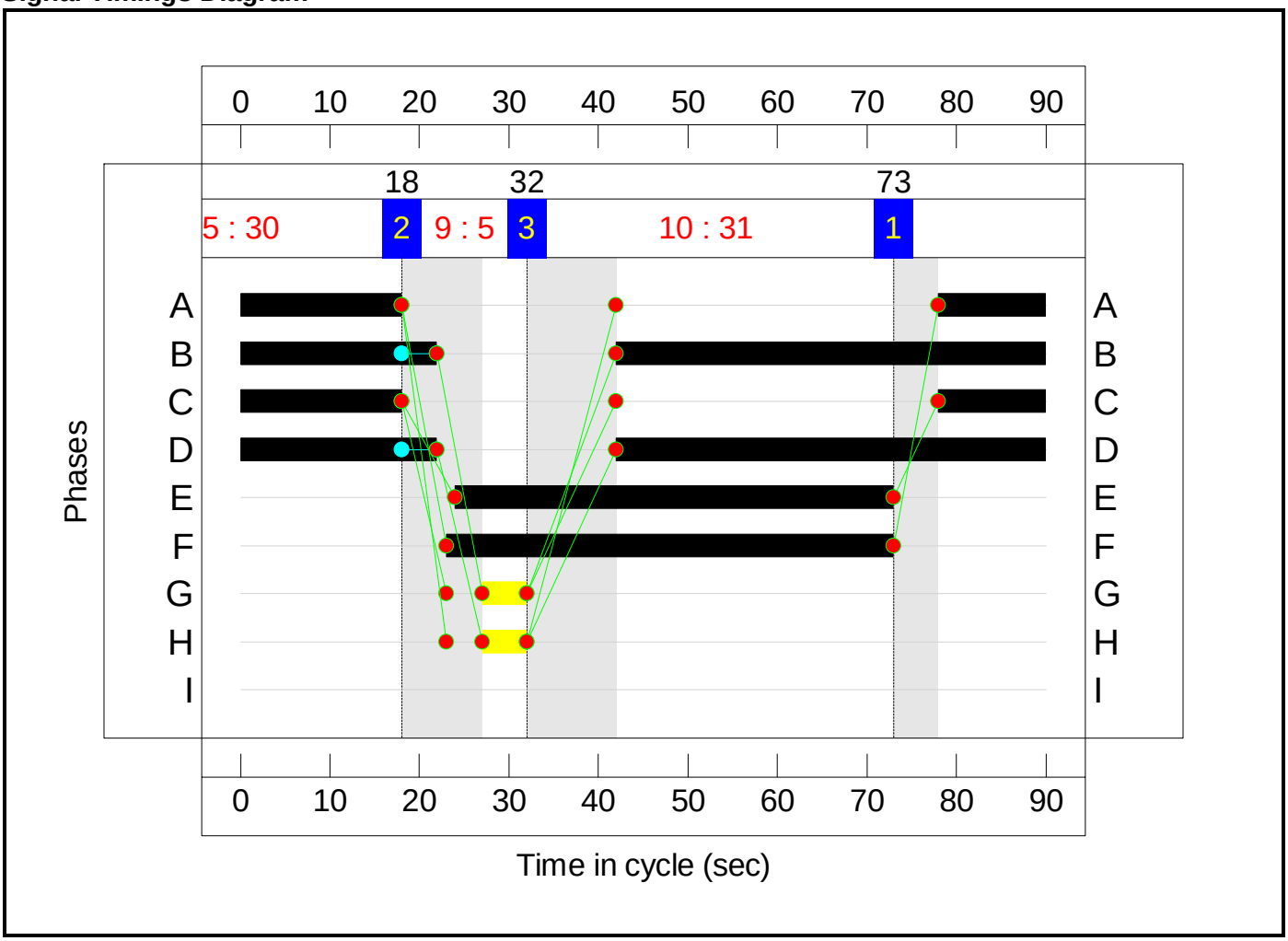
Stage Sequence Diagram



Stage Timings

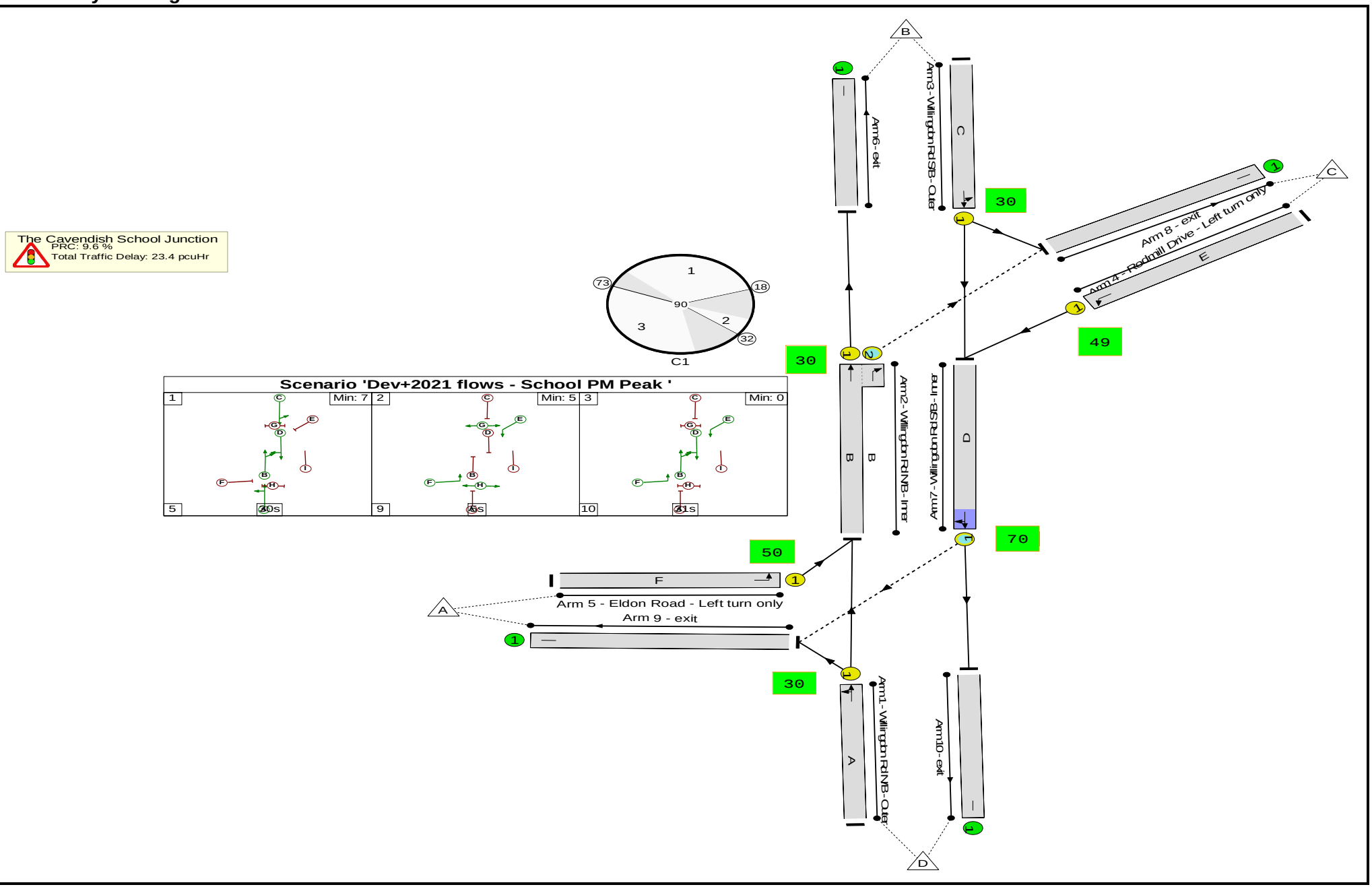
Stage	1	2	3
Duration	30	5	31
Change Point	73	18	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
The Cavendish School Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
1/1	Willingdon Rd N/B - Outer Ahead Left	U	N/A	N/A	A		1	30	-	558	1972	679	82.2%
2/1+2/2	Willingdon Rd N/B - Inner Ahead Right	U+O	N/A	N/A	B		1	70	-	859	1915:1510	635+548	72.6 : 72.6%
3/1	Willingdon Rd S/B - Outer Ahead Left	U	N/A	N/A	C		1	30	-	472	2067	712	66.3%
4/1	Rodmill Drive - Left turn only Left	U	N/A	N/A	E		1	49	-	364	2045	1136	32.0%
5/1	Eldon Road - Left turn only Left	U	N/A	N/A	F		1	50	-	338	2005	1136	29.7%
6/1	exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
7/1	Willingdon Rd S/B - Inner Right Ahead	O	N/A	N/A	D		1	70	-	819	1975	998	82.1%
8/1	exit	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
9/1	exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
10/1	exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed	**-**	**-**	**113**	**523**	**0**	**16.2**	**7.2**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
The Cavendish School Junction	**-**	**-**	**113**	**523**	**0**	**16.2**	**7.2**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
1/1	558	558	-	-	-	4.2	2.2	-	6.4	41.3	12.7	2.2	14.9
2/1+2/2	859	859	110	288	0	1.1	1.3	-	2.4	10.1	12.0	1.3	13.3
3/1	472	472	-	-	-	3.3	1.0	-	4.3	32.5	10.0	1.0	10.9
4/1	364	364	-	-	-	1.1	0.2	-	1.3	13.1	4.9	0.2	5.1
5/1	338	338	-	-	-	1.0	0.2	-	1.2	12.4	4.3	0.2	4.5
6/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	819	819	3	235	0	5.6	2.2	-	7.9	34.5	14.0	2.2	16.2
8/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 23.44 Cycle Time (s): 90
PRC Over All Lanes (%): 9.6 Total Delay Over All Lanes(pcuHr): 23.44

Appendix M

Addendum - Traffic Flow Assessment

civils ltd - consulting engineers

TRANSPORT STATEMENT - ADDENDUM

Proposed Cavendish Primary School,
Eastbourne

CONTENTS

APPENDICES

Report by: Lawrence Stringer CEng MCIHT MRTPI
Checked by Neil Stevenson MCIHT

ISSUE	DATE	COMPILED	CHECKED
1st Issue	7th May 2015	LNS	NS

1.0 Traffic Data Assessment

1.1 Available traffic data for Willingdon Road / Eldon Road / Rodmill Drive junction

1.1.1 Manual classified turning counts (MCTC) are available for the junction, carried out in 2012 by ESCC and in 2015 for this study. ATC data collected in 2015 for Eldon Road is not sufficiently consistent to rely on, possibly because of the counter location and its proximity to the junction being potentially affected by queuing.

1.1.2 The available MCTCs are:

2012 count date	Thursday 27/09/2102 - full turning movements
2014 count date	Tuesday 02/12/2014 - partial turning movements

1.1.3 The data for critical hours can be summarised as shown in the tables below.

A Eldon Road
B Willingdon Road (north)
C Rodmill Drive
D Willingdon Road (south)

JUNCTION ENTRY FLOWS

Vehicles (exc cycles)	0800-0900		1500-1600		1700-1800	
	2012	2014	2012	2014	2012	2014
A (left)	283	242	229	253	201	220
B (ahead)	568	619	385	428	403	403
B (left)	2	6	14	24	10	10
C (left)	297	323	300	362	364	344
D (ahead)	360	359	463	431	539	548
D (left)	84	94	35	29	16	50
TOTAL	1594	1643	1426	1527	1533	1575

NORTHBOUND FLOWS AT WILLINGDON ROAD / RODMILL DRIVE

Vehicles (exc cycles)	0800-0900		1500-1600		1700-1800	
	2012	2014	2012	2014	2012	2014
AHEAD	293	320	370	396	467	470
RIGHT	350	281	322	288	273	298
TOTAL	643	601	692	684	740	768

SOUTHBOUND FLOWS AT WILLINGDON ROAD / ELDON ROAD

Vehicles (exc cycles)	0800-0900		1500-1600		1700-1800	
	2012	2014	2012	2014	2012	2014
AHEAD	690	740	489	538	504	481
RIGHT	175	202	196	252	266	266
TOTAL	865	942	685	790	770	747

1.1.4 The data shows variations between 2012 and 2014, part of which may be attributable to growth over the period although such growth can be expected to be marginal. More significant reasons for the differences are likely to be factors such as different days of week, different months of year, different weather, and count / processing accuracy (manual counts usually can be expected to be no better than + or – 5% from the true value).

1.2 Base Year best estimate traffic flows for Willingdon Road / Eldon Road / Rodmill Drive junction

1.2.1 The best estimate of a reasonable 'base year' figure is the average of the two counts. As the 2014 count was partial (e.g. only recording left out of Eldon road and not splitting it into destination Rodmill Drive or Willingdon Road north), the averaging has been carried out on a conventional entry flow averaging basis, using the 2012 and 2014 total entry flows for each arm to give the average totals and the 2012 full turning movement to give the distribution pattern.

1.2.2 The calculations and resultant best estimate base year full turning movements are shown in the tables below.

A Eldon Road
B Willingdon Road (north)
C Rodmill Drive
D Willingdon Road (south)

BASE YEAR BEST ESTIMATE JUNCTION TURNING MOVEMENTS

0800-0900	**A**		**B**		**C**		**D**		**TOTAL**	
	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 1)**
A	n/a	**n/a**	21	**19**	262	**243**	n/a	**n/a**	283	**262**
B	10	**11**	n/a	**n/a**	2	**2**	558	**585**	570	**598**
C	165	**172**	n/a	**n/a**	n/a	**n/a**	132	**138**	297	**310**
D	84	**85**	272	**274**	88	**89**	n/a	**n/a**	444	**448**
TOTAL	259	**268**	293	**293**	352	**334**	690	**723**	1594	**1618**

1500-1600	**A**		**B**		**C**		**D**		**TOTAL**	
	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 1)**
A	n/a	**n/a**	13	**14**	216	**227**	n/a	**n/a**	229	**241**
B	5	**5**	n/a	**n/a**	14	**15**	380	**405**	399	**425**
C	191	**211**	n/a	**n/a**	n/a	**n/a**	109	**120**	300	**331**
D	35	**34**	357	**343**	106	**102**	n/a	**n/a**	498	**479**
TOTAL	231	**250**	370	**357**	336	**344**	489	**525**	1426	**1476**

1700-1800	**A**		**B**		**C**		**D**		**TOTAL**	
	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 2)**	2012 full turning count	**Best Estimate Base year (Note 1)**
A	n/a	**n/a**	22	**23**	179	**187**	n/a	**n/a**	201	**210**
B	12	**12**	n/a	**n/a**	10	**10**	391	**391**	413	**413**
C	251	**244**	n/a	**n/a**	n/a	**n/a**	113	**110**	364	**354**
D	16	**17**	445	**462**	94	**97**	n/a	**n/a**	555	**576**
TOTAL	279	**273**	467	**485**	283	**294**	504	**501**	1533	**1553**

Note 1 Average of 2012 and 2014 junction arm inflows
Note 2 TOTAL Best Estimate junction inflows (Note 1 above) distributed across turning movements in 2012 observed proportions

1.3 Forecast Year Base (Excluding school) Traffic Data for Willingdon Road / Eldon Road / Rodmill Drive junction

1.3.1 The Primary school will be fully occupied in 2021. TEMPRO growth for the period 2014 (year of planning application submission, and effective 'base year' for traffic flows) to 2021 is no more than 10% for AM peak, Interpeak, and PM peak periods. Base year (2014 effective) and Forecast year (2022) flows for the junction (without any school addition) would therefore be as in the tables below.

A Eldon Road
B Willingdon Road (north)
C Rodmill Drive
D Willingdon Road (south)

BASE YEAR AND FORECAST YEAR (NO PRIMARY SCHOOL DEVELOPMENT) JUNCTION TURNING MOVEMENTS

0800-0900	**A**		**B**		**C**		**D**		**TOTAL**	
	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**
A	n/a	**n/a**	19	**21**	243	**267**	n/a	**n/a**	262	**288**
B	11	**12**	n/a	**n/a**	2	**2**	585	**644**	598	**658**
C	172	**189**	n/a	**n/a**	n/a	**n/a**	138	**152**	310	**341**
D	85	**94**	274	**301**	89	**98**	n/a	**n/a**	448	**493**
TOTAL	268	**295**	293	**322**	334	**367**	723	**796**	1618	**1780**

1500-1600	**A**		**B**		**C**		**D**		**TOTAL**	
	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**
A	n/a	**n/a**	14	**15**	227	**250**	n/a	**n/a**	241	**265**
B	5	**6**	n/a	**n/a**	15	**16**	405	**446**	425	**468**
C	211	**232**	n/a	**n/a**	n/a	**n/a**	120	**132**	331	**364**
D	34	**38**	343	**377**	102	**112**	n/a	**n/a**	479	**527**
TOTAL	250	**276**	357	**392**	344	**378**	525	**578**	1476	**1624**

1700-1800	**A**		**B**		**C**		**D**		**TOTAL**	
	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**	Base year	**Forecast year 2021**
A	n/a	**n/a**	23	**25**	187	**206**	n/a	**n/a**	210	**231**
B	12	**13**	n/a	**n/a**	10	**11**	391	**430**	413	**454**
C	244	**268**	n/a	**n/a**	n/a	**n/a**	110	**121**	354	**389**
D	17	**19**	462	**508**	97	**107**	n/a	**n/a**	576	**634**
TOTAL	273	**300**	485	**533**	294	**324**	501	**551**	1553	**1708**

1.4 **FORECAST YEAR PRIMARY SCHOOL RELATED TRAFFIC**

1.4.1 42% Primary school pupils will travel to school by car with an escort ratio of 1.5. Including for the Nursery, at full school occupancy there will therefore be 128 car journeys in morning and afternoon (i.e. 128 cars arriving and 128 cars departing in each time period) associated with pupil travel to school. Times of arrival / departure will be 100% within 0800-0900 in the morning and 100% within 1500-1600 in the afternoon. The school catchment area would spread evenly around the school site, with walk being predominant for those living nearer to the school and car by those living further away.

1.4.2 Primary school staff travel to school will amount to 30 cars arriving in the morning and 30 departing in the afternoon / evening. The staff homeplace distribution will also spread evenly around the school site. Times of morning arrival will be 100% 0800-0900; afternoon / evening departures will be largely during 1500-1600 when at least 80% of departures will take place – assume 100% in that time period for maximum highway impact.

1.4.3 Total car trips (pupil and staff) associated with the new Primary school would therefore be:

0800-0900	128+30 = 158 arrive; 128 depart
1500-1600	128 arrive; 128 + 30 = 158 depart

1.5 Network Assignment of Pupil car-borne traffic

1.5.1 Homeplaces would be equally distributed about the points of the compass, i.e. 25% NW/NE/SW/SE of the school site, and all beyond easy walk distance from the site. All vehicles setting-down or picking-up pupils would enter via Cobbold Avenue and exit via Eldon Road. Arrivals and departures would all be in the 0800-0900 and 1500-1600 time periods.

1.5.2 Routes selected would be:

MOVEMENTS ARE GIVEN A UNIQUE MOVEMENT IDENTIFIER (e.g. PD) IN THE FOLLOWING NETWORK ROUTINGS. SEE SEPARATE LINK FLOW DIAGRAM FOR ALLOCATION OF MOVEMENTS TO NETWORK JUNCTION TURNING MOVEMENTS.

Homeplaces to NW of school site (25% of 128 = 32 arrivals and 32 departures):

PA **In** - Victoria Drive / Cobbold Ave west (50% of 32 = 16 trips) **OR**
PB Willingdon Road north / Cobbold Avenue (50% of 32 = 16 trips)
PC **Out** - Eldon Road west / Victoria Drive (50% of 32 = 16 trips) **OR**
PD Eldon Road east / Willingdon Road north (50% of 32 = 16 trips)

Homeplaces to NE of school site (25% of 128 = 32 arrivals and 32 departures):

PE **In** - Willingon Road north / Cobbold Avenue east (100% of 32 = 32 trips)
PF **Out** - Eldon Road east / Willingdon Road north (50% of 32 = 16 trips) **OR**
PG Eldon Road east / Rodmill Drive (50% of 32 = 16 trips)

Homeplaces to SW of school site (25% of 128 = 32 arrivals and 32 departures):

PH **In** - Victoria Drive / Cobbold Avenue west (100% of 32 = 32 trips)
PI **Out** - Eldon Road west / Victoria Drive (100% of 32 = 32 trips)

Homeplaces to SE of school site (25% of 128 = 32 arrivals and 32 departures):

PJ **In** - Willingdon Road south / Cobbold Avenue east (100% of 32 = 32 trips)
PK **Out** - Eldon Road west / Victoria Drive (50% of 32 = 16 trips) **OR**

PL Eldon Road east / Rodmill Drive (50% of 32 = 16 trips)

1.6 Network Assignment of Staff car traffic

1.6.1 Staff homeplaces would also be equally distributed about the points of the compass, i.e. 25% NW/NE/SW/SE of the school site. All arrivals would be in the 0800-0900 time period and departures in the 1500-1600 time period. Staff parking would be 10 vehicles near to Cobbold Avenue (entry and exit via Cobbold Avenue) and a further 20 spaces to the front of the school (entry via Cobbold Avenue, exit via Eldon Road).

1.6.2 For the 10 parking spaces at the Cobbold Avenue entrance

Routes selected would be:

Homes to NW of school site (25% of 10 = 2 arrivals and 2 departures):
SA **In** - Victoria Drive / Cobbold Ave west (50% of 2 = 1 trips) **OR**
SB Willingdon Road north / Cobbold Avenue east (50% of 2 = 1 trips)
SC **Out** - Cobbold Ave west / Victoria Drive (50% of 2 = 1 trips) **OR**
SD Cobbold Ave east / Willingdon Road north (50% of 2 = 1 trips)
Homes to NE of school site:
SE **In** - Willingon Road north / Cobbold Avenue east (100% of 2 = 2 trips)
SF **Out** - Cobbold Ave east / Willingdon Road north (100% of 2 = 2 trips)

Homes to SW of school site:
SG **In** - Victoria Drive / Cobbold Avenue west (100% of 3 = 3 trips)
SH **Out** - Cobbold Avenue west / Victoria Drive (100% of 3 = 3 trips)

Homes to SE of school site:
SI **In** - Willingdon Road south / Cobbold Avenue east (100% of 3 = 3 trips)
SJ **Out** - Cobbold Ave east Willingdon Road south (100% of 3 = 3 trips)

1.6.3 For the 20 parking spaces at the school frontage

Routes selected would be:

Homes to NW of school site (25% of total trips = 5 arrivals and 5 departures):
SK **In** - Victoria Drive / Cobbold Ave west (50% of 5 = 3 trips) **OR**
SL Willingdon Road north / Cobbold Avenue east (50% of 5 = 2 trips)
SM **Out** - Eldon Road west / Victoria Drive (50% of 5 = 3 trips) **OR**
SN Eldon Road east / Willingdon Road north (50% of 5 = 2 trips)

Homes to NE of school site:
SO **In** - Willingon Road north / Cobbold Avenue east (100% of 5 = 5 trips)
SP **Out** - Eldon Road east / Willingdon Road north (50% of 5 = 3 trips) **OR**
SQ Eldon Road east / Rodmill Drive (50% of 5 = 2 trips)

Homes to SW of school site:
SR **In** - Victoria Drive / Cobbold Avenue west (100% of 5 = 5 trips)
SS **Out** - Eldon Road west / Victoria Drive (100% of 5 = 5 trips)

Homes to SE of school site:

ST **In** - Willingdon Road south / Cobbold Avenue east (100% of 5 = 5 trips)
SU **Out** - Eldon Road west / Victoria Drive (50% of 5 = 3 trips) **OR**
SV Eldon Road east / Rodmill Drive (50% of 5 = 2 trips)

2.0 Summary

MOVEMENT IDENTIFIER	FLOW		MOVEMENT IDENTIFIER	FLOW		MOVEMENT IDENTIFIER	FLOW	
	0800-0900	1500-1600		0800-0900	1500-1600		0800-0900	1500-1600
PA	16	16	**SA**	1		**SK**	3	
PB	16	16	**SB**	1		**SL**	2	
PC	16	16	**SC**		1	**SM**		3
PD	16	16	**SD**		1	**SN**		2
PE	32	32	**SE**	2		**SO**	5	
PF	16	16	**SF**		2	**SP**		3
PG	16	16	**SG**	3		**SQ**		2
PH	32	32	**SH**		3	**SR**	5	
PI	32	32	**SI**	3		**SS**		5
PJ	32	32	**SJ**		3	**ST**	5	
PK	16	16				**SU**		3
PL	16	16				**SV**		2

2.1 Forecast Year primary school development junction turning movements
Willingdon Road / Eldon Road / Rodmill Drive junction
Pupil escorts and staff combined

A Eldon Road
B Willingdon Road (north)
C Rodmill Drive
D Willingdon Road (south)

0800-0900	A	B	C	D	TOTAL
	Forecast year 2021	Forecast year 2021	Forecast year 2021	Forecast year 2021	Forecast year 2021
A		32	32		64
B					0
C					0
D		40			40
TOTAL	0	72	32	0	104

1500-1600	A	B	C	D	TOTAL
	Forecast year 2021	Forecast year 2021	Forecast year 2021	Forecast year 2021	Forecast year 2021
A		37	36		73
B				3	3
C					0
D		32			32
TOTAL	0	69	36	3	108

1700-1800	A	B	C	D	TOTAL
	Forecast year 2021	Forecast year 2021	Forecast year 2021	Forecast year 2021	Forecast year 2021
A					0
B					0
C					0
D					0
TOTAL	0	0	0	0	0

2.2 DESIGN TRAFFIC FLOWS - WILLINGDON ROAD / ELDON ROAD / RODMILL DRIVE JUNCTION

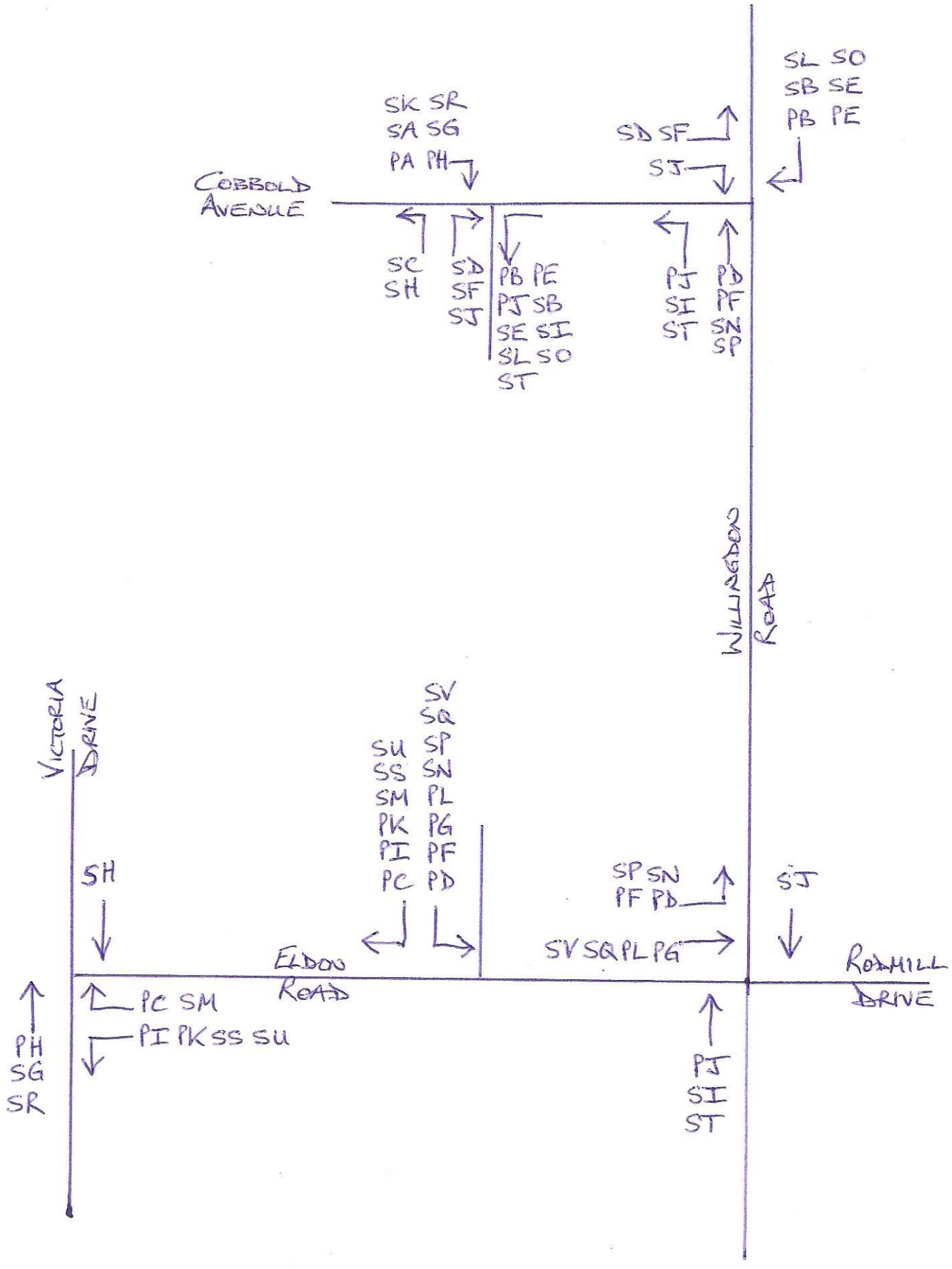
A Eldon Road
B Willingdon Road (north)
C Rodmill Drive
D Willingdon Road (south)

0800-0900	A			B			C			D			TOTAL		
	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**
A	n/a	**n/a**	**n/a**	19	**21**	**32**	243	**267**	**32**	n/a	**n/a**	**n/a**	262	**288**	**64**
B	11	**12**	**0**	n/a	**n/a**	**n/a**	2	**2**	**0**	585	**644**	**0**	598	**658**	**0**
C	172	**189**	**0**	n/a	**n/a**	**n/a**	n/a	**n/a**	**n/a**	138	**152**	**0**	310	**341**	**0**
D	85	**94**	**0**	274	**301**	**40**	89	**98**	**0**	n/a	**n/a**	**n/a**	448	**493**	**40**
TOTAL	268	**295**	**0**	293	**322**	**72**	334	**367**	**32**	723	**796**	**0**	1618	**1780**	**104**

1500-1600	A			B			C			D			TOTAL		
	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**
A	n/a	**n/a**	**n/a**	14	**15**	**37**	227	**250**	**36**	n/a	**n/a**	**n/a**	241	**265**	**73**
B	5	**6**	**0**	n/a	**n/a**	**n/a**	15	**16**	**0**	405	**446**	**3**	425	**468**	**3**
C	211	**232**	**0**	n/a	**n/a**	**n/a**	n/a	**n/a**	**n/a**	120	**132**	**0**	331	**364**	**0**
D	34	**38**	**0**	343	**377**	**32**	102	**112**	**0**	n/a	**n/a**	**n/a**	479	**527**	**32**
TOTAL	250	**276**	**0**	357	**392**	**69**	344	**378**	**36**	525	**578**	**3**	1476	**1624**	**108**

1700-1800	A			B			C			D			TOTAL		
	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**	2014 no dev.	**2021 no dev.**	**Dev.**
A	n/a	**n/a**	**n/a**	23	**25**	**0**	187	**206**	**0**	n/a	**n/a**	**n/a**	210	**231**	**0**
B	12	**13**	**0**	n/a	**n/a**	**n/a**	10	**11**	**0**	391	**430**	**0**	413	**454**	**0**
C	244	**268**	**0**	n/a	**n/a**	**n/a**	n/a	**n/a**	**n/a**	110	**121**	**0**	354	**389**	**0**
D	17	**19**	**0**	462	**508**	**0**	97	**107**	**0**	n/a	**n/a**	**n/a**	576	**634**	**0**
TOTAL	273	**300**	**0**	485	**533**	**0**	294	**324**	**0**	501	**551**	**0**	1553	**1708**	**0**

Appendix A
Link Flow Diagram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PB PE
SK SR
SA SG
PA PH
SD SF
SJ
COBBOLD AVENUE
SC
SH
SD
SF
SJ
PB PE
PJ SB
SE SI
SL SO
ST
PJ
SI
ST
PD
PF
SN
SP
WILLINGDON ROAD
VICTORIA DRIVE
SV
SQ
SU SP
SS SN
SM PL
PK PG
PI PF
PC PD
SH
SP SN
PF PD
SV SQ PL PG
SJ
ELDON ROAD
ROXHILL DRIVE
PC SM
PI PK SS SU
PH
SG
SR
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