

<b>Project</b>	<b>Support with transport evidence base for the Loxwood Neighbourhood Plan</b>	<b>Reference</b>	47060782
<b>Subject</b>	Briefing Note – Evidence and Findings of Transport Analysis		
<b>Prepared by</b>	Richard Corbin, Graduate Transport Planner	<b>Date</b>	May 2013
<b>Reviewed by</b>	Colin Romain, Principal Transport Planner	<b>Date</b>	May 2013
<b>Approved by</b>	Jonathan Crabb, Head of Transport Planning for Development - South	<b>Date</b>	May 2013

## **Introduction**

URS has been commissioned by Loxwood Parish Council (LPC) to support the Loxwood Neighbourhood Plan with background transport evidence. This pertains to a number of topics identified by the Neighbourhood Plan Working Group, as outlined below:

- Road safety
- Traffic speeds
- Traffic flows and Heavy Goods Vehicle (HGV) composition
- Footway provision
- Potential development sites

A site survey was carried out on Wednesday 8<sup>th</sup> May 2013 to quantitatively and qualitatively assess these aspects, supported by a range of existing and new data regarding traffic volume, traffic speed and traffic composition. The evidence and findings relating to each of these areas is discussed in this report.

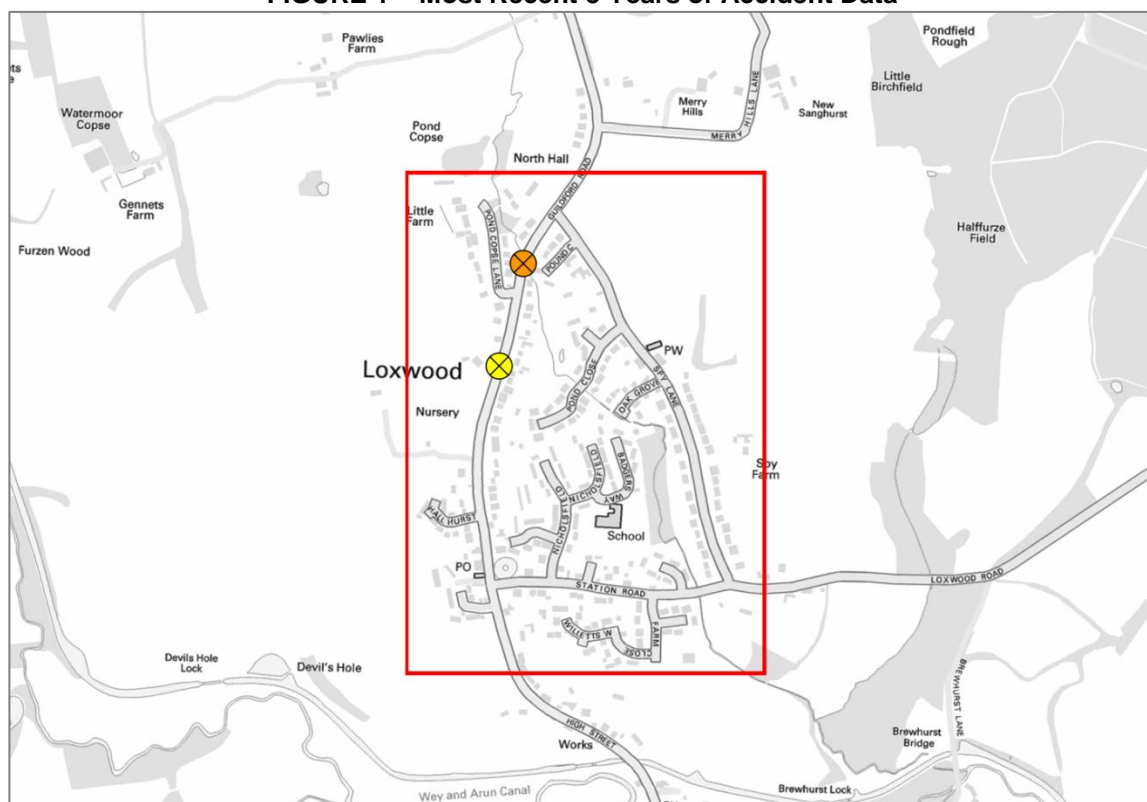


## Road Safety

It is understood that concerns have been raised by Loxwood Parish Council and residents regarding road safety, particularly along the B2133. As such, URS requested Personal Injury Accident ('PIA') data for the village.

The data has been acquired from Sussex Safer Roads (a partner organisation of West Sussex County Council). This covers the 3 most recent years available, as per Department for Transport ('DfT') guidance and planning requirements. To supplement the 3 year DfT timeframe, URS has examined additional data that is available online for the equivalent study area for the most recent 5 year period. This shows one additional incident, rated as 'serious' in terms of its severity. A reproduction of the accident map, with study area outlined in red, is included in **FIGURE 1**.

**FIGURE 1 – Most Recent 5 Years of Accident Data**



The accident records shown in **FIGURE 1** indicate that there has been one 'slight' accident in the most recent 3 year period available, which occurred on the B2133 (Guildford Road), south of Pond Copse Lane in 2011 – as shown by the yellow marker. The incident rated as 'serious' involved a collision between a motorcycle and a car, with the motorcyclist sustaining serious injuries and which occurred in 2009. The location of this collision is shown by the orange marker. A summary of the accident records is shown in **TABLE 1**.



**TABLE 1 – Accident Records for Most Recent 5 Year Period Available**

Data Source	From	To	Slight	Serious	Fatal	Subtotal
Online	01/04/2008	31/03/2009	0	0	0	<b>0</b>
	01/04/2009	31/03/2010	0	1	0	<b>1</b>
Sussex Safer Roads	01/04/2010	31/03/2011	0	0	0	<b>0</b>
	01/04/2011	31/03/2012	1	0	0	<b>1</b>
	01/04/2012	31/03/2013	0	0	0	<b>0</b>
						<b>2</b>

By reviewing the two sets of data, there does not appear to be a history of road safety incidents. However, due to the public perception of poor road safety, it is possible that a number of minor accidents may have occurred but remained unreported. Incidents of this nature may include damaged wing mirrors on parked vehicles or bins being knocked over. Further investigation into unreported incidents could be followed up with a survey of local residents by the Neighbourhood Plan Working Group.



## Traffic Speeds

Existing speed data from a series of Community Speed Watch events has been provided by LPC. These surveys were carried out in June 2011, September 2011, June 2012 and September 2012 on the B2133 (Guildford Road), which has a speed limit of 30mph through the village.

The data collected during these months was captured for varying time periods and on non-specific days. In addition, the data predominantly relates to northbound traffic on the B2133. The recordings have been aggregated and summarised in **TABLE 2** to provide a broad overview of traffic speeds on the B2133.

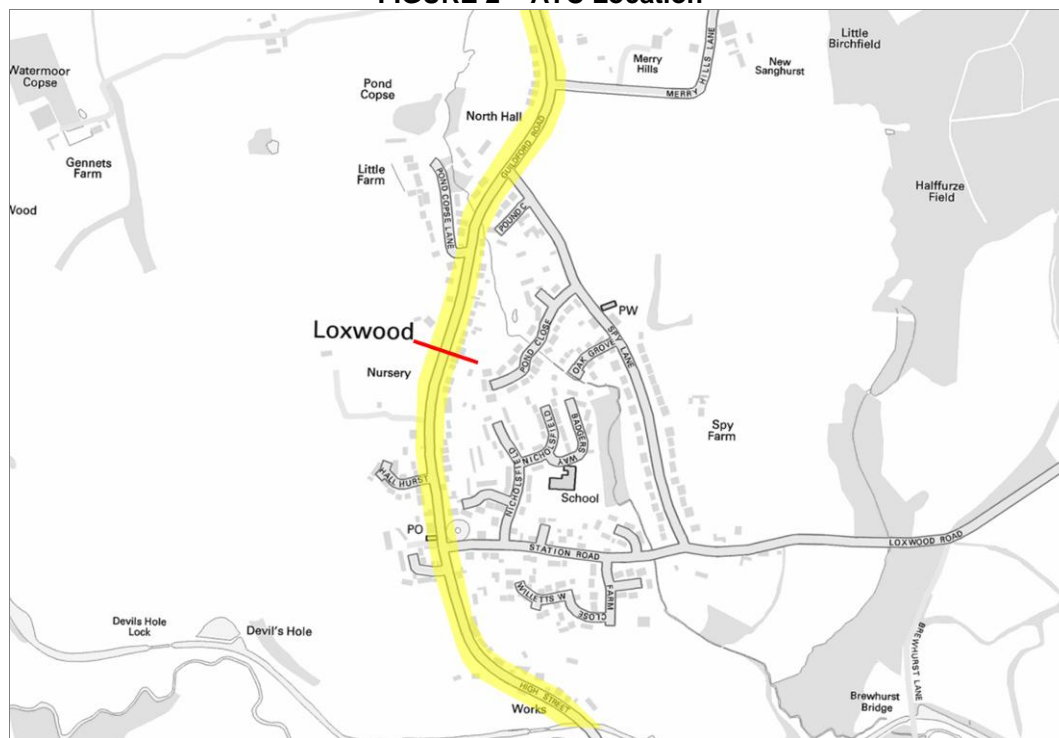
**TABLE 2 – Community Speed Watch Recordings (June 2011 – September 2012)**

Direction	Vehicles counted	% within speed limit	% 31 - 40 mph	% over 40 mph	% over speed limit
N	28408	68%	29%	3%	32%
S	3702	73%	25%	2%	27%
Combined	32110	69%	28%	3%	31%

The survey was carried out by volunteers wearing high visibility jackets and a Speed Indication Display (SID) to make drivers aware of their speed. Taking this into consideration, approximately one third of drivers exceeded the 30mph speed limit, with a small number also travelling over 40mph.

To expand upon the existing data and to present a more accurate representation of traffic speeds, an automatic traffic count (ATC) was carried out on the B2133. This was in place for a period of 7 days, commencing Tuesday 7<sup>th</sup> May 2013 and recorded speed data 24 hours a day. In accordance with DfT guidelines, traffic data recorded in the month of May represents 'neutral' traffic conditions. The location of the ATC on the highway network can be seen in **FIGURE 2** and **PHOTO 1**.

**FIGURE 2 – ATC Location**





**PHOTO 1 – Location of ATC on B2133**



An overview of the traffic speed data acquired with the ATC can be seen in **TABLE 3**. This data was recorded consistently across a 7 day period and therefore reflects a typical week at this point of the B2133.

**TABLE 3 – Traffic Speed Recordings, Comparison**

Community Speed Watch	Direction	Vehicles counted	% within speed limit	% 31 - 40 mph	% over 40 mph	% over speed limit	85 <sup>th</sup> Percentile
	N	28408	68%	29%	3%	32%	
	S	3702	73%	25%	2%	27%	
	Combined	32110	69%	28%	3%	31%	
ATC	Direction	Vehicles counted	% within speed limit	% 31 - 40 mph	% over 40 mph	% over speed limit	85 <sup>th</sup> Percentile
	N	18263	15.9%	61.3%	22.8%	84.1%	
	S	18152	27.2%	61.1%	11.7%	72.8%	
	Combined	36415	21.5%	61.2%	17.3%	78.5%	

When comparing the results from the ATC with those from the Community Speed Watch, it is anticipated that the SID and volunteers in high-visibility jackets contributed towards reduced traffic speeds. The results of the ATC survey show 78.5% of drivers exceeded the speed limit, as opposed to 31% in the Community Speed Watch.

The more detailed results provided by the ATC enabled the calculation of the 85<sup>th</sup> percentile of traffic speeds, also shown in **TABLE 3**. This measure, defined by the DfT as “the speed at or below which 85% of the traffic is travelling”, is an indication of the operating speed of the road at the point of the ATC. In this case, the 85<sup>th</sup> percentile speed for combined northbound and southbound traffic is 40.5mph; 35% higher than the speed limit on Guildford Road.

The results demonstrate that the public perception of speeds in excess of the 30mph limit is accurate.



### **Traffic Flows and Heavy Goods Vehicle (HGV) Composition**

The ATC used to capture speed data on the B2133 was also utilised to capture traffic volume and vehicle types for the same 7 day period, commencing Tuesday 7<sup>th</sup> May 2013, with the full results available in **APPENDIX A**.

From this data, it is possible to determine the general trends in traffic during a typical week at this location.

### **Traffic Flows**

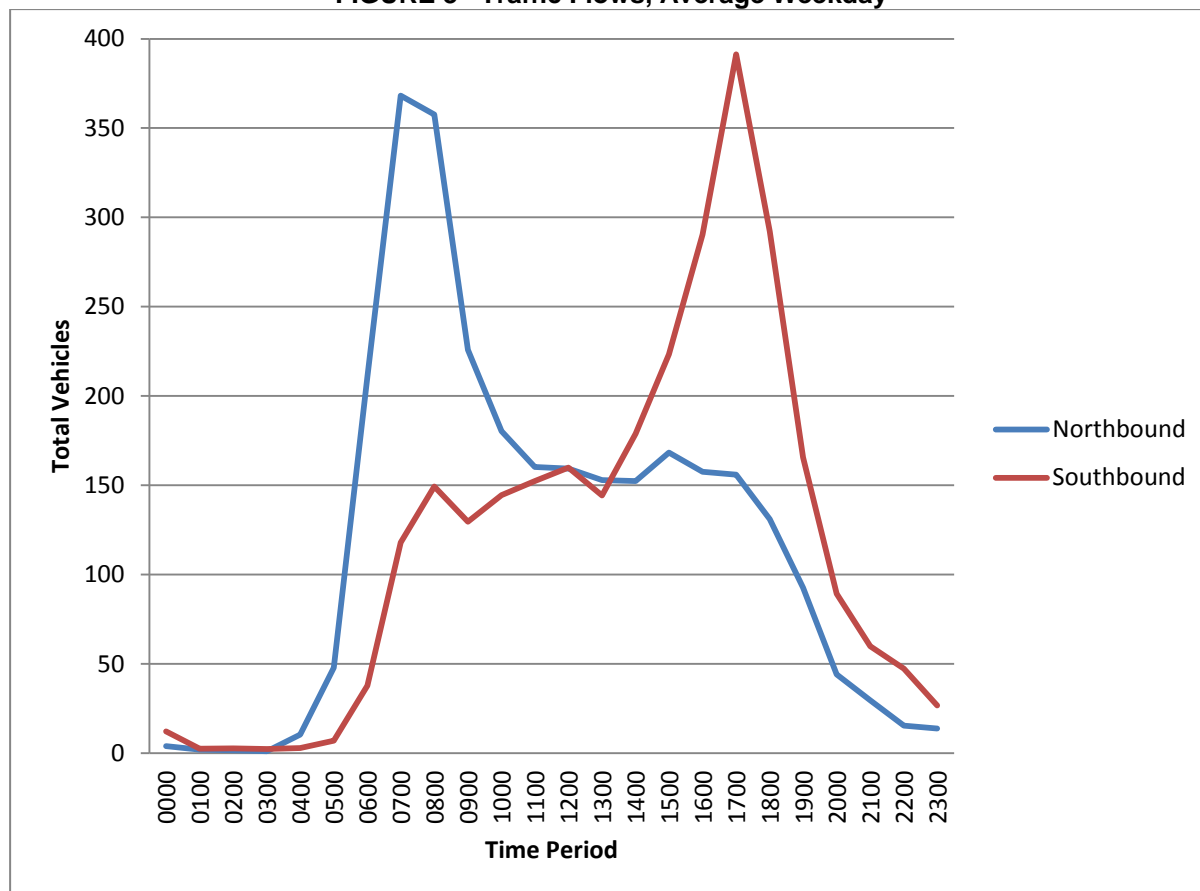
The peak traffic periods and the main direction of traffic flow at particular times of day have been identified. A summary of this data is shown in **TABLE 4**, with **FIGURE 3** showing the average Monday to Friday traffic volume and **FIGURE 4** showing the average Saturday to Sunday traffic volume.

**TABLE 4 – Summary of Traffic Flow Data for All Vehicles**

<b>Time</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
00:00	14	20	18	12	17	23	30
01:00	2	4	5	7	5	11	14
02:00	1	4	4	5	8	11	11
03:00	5	3	4	2	4	3	5
04:00	10	17	14	14	12	3	6
05:00	50	62	57	58	48	21	11
06:00	264	243	247	261	228	47	39
07:00	512	511	464	480	464	134	75
08:00	482	520	496	530	507	244	138
09:00	326	363	379	348	361	285	226
10:00	295	333	328	358	311	338	309
11:00	283	332	310	325	313	372	361
12:00	298	289	315	332	363	372	390
13:00	286	273	304	310	314	379	311
14:00	290	333	342	314	378	331	298
15:00	391	364	398	362	444	307	339
16:00	429	430	452	491	438	303	347
17:00	527	562	537	562	549	263	292
18:00	404	457	443	425	387	215	230
19:00	203	268	262	299	260	208	192
20:00	103	128	143	139	155	85	120
21:00	85	83	97	95	88	66	76
22:00	48	55	61	78	72	75	38
23:00	29	25	39	45	65	68	15



**FIGURE 3 –Traffic Flows, Average Weekday**



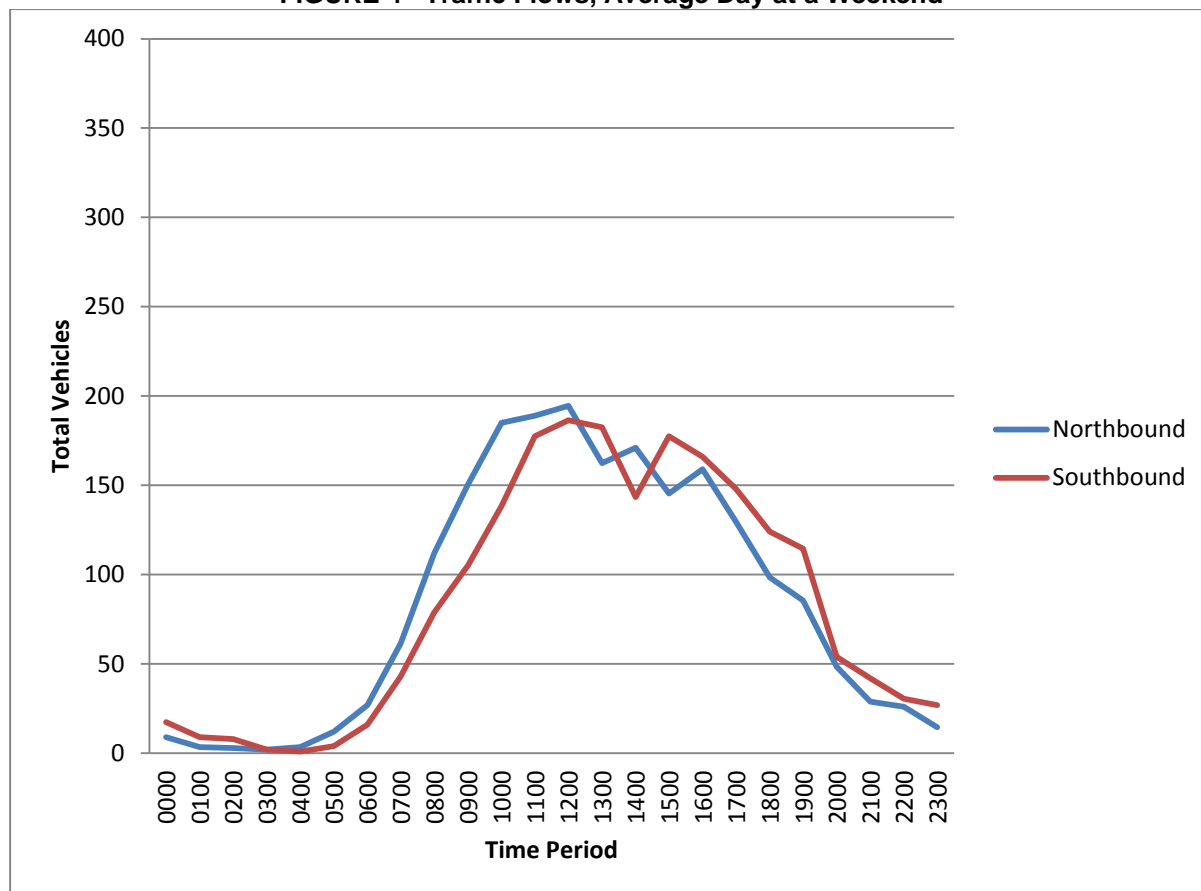
During Monday to Friday, the peak periods and tidal flow are clearly evident, with the AM peak (7am – 10am) traffic heading in north broadly towards the Guildford, Woking, London and the Aldershot Urban Area, and the PM peak (4pm – 7pm) traffic returning south.

From the start of the AM peak period (7am) to the end of the PM peak period, the average combined traffic flow is 395 vehicles per hour. The maximum observed combined traffic flow during the same timeframe was 547 vehicles, occurring between 5pm and 6pm.

The estimated link capacity of the road has been calculated using DfT guidance, which based on a carriageway width of 6.75m (as observed on site) and road type of 'Urban All Purpose 3' suggests a maximum throughput of 1,110 vehicles per hour. The graph demonstrates that the busiest peak is during the evening, where approximately 400 vehicles head southbound on the B2133. The road is therefore operating at around 36% of capacity.



**FIGURE 4 –Traffic Flows, Average Day at a Weekend**



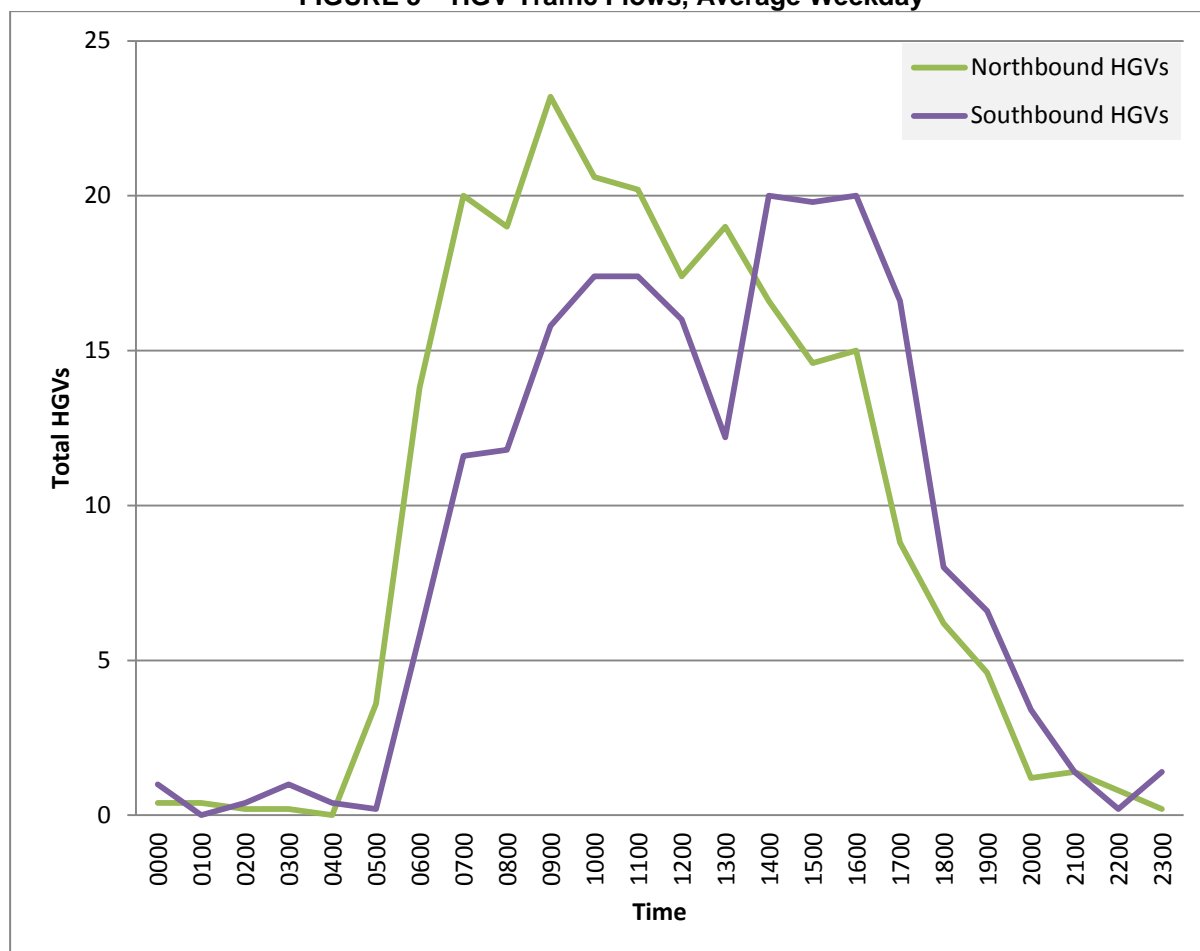
In contrast to the Monday to Friday traffic flows, the ATC data indicates that the weekend operates with a broad peak of two-way traffic between 10am and 3pm. Referring to the aforementioned 1,110 vehicle capacity, the peak flow of approximately 200 vehicles in a single hour indicates that the road is operating at around 18% of capacity at weekends.



## HGV Flows and Proportions

The average HGV traffic flows have been calculated for Monday to Friday (Weekday), as shown in **FIGURE 5**. An equivalent chart has been produced for Saturday to Sunday (Weekend), **FIGURE 7**.

**FIGURE 5 – HGV Traffic Flows, Average Weekday**

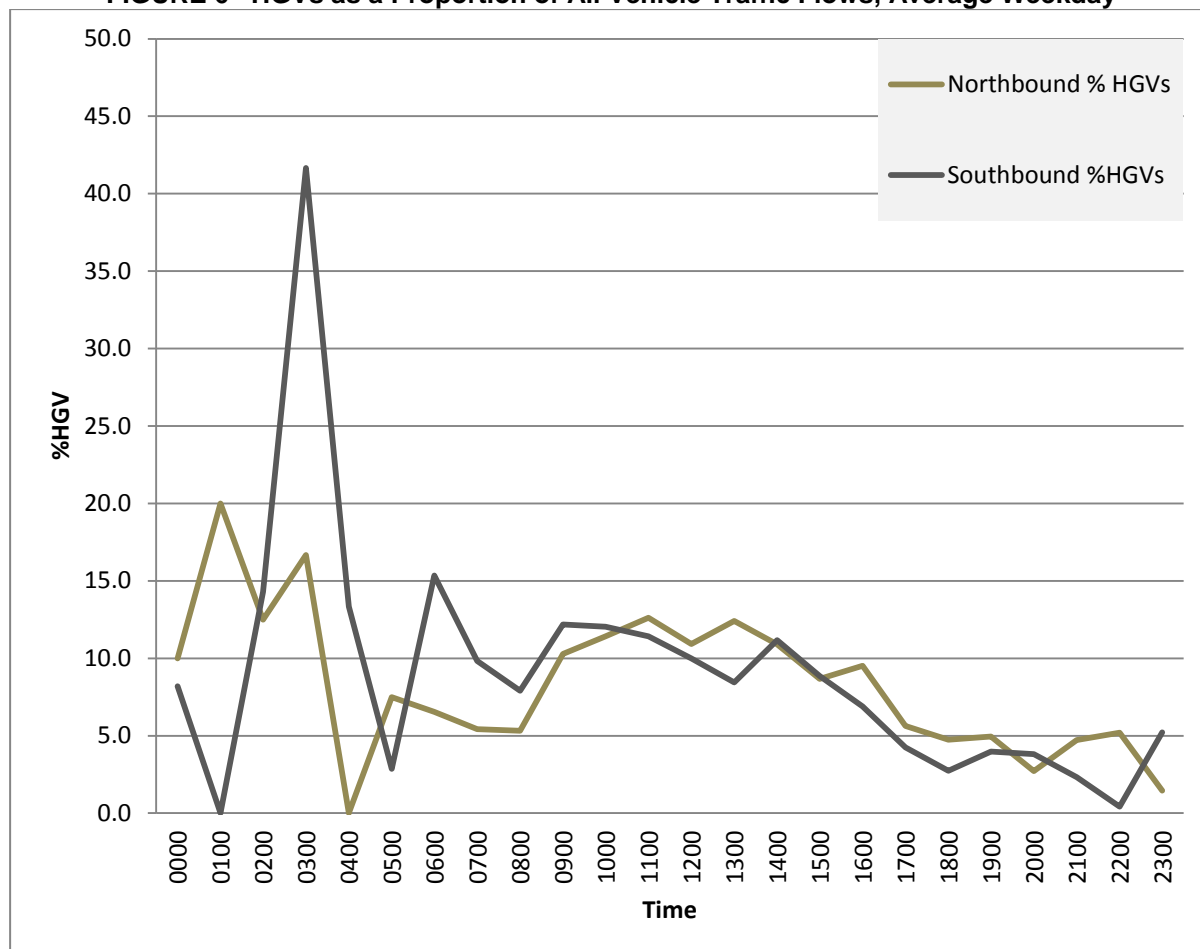


The number of HGVs passing through the village during weekdays peaks at 23 in the northbound direction, at 9am. The equivalent peak for the southbound flow is between 2pm and 4pm, with 20 HGVs per hour at these times. The total HGV movements along the B2133 on an average weekday is approximately 227 northbound and 208 southbound, or 436 combined; 7.7% of all traffic.

The greatest number of HGVs in a single hour was recorded between 9am and 10am, with a combined flow of 39 HGVs; equating to 11% of all traffic during that time period. Further detail regarding HGV movements throughout an average weekday is shown in **FIGURE 6**.



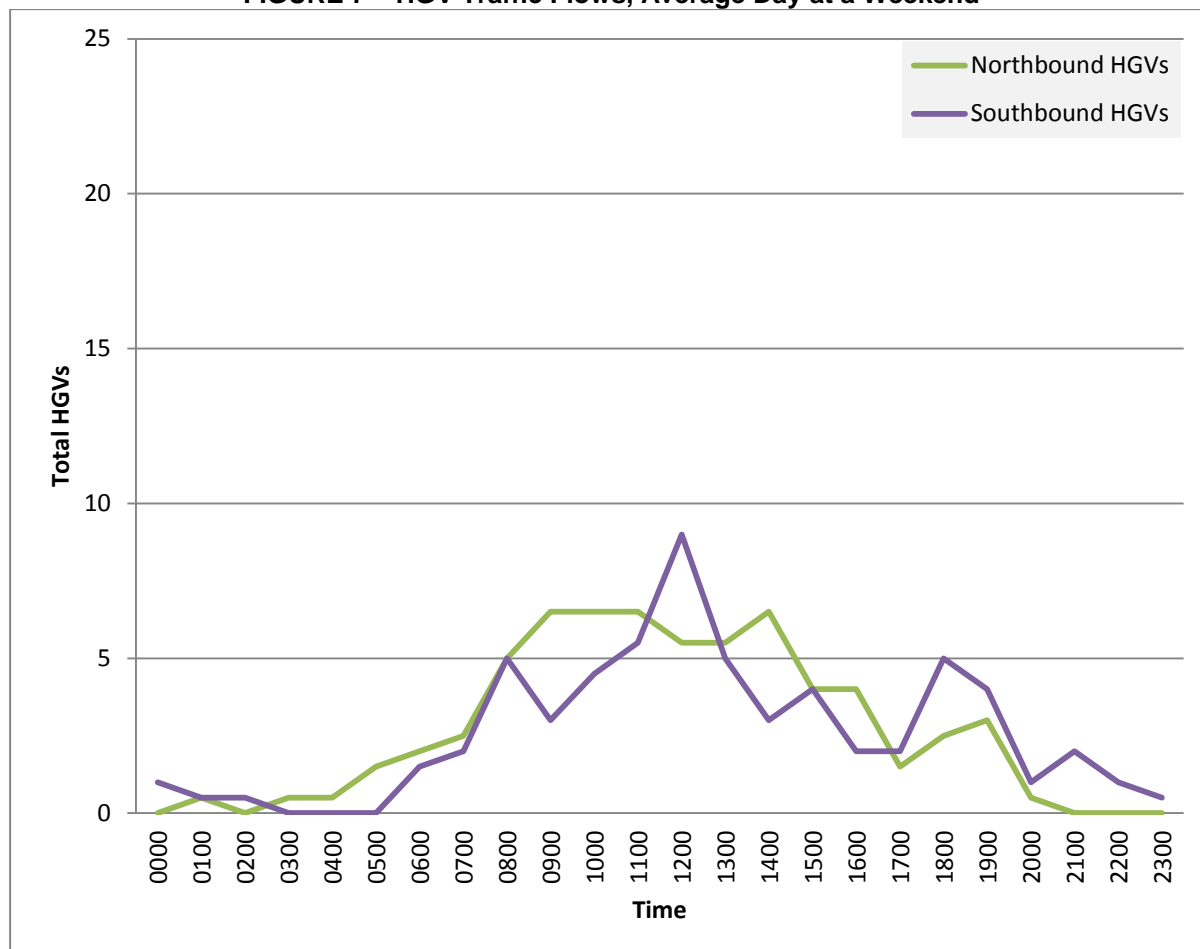
**FIGURE 6 –HGVs as a Proportion of All Vehicle Traffic Flows, Average Weekday**



From the start of the AM peak period (7am – 10am) through to the end of the PM peak period (4pm – 7pm), the average proportion of HGVs against all traffic in the northbound direction equates to 9%. For the southbound movement, the average proportion is 8.8%.



**FIGURE 7 – HGV Traffic Flows, Average Day at a Weekend**

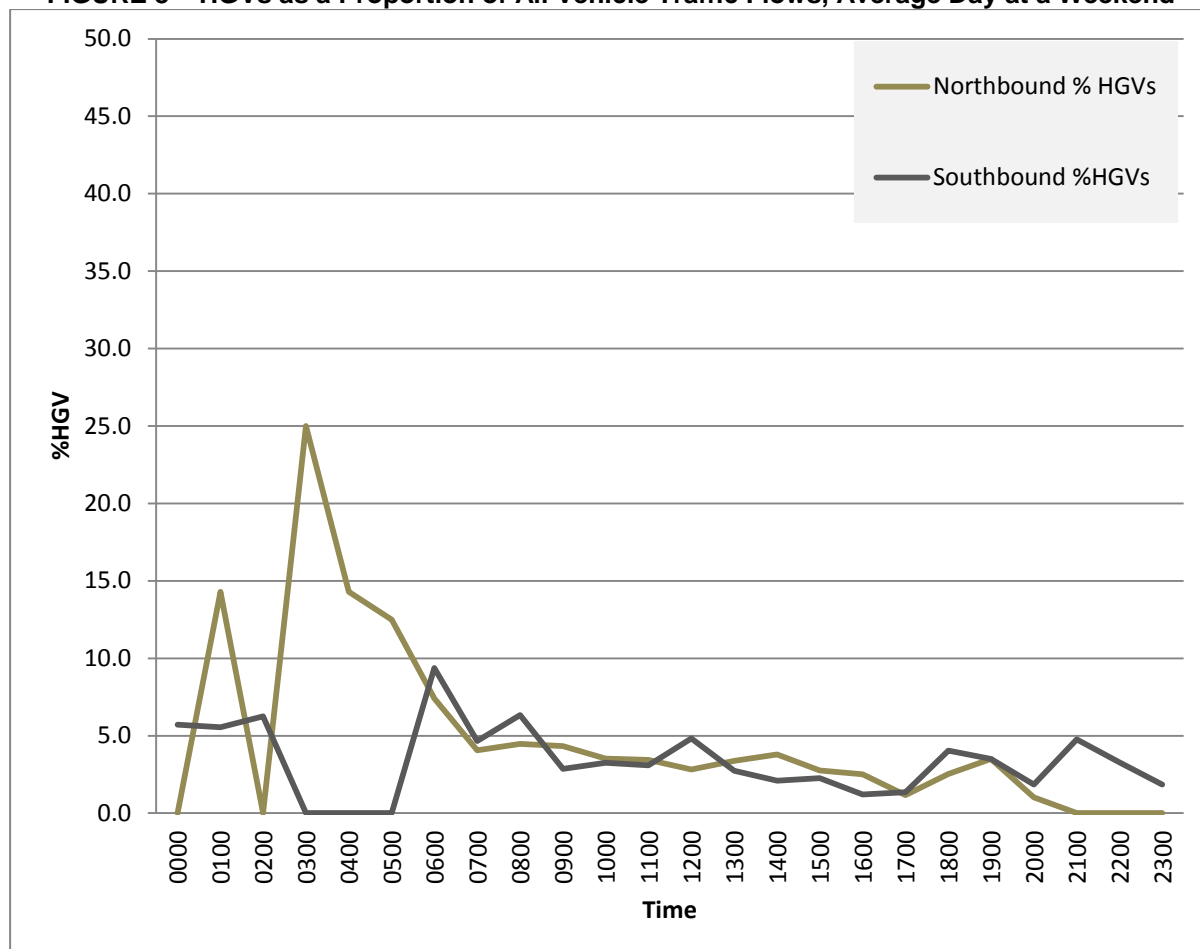


The HGVs passing over the ATC on the B2133 during the weekend peaked at 7 in the northbound direction, between 9am and 2pm. The peak southbound flow of 9 HGVs occurred at midday. The total HGV movements on an average day at the weekend is approximately 65 northbound and 62 southbound, or 127 combined; 3.1% of all traffic.

The greatest number of HGVs in a single hour was recorded between 12pm and 1pm, with a combined flow of 15 HGVs; equating to 3.9% of all traffic during that time period or approximately 1 HGV every 4 minutes. Further detail regarding HGV movements during an average day at a weekend is shown in **FIGURE 8**.



**FIGURE 8 – HGVs as a Proportion of All Vehicle Traffic Flows, Average Day at a Weekend**



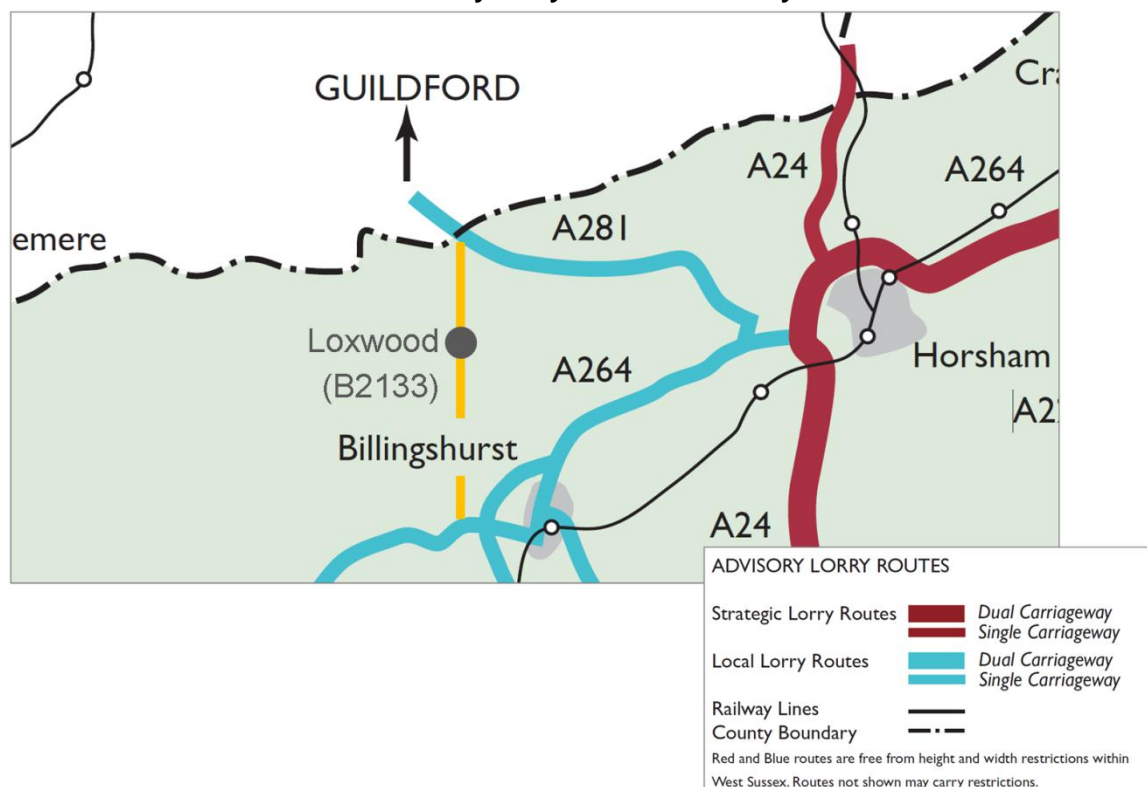
From the start of the AM peak period (7am – 10am) through to the end of the PM peak period (4pm – 7pm), the average proportion of HGVs against all traffic in the northbound direction equates to 3.2%. For the southbound movement, the average proportion is 4%.

For the week overall, the results from the ATC show that approximately 1 in every 15 vehicles is an HGV and the average proportion of HGVs to all traffic is 6.7%.

To supplement the above findings, **FIGURE 9** shows an adaptation of the advisory lorry routes for the highway network in the region around Loxwood. It should be noted that the B2133 is neither a 'Strategic Lorry Route' nor a 'Local Lorry Route', with north-south HGV movements instead encouraged to use a combination of the A281 and A264. The original publication can be found in **APPENDIX B** and an extract is replicated at **FIGURE 9**, as mentioned.



FIGURE 9 – Advisory Lorry Routes in Vicinity of Loxwood

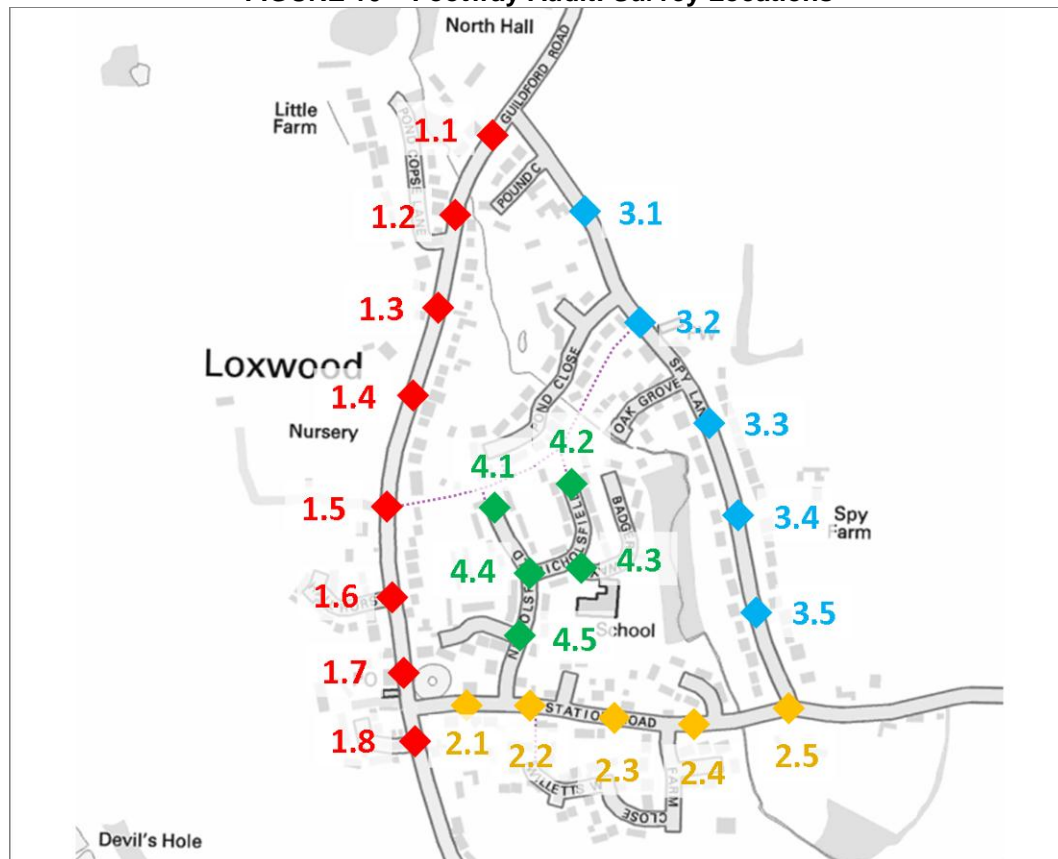




## Footway Provision

A site visit was carried out during the morning of Wednesday 8<sup>th</sup> May 2013 to evaluate the footway provision at key locations along the B2133, Station Road, Spy Lane and Nicholsfield. The footway audit comprised 8 locations on the B2133 and 5 locations at each of the other roads specified. These points are identified in **FIGURE 10**.

**FIGURE 10 – Footway Audit: Survey Locations**



At each survey point, the footway width, carriageway width, width of verges (where present) and any other issues (e.g. overgrown hedges, surface quality, lighting) were also examined. A full table of results is available in **APPENDIX C**.

At all sites surveyed throughout the village, the speed limit was 30mph and there was no street lighting present. Otherwise, each road had its own characteristics and respective findings, which are outlined below. Specific survey points (as illustrated at **FIGURE 10**) are referred to where appropriate and in each overview table.

With regards to minimum widths, the DfT's 'Inclusive Mobility' guidance of 2005 states:

*"A clear width of **2000mm** allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints **1500mm** could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be **1000mm** clear space. The maximum length of restricted width should be 6 metres."*



## B2133 (Guildford Road)

This road acts as the main route through Loxwood, offering access to the north and south of the village. At its northern end is the village hall and at its southern extent are retail and commercial premises, including a post office. An overview of the footway width results from each survey point is shown in **TABLE 5**.

**TABLE 5 – Footway Provision for B2133 (Guildford Road)**

Survey Location	Western Footway Width (mm)	Eastern Footway Width (mm)	≥2000mm	≥1500mm	≥1000mm
1.1	800	1300	No	No	Yes
1.2	800	1600	No	Yes	Yes
1.3	-	1600	No	Yes	Yes
1.4	-	1500	No	Yes	Yes
1.5	-	1800	No	Yes	Yes
1.6	1200	1500	No	Yes	Yes
1.7	-	1200	No	No	Yes
1.8	-	1400	No	No	Yes

As discussed in the speed analysis, this road has a speed limit of 30mph through the village. Despite this, it was found that the two-way 85<sup>th</sup> percentile speed was 40.5mph. From the perspective of a pedestrian or cyclist, this can be an oppressive environment, a factor which can be exacerbated by narrow footways at a number of survey locations. At some points, pedestrians passing one another would have to step into the road.

At a number of locations, such as at Loxwood Farm Place and outside the Post Office, there are no dropped kerbs. At other points, including where the east-west public footpath intersects the highway, there are dropped kerbs but the crossing is unmarked or unsupported by traffic calming measures such as a traffic island or a defined crossing. An opportunity is also present at the northern end of the B2133 to enhance the crossing between Spy Lane and the North Hall. In summary, the difficulty in crossing demonstrates that the B2133 presents a barrier to pedestrian movement.

In addition, the pedestrian environment along the length of the road suffers from narrow sections of footway and overgrown hedges between survey points 1.1 to 1.6. The pedestrian environment is particularly restricted outside the Post Office, an area of the village which is likely to experience relatively high levels of footfall. This is illustrated in **PHOTO 2**.



**PHOTO 2 – Poor Pedestrian Environment outside Post Office**



A number of other observations were also noted along the road. The bus lay-by outside the Post Office was frequently used as informal car parking for those briefly visiting the shop, with no formal parking available in the immediate vicinity. Adjacent to the bus stop, two Sheffield stands for bicycles were present amongst a garden area, as shown in **PHOTO 3**, a situation which may discourage cyclists from using these facilities.

**PHOTO 3 – Sheffield Stands within Garden Area**





## Station Road

Although residential in character, Station Road provides the main east-west movement for vehicles in the village. The access to Nicholsfield and the primary school is located between survey points 2.1 and 2.2 and the road therefore experiences the effects of the 'school run'. Station Road also provides access to a number of other residential cul-de-sacs, including Farm Close where the Doctor's Surgery is located. Aside from school start and finish times, the road has generally low traffic levels.

**TABLE 6 – Footway Provision for Station Road**

Survey Location	Northern Footway Width (mm)	Southern Footway Width (mm)	≥2000mm	≥1500mm	≥1000mm
2.1	1000	-	No	No	Yes
2.2	1000	-	No	No	Yes
2.3	800	900	No	No	No
2.4	1000	1000	No	No	Yes
2.5	1000	-	No	No	Yes

The pedestrian environment consists of a footway on the northern side of the road, with the southern side comprising a verge and drainage channel for 3 of the 5 survey points, as illustrated in **TABLE 6**. At survey point 2.2 there is a pedestrian footway linking Station Road with the residential areas of Willetts Way and Farm Close, which provides a short cut for pedestrians and a facilitated crossing point, shown in **PHOTO 4**.

**PHOTO 4 – Crossing of Station Road at Survey Point 2.2**



At other locations, the footway network feels disconnected. For instance, at the junctions with the B2133 and Spy Lane, dropped kerbs and clear pedestrian crossings are not evident. Other issues identified include hedges obstructing footways towards the eastern end of Station Road and evidence of pedestrian desire lines at flared junctions. Poor surfacing is also present in the vicinity of survey point 2.3.



## Spy Lane

Flanking the eastern side of the village, this road has a semi-rural character. Relative to the B2133 and Station Road, the traffic levels on Spy Lane are comparatively low. However, the route is intermittently used to avoid Station Road and the B2133 and essentially 'cut the corner' for north to east and east to north traffic movements.

**TABLE 7 – Footway Provision for Spy Lane**

Survey Location	Western Footway Width (mm)	Eastern Footway Width (mm)	≥2000mm	≥1500mm	≥1000mm
3.1	1600	-	No	Yes	Yes
3.2	-	-	No	No	No
3.3	-	-	No	No	No
3.4	-	-	No	No	No
3.5	-	-	No	No	No

As shown in **TABLE 7**, with the exception of a short stretch of footway at survey point 3.1, Spy Lane does not have footways. As such, on-street parking can sometimes cause pedestrians to need to walk in the road. Furthermore, the road surface is poor at a number of locations, which presents hazards for pedestrians, as shown by the pot holes in **PHOTO 5**.

**PHOTO 5 – Pot Holes on Spy Lane**



An additional pedestrian route is available where the east-west public footpath intersects Spy Lane at survey point 3.2. There is an opportunity to increase driver awareness at this location to facilitate safe crossings for those on foot.



## Nicholsfield

The main access to the primary school is within this survey area, and the drop-off and collection of children in vehicles defines the character of the street during school start and finish times. During other periods of the day however, Nicholsfield is a quiet residential cul-de-sac, with through access to the east-west public footpath for pedestrians.

The primary school offers minimal provision for vehicles and the residential cul-de-sac therefore acts as a bottleneck for arriving, parked and departing vehicular traffic during peak school times.

**TABLE 8 – Footway Provision for Nicholsfield**

Survey Location	Western Footway Width (mm)	Eastern Footway Width (mm)	≥2000mm	≥1500mm	≥1000mm
4.1	1000	1100	No	No	Yes
4.2	1000	1000	No	No	Yes
4.3	1200	1000	No	No	Yes
4.4	1200	1200	No	No	Yes
4.5	1200	1800	No	Yes	Yes

Both the local authority and residents have implemented measures to prevent parking on the grass verges at the edge of the road. The local authority has installed bollards in the immediate vicinity of the school, to facilitate two-way vehicle movement. Residents have used various obstacles outside their properties to prevent temporary and informal parking. Where obstacles were not present, verges were parked on and footways were also blocked – see **PHOTO 6**.

**PHOTO 6 – Parking Prevention**



Despite the traffic associated with the 'school run', Nicholsfield is well-served by footways, as shown in **TABLE 8**. All survey points had footways on either side of the road, with each footway surveyed meeting the minimum acceptable width of 1000mm, as accorded by DfT guidance. In addition to the footways along the main access road, pedestrian links also exist to the north, connecting to the east-west public footpath. Despite this, there are opportunities to enhance the pedestrian environment.

The public footpath is poorly maintained and unlit, as shown in **PHOTO 7**, and this may discourage use. Notably, the width of the footpath (900mm) is below the absolute minimum DfT guideline of



1000mm and may therefore be difficult to navigate with pushchairs or prams. In addition, throughout the village there is a lack of signage for pedestrians to clearly outline walking routes to school.

**PHOTO 7 - Opportunity to Enhance Public Footpath**





## **Potential Development Sites**

Chichester District Council's (CDC) Strategic Housing Land Availability Assessment 2010 (SHLAA) identified sites within Loxwood Parish and considered whether these sites had potential for future housing development. In 2011, additional sites were identified by CDC's officers for consideration as future social housing sites and other land was also identified in March 2013 by LPC's Neighbourhood Plan Working Group. These sites are discussed below and the location of each site is illustrated in **APPENDIX D**.

- **Site 1** 'North Hall' comprises the land associated with the North Hall community facility, including the open space and the parish nature reserve to its north, totalling approximately 1.35 hectares.
- **Site 2** 'Land north-east of North Hall' is located north-east of the community hall building and is adjacent to the B2133 (Guildford Road). The area identified is one of the smallest potential development sites, with an area of approximately 0.26 hectares.
- **Site 3** 'Land south of Merry Hills Lane' comprises two large fields, bounded by Spy Lane to the south-west, Guildford Road to the west and north-west, and Merry Hills Lane to the north. With an area of approximately 7.13 hectares, it is the largest of the potential development sites and appears to currently be in agricultural use.
- **Site 4** 'Spy Lane – Emmanuel Fellowship Playing Field' is a scrubland approximately 0.62 hectares in area, located adjacent to Spy Lane and north of the Emmanuel Fellowship chapel.
- **Site 5** 'Spy Lane – Rear of the Chapel' is located to the east of the Emmanuel Fellowship chapel and is a burial ground. With an area of approximately 0.26 hectares, it is one of the smallest potential development sites.
- **Site 6** 'Chapel Corner House' is located north-east of the junction of Spy Lane with Station Road. It is a comparatively small site, with an area of approximately 0.37 hectares.
- **Site 7** 'Land south of Farm Close' is at the south-eastern periphery of the village, bounded by the doctors' surgery and footway to the west and the Wey and Arun Canal to the south. The site is approximately 2.53 hectares in size, although a brook passes through its north-eastern extent and therefore some of the land is located in Flood Zones 2 and 3. Although the site extends to Station Road in the north-east, it is likely therefore that any site access would instead be a continuation of Farm Close, adjacent to the entrance for the doctors' surgery. It is understood that the site has been the subject of recent planning applications, although these have been refused, most recently at appeal (Sept 2012). Whilst access was cited as a concern, the Inspector indicated however that a connection onto Farm Close did not seem unreasonable, subject to other planning matters being resolved.
- **Site 8** 'Land north of Little Garton / adjacent to Willetts Way' is located in the south of Loxwood and is fully enclosed by residential development with the possible exception of a potential site access from Willetts Way, depending on land ownership. While a site access onto the B2133 may also be possible, it would be likely to present more challenges due to the characteristics of a through road and the curve of the B2133 at this location. It may also be necessary for existing residential land to be acquired to accommodate such a new access. The area of land available for this site is approximately 1.37 hectares.
- **Site 9** 'Land south of Loxwood Place Farm' is situated at the south-western periphery of the village, west of and adjacent to the B2133 road. Whilst the site is near to the edge of the village, the B2133 straightens out towards the northern part of the sites frontage onto this road, and this may therefore allow a site access to be delivered which could also potentially contribute to speed management and road safety within the central village area. The site is approximately 1.32 hectares in area, with residential development to the north and east.



- **Site 10** 'Conifer Nursery' is the second largest potential development site, with an area of approximately 4.47 hectares. The site is positioned at the western edge of the village, but is centrally located, with the B2133 road running along its eastern edge. To the south of the site is a public footpath, which extends eastward into the core of Loxwood.
- **Site 11** 'Loxwood Primary School' is presently occupied by the village school. However, an option to relocate the school to an alternative site within the village and provide housing at this 1.41 hectare site is currently being explored as part of developing the Loxwood Neighbourhood Plan. This would be subject to agreement with West Sussex County Council and relevant landowners.

To consider the suitability of each site with respect to access, a high level transport appraisal has been carried out against the criteria presented in **TABLE 9**, qualified as red, amber or green based on the assessment matrix. The sites have been assessed individually and not cumulatively with adjacent sites.

**TABLE 9 – Assessment Matrix for Potential Development Sites for Transport and Accessibility Issues**

Criteria Ref	Criteria	Red	Amber	Green
<b>A</b>	Access to Existing Highway	No direct access to the existing highway	Site adjacent to existing highway (e.g. through road or cul-de-sac)	Site has an existing access to the highway
<b>B</b>	Proximity to Local Services / Facilities*	≥ 600m of walking to local services / facilities	Between 300m and 600m of walking to local services / facilities	≤ 300m of walking to local services / facilities
<b>C</b>	Proximity to Existing Pedestrian and Cycle Networks	No immediate access to existing pedestrian and cycle networks	Some access to existing unpaved pedestrian and cycle networks	Full access to existing paved pedestrian and cycle networks
<b>D</b>	Proximity to Existing Built Environment**	The site is situated at the periphery of the village	The site is situated between the periphery and the centre of the village	The site is situated centrally within the village

\*Measured as a walking route to survey point 2.2, which is approximately equidistant between the Post Office, the primary school and the doctors' surgery.

\*\* Measured in a straight line to survey point 4.2.

An assessment of each site has been carried out, utilising the findings of the site visit and subsequent research, with the outcome of this evaluation shown using a 'Red, Amber, Green' (RAG) matrix in **TABLE 10**.



**TABLE 10 – Assessment of Potential Development Sites**

Site ID	Site Name	A	B	C	D
1	North Hall	Green	Red	Green	Red
2	Land north-east of North Hall	Orange	Red	Green	Red
3	Land south of Merry Hills Lane	Green	Orange	Red	Orange
4	Spy Lane – Emmanuel Fellowship Playing Field	Orange	Orange	Orange	Green
5	Spy Lane – Rear of the Chapel	Red	Orange	Red	Green
6	Chapel Corner House	Orange	Orange	Red	Red
7	Land south of Farm Close	Orange	Green	Green	Red
8	Land north of Little Garton/ adjacent to Willetts Way	Red	Green	Green	Orange
9	Land south of Loxwood Place Farm	Orange	Green	Red	Orange
10	Conifer Nursery	Green	Orange	Orange	Green
11	Loxwood Primary School	Green	Green	Green	Green

The Loxwood urban area extends principally along a north-south axis. Thus, any developments at the western or eastern peripheries are deemed to be located centrally within the village. East of the village, Site 3 ('Land at Merry Hills Lane') and Site 4 ('Spy Lane – Emmanuel Fellowship Playing Field') are graded as such, with good access to the highway and existing services / facilities. However, Site 3 has no connection to the existing network of footways or cycleways in Loxwood.

To the west of the village, Site 10 ('Conifer Nursery') is also centrally situated and furthermore, has access to the existing highway, footways and services / facilities. The site abuts the B2133, providing an opportunity to incorporate a site access design which may be able to deliver wider benefits to the village, such as crossing facilities and / or traffic calming at this central location by utilising a portion of the development land for highway re-alignment or other measures. It is recommended that this should be considered further, in regard to both the transport environment at this location and how this development site could be delivered in an integrated manner.

At the south-western periphery of the village, Site 9 ('Land south of Loxwood Place Farm') adjoins the western edge of the B2133 (High Street), although there is no site access or connectivity to the Loxwood footway network at present. The site is situated within 300m of the local services and facilities, including the Post Office which is approximately 100m to the north. As with Site 10, the location of this site on the B2133 presents an opportunity to introduce traffic calming or speed management measures through integration with any future site access.



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## **Summary**

URS was commissioned by Loxwood Parish Council to provide transport evidence for consideration as part of the development of the Loxwood Neighbourhood Plan. Aspects to be assessed included traffic speed, traffic volume, traffic composition (notably, the proportion of HGVs on the B2133), the quality of footways and the constraints relating to potential development sites.

In regards to traffic safety, the study area used to assess road safety demonstrates that the village experienced one slight accident on the B2133 in the most recent 3 years, representing the period which DfT guidance requires is assessed. Outside of this timeframe, but within the most recent 5 year period, an additional accident occurred further to the north on the B2133. In terms of reported personal injury accidents, there is therefore limited evidence to indicate that there is an existing road safety problem.

Traffic speeds were assessed using an Automatic Traffic Count (ATC). This illustrated that the 85<sup>th</sup> percentile speed at the location of the ATC on the B2133 was 40.5mph; 10.5mph above the speed limit. The full results from the ATC indicate that the speeds were consistently in excess of the 30mph speed limit throughout each day. This data therefore clearly indicates that speeds are an issue through the village.

Traffic flows operate at approximately 400 vehicles, or 36% of capacity, at peak times during weekdays. It was found that on an average weekday, over 400 HGVs pass along the B2133, making up approximately 9% of the traffic from the start of the AM peak period to the end of the PM peak period. This proportion is not atypical, with 5-10% HGV flows being common on many through roads and generally taken as the default level in traffic modelling analysis.

While there is no evidence of a road safety problem, the poor perception of road safety may instead stem from the other aspects examined as part of this study – traffic speeds in excess of the speed limit, HGVs passing through the village and the pedestrian environment.

Footways throughout the village vary in provision and quality based on each of the roads surveyed. With relatively wide and well-maintained footways on both sides of the road, Nicholsfield has the best footway provision; including links to the core east-west public footpath passing through the centre of the village. Station Road and the B2133 have some good areas of footway provision, although stretches of narrow footway and overgrown hedges impact on its quality. With the exception of a short section of footway at its northern end, Spy Lane has no footways.

URS has undertaken a site access and transport high level transport appraisal of 11 potential residential development sites in Loxwood. The results of this assessment are presented in a RAG matrix against specific transport criteria, including access to the existing highway and proximity to the existing footway network. Opportunities and constraints have been identified for a number of these locations, highlighting the potential of sites adjoining the B2133 to deliver traffic calming and speed management measures.



## Appendix A



Tue, 7 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	20	0	18	0	1	0	0	1	0	0	0	0	0	56.4
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	-
0200	4	0	3	0	0	0	0	0	0	0	1	0	0	-
0300	3	0	2	0	0	0	0	0	0	1	0	0	0	-
0400	17	1	16	0	0	0	0	0	0	0	0	0	0	47.6
0500	62	2	51	0	8	0	0	0	0	0	1	0	0	47.2
0600	243	3	219	1	18	0	1	0	1	0	0	0	0	45.2
0700	511	9	468	3	26	1	0	0	1	1	2	0	0	40.9
<b>0800</b>	<b>520</b>	<b>8</b>	<b>487</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>40.9</b>
0900	363	1	323	4	26	6	0	0	1	0	2	0	0	39.8
1000	333	4	282	2	32	6	3	0	0	2	2	0	0	39.4
1100	332	4	288	5	29	0	2	0	0	2	2	0	0	39.1
1200	289	3	252	2	25	1	2	0	2	0	2	0	0	39.8
1300	273	5	245	1	18	0	1	0	0	1	2	0	0	40.9
1400	333	1	292	7	29	1	1	1	1	0	0	0	0	39.6
1500	364	5	320	7	28	0	0	0	1	1	2	0	0	40.9
1600	430	11	385	1	25	3	1	0	1	1	2	0	0	39.4
<b>1700</b>	<b>562</b>	<b>16</b>	<b>510</b>	<b>8</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38.3</b>
1800	457	5	429	5	13	3	0	0	1	0	1	0	0	37.4
1900	268	6	248	1	9	4	0	0	0	0	0	0	0	39.1
2000	128	3	124	0	1	0	0	0	0	0	0	0	0	42.1
2100	83	0	78	0	3	1	1	0	0	0	0	0	0	46.3
2200	55	1	52	0	1	1	0	0	0	0	0	0	0	45.9
2300	25	0	23	0	1	1	0	0	0	0	0	0	0	52.6
<b>07-19</b>	<b>4767</b>	<b>72</b>	<b>4281</b>	<b>48</b>	<b>287</b>	<b>27</b>	<b>11</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39.8</b>
<b>06-22</b>	<b>5489</b>	<b>84</b>	<b>4950</b>	<b>50</b>	<b>318</b>	<b>32</b>	<b>13</b>	<b>2</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>06-00</b>	<b>5569</b>	<b>85</b>	<b>5025</b>	<b>50</b>	<b>320</b>	<b>34</b>	<b>13</b>	<b>2</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40.3</b>
<b>00-00</b>	<b>5679</b>	<b>88</b>	<b>5118</b>	<b>50</b>	<b>330</b>	<b>34</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>40.5</b>



Wed, 8 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	18	0	17	0	0	1	0	0	0	0	0	0	0	46.3
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	-
0300	4	0	3	0	0	0	0	0	0	0	1	0	0	-
0400	14	1	12	0	0	0	0	0	0	0	1	0	0	52.1
0500	57	0	53	0	2	0	1	0	0	0	1	0	0	49.4
0600	247	0	235	0	10	1	1	0	0	0	0	0	0	44.3
0700	464	2	431	2	18	5	2	0	0	2	1	0	1	40
<b>0800</b>	<b>496</b>	<b>2</b>	<b>466</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>38.3</b>
0900	379	1	332	1	31	5	4	0	2	1	2	0	0	36.5
1000	328	1	285	2	32	3	1	1	0	3	0	0	0	38.5
1100	310	1	262	5	30	1	4	0	1	2	4	0	0	39.6
1200	315	3	281	3	21	2	1	0	3	0	1	0	0	38.7
1300	304	1	267	3	30	1	2	0	0	0	0	0	0	38.5
1400	342	2	306	2	30	0	2	0	0	0	0	0	0	38
1500	398	2	364	2	25	1	0	0	1	2	1	0	0	37.8
1600	452	1	406	4	34	2	1	0	4	0	0	0	0	39.1
<b>1700</b>	<b>537</b>	<b>5</b>	<b>505</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38.7</b>
1800	443	1	425	1	14	1	1	0	0	0	0	0	0	38.7
1900	262	2	255	1	3	1	0	0	0	0	0	0	0	40
2000	143	0	137	0	6	0	0	0	0	0	0	0	0	41.4
2100	97	1	95	0	1	0	0	0	0	0	0	0	0	42.1
2200	61	0	61	0	0	0	0	0	0	0	0	0	0	43.4
2300	39	0	38	0	0	1	0	0	0	0	0	0	0	45.4
<b>07-19</b>	<b>4768</b>	<b>22</b>	<b>4330</b>	<b>32</b>	<b>304</b>	<b>23</b>	<b>20</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>38.7</b>
<b>06-22</b>	<b>5517</b>	<b>25</b>	<b>5052</b>	<b>33</b>	<b>324</b>	<b>25</b>	<b>21</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>39.1</b>
<b>06-00</b>	<b>5617</b>	<b>25</b>	<b>5151</b>	<b>33</b>	<b>324</b>	<b>26</b>	<b>21</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>39.4</b>
<b>00-00</b>	<b>5719</b>	<b>26</b>	<b>5245</b>	<b>33</b>	<b>326</b>	<b>27</b>	<b>22</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>39.6</b>



Thu, 9 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	12	0	10	0	1	0	0	0	0	1	0	0	0	48.3
0100	7	0	6	0	0	1	0	0	0	0	0	0	0	-
0200	5	1	4	0	0	0	0	0	0	0	0	0	0	-
0300	2	0	1	0	0	0	0	0	0	0	1	0	0	-
0400	14	0	13	0	0	1	0	0	0	0	0	0	0	50.8
0500	58	0	55	0	2	0	1	0	0	0	0	0	0	52.6
0600	261	1	236	3	13	4	1	0	1	1	1	0	0	44.5
0700	480	7	434	4	24	10	0	0	1	0	0	0	0	42.1
<b>0800</b>	<b>530</b>	<b>4</b>	<b>489</b>	<b>1</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>38.7</b>
0900	348	3	310	3	26	3	1	0	0	1	1	0	0	39.8
1000	358	9	311	5	29	0	0	0	1	3	0	0	0	40
1100	325	2	277	2	40	0	1	0	0	1	2	0	0	38
1200	332	1	293	5	29	0	1	0	1	1	1	0	0	40.5
1300	310	1	274	4	27	1	1	0	0	1	1	0	0	41.8
1400	314	1	271	3	29	1	4	0	0	1	4	0	0	40.3
1500	362	5	312	1	37	3	3	0	0	0	1	0	0	39.1
1600	491	4	444	7	32	1	1	0	2	0	0	0	0	38.7
<b>1700</b>	<b>562</b>	<b>5</b>	<b>526</b>	<b>6</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>
1800	425	3	401	3	10	6	1	0	0	0	1	0	0	39.4
1900	299	0	279	1	15	4	0	0	0	0	0	0	0	39.1
2000	139	1	132	0	4	0	0	0	0	1	1	0	0	41.4
2100	95	0	91	0	3	1	0	0	0	0	0	0	0	42.7
2200	78	0	77	0	1	0	0	0	0	0	0	0	0	44.7
2300	45	1	43	0	1	0	0	0	0	0	0	0	0	44.1
<b>07-19</b>	<b>4837</b>	<b>45</b>	<b>4342</b>	<b>44</b>	<b>333</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>39.6</b>
<b>06-22</b>	<b>5631</b>	<b>47</b>	<b>5080</b>	<b>48</b>	<b>368</b>	<b>38</b>	<b>16</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>06-00</b>	<b>5754</b>	<b>48</b>	<b>5200</b>	<b>48</b>	<b>370</b>	<b>38</b>	<b>16</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>00-00</b>	<b>5852</b>	<b>49</b>	<b>5289</b>	<b>48</b>	<b>373</b>	<b>40</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>40.5</b>



Fri, 10 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	17	0	16	0	1	0	0	0	0	0	0	0	0	43.4
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	-
0200	8	1	6	0	1	0	0	0	0	0	0	0	0	-
0300	4	0	2	0	1	0	0	0	0	1	0	0	0	-
0400	12	0	12	0	0	0	0	0	0	0	0	0	0	48.5
0500	48	1	45	1	1	0	0	0	0	0	0	0	0	50.3
0600	228	1	208	1	13	3	2	0	0	0	0	0	0	46.3
0700	464	5	422	2	30	1	2	0	1	0	1	0	0	41.6
<b>0800</b>	<b>507</b>	<b>6</b>	<b>458</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39.8</b>
0900	361	3	312	2	36	3	3	1	1	0	0	0	0	38.9
1000	311	1	273	4	25	4	0	0	0	1	3	0	0	38.5
1100	313	4	272	2	29	1	1	0	1	1	2	0	0	39.4
1200	363	7	310	2	36	1	3	0	1	1	2	0	0	40.5
1300	314	0	273	1	36	0	1	0	1	0	2	0	0	42.1
1400	378	2	334	2	35	2	0	0	0	3	0	0	0	38.9
1500	444	6	404	4	30	0	0	0	0	0	0	0	0	39.6
1600	438	4	392	6	32	1	2	0	1	0	0	0	0	39.6
<b>1700</b>	<b>549</b>	<b>5</b>	<b>516</b>	<b>7</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38.9</b>
1800	387	6	373	3	5	0	0	0	0	0	0	0	0	40
1900	260	0	248	3	8	0	0	0	0	1	0	0	0	42.1
2000	155	0	147	1	6	1	0	0	0	0	0	0	0	44.1
2100	88	0	87	0	0	0	0	0	0	1	0	0	0	45
2200	72	0	70	0	2	0	0	0	0	0	0	0	0	47
2300	65	0	63	0	0	2	0	0	0	0	0	0	0	45
<b>07-19</b>	<b>4829</b>	<b>49</b>	<b>4339</b>	<b>37</b>	<b>347</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>06-22</b>	<b>5560</b>	<b>50</b>	<b>5029</b>	<b>42</b>	<b>374</b>	<b>18</b>	<b>19</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>40.7</b>
<b>06-00</b>	<b>5697</b>	<b>50</b>	<b>5162</b>	<b>42</b>	<b>376</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>40.7</b>
<b>00-00</b>	<b>5791</b>	<b>52</b>	<b>5248</b>	<b>43</b>	<b>380</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>40.9</b>



Sat, 11 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	23	0	22	0	1	0	0	0	0	0	0	0	0	51
0100	11	0	9	0	1	0	0	0	0	1	0	0	0	41.8
0200	11	1	9	0	1	0	0	0	0	0	0	0	0	48.3
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	-
0500	21	0	19	1	0	0	0	0	1	0	0	0	0	53.2
0600	47	0	42	0	2	0	1	0	0	0	2	0	0	47.6
0700	134	0	127	1	6	0	0	0	0	0	0	0	0	43.4
0800	244	3	224	3	11	1	0	0	0	1	1	0	0	41.4
0900	285	5	262	3	12	0	0	1	1	1	0	0	0	39.4
1000	338	8	310	4	15	0	1	0	0	0	0	0	0	40.3
<b>1100</b>	<b>372</b>	<b>4</b>	<b>352</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41.4</b>
1200	372	3	349	4	15	0	0	0	1	0	0	0	0	39.6
<b>1300</b>	<b>379</b>	<b>6</b>	<b>361</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>39.6</b>
1400	331	2	317	0	10	0	2	0	0	0	0	0	0	38.7
1500	307	5	295	0	6	0	1	0	0	0	0	0	0	39.6
1600	303	3	294	1	3	0	2	0	0	0	0	0	0	39.8
1700	263	0	258	0	3	1	1	0	0	0	0	0	0	40.9
1800	215	1	204	0	4	5	0	0	0	0	1	0	0	41.4
1900	208	1	203	2	0	2	0	0	0	0	0	0	0	42.7
2000	85	2	81	0	1	1	0	0	0	0	0	0	0	40.9
2100	66	1	64	0	0	1	0	0	0	0	0	0	0	42.1
2200	75	0	73	0	0	2	0	0	0	0	0	0	0	42.5
2300	68	0	67	0	0	1	0	0	0	0	0	0	0	43.2
<b>07-19</b>	<b>3543</b>	<b>40</b>	<b>3353</b>	<b>21</b>	<b>98</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>40.3</b>
<b>06-22</b>	<b>3949</b>	<b>44</b>	<b>3743</b>	<b>23</b>	<b>101</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>40.7</b>
<b>06-00</b>	<b>4092</b>	<b>44</b>	<b>3883</b>	<b>23</b>	<b>101</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>40.7</b>
<b>00-00</b>	<b>4164</b>	<b>45</b>	<b>3947</b>	<b>24</b>	<b>105</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>40.9</b>



Sun, 12 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	30	0	29	0	0	0	0	0	0	1	0	0	0	45.9
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	47.4
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	44.5
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	-
0500	11	0	8	1	2	0	0	0	0	0	0	0	0	41.8
0600	39	0	37	0	1	0	0	0	0	1	0	0	0	50.1
0700	75	1	69	2	1	2	0	0	0	0	0	0	0	46.3
0800	138	12	119	1	4	2	0	0	0	0	0	0	0	43.2
0900	226	4	215	3	4	0	0	0	0	0	0	0	0	43.4
1000	309	16	286	1	5	0	0	0	0	0	1	0	0	41.2
<b>1100</b>	<b>361</b>	<b>20</b>	<b>323</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41.8</b>
<b>1200</b>	<b>390</b>	<b>15</b>	<b>355</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
1300	311	9	287	3	9	2	1	0	0	0	0	0	0	38.7
1400	298	12	275	4	3	0	1	0	0	0	3	0	0	39.8
1500	339	8	316	6	7	0	0	0	1	0	1	0	0	38
1600	347	4	334	2	7	0	0	0	0	0	0	0	0	39.8
1700	292	1	284	5	2	0	0	0	0	0	0	0	0	39.6
1800	230	0	221	4	3	1	0	0	0	0	1	0	0	41.2
1900	192	1	171	8	9	3	0	0	0	0	0	0	0	41.2
2000	120	2	116	1	1	0	0	0	0	0	0	0	0	43.4
2100	76	2	71	0	0	3	0	0	0	0	0	0	0	45.2
2200	38	0	38	0	0	0	0	0	0	0	0	0	0	49.4
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	50.1
<b>07-19</b>	<b>3316</b>	<b>102</b>	<b>3084</b>	<b>46</b>	<b>63</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>40.7</b>
<b>06-22</b>	<b>3743</b>	<b>107</b>	<b>3479</b>	<b>55</b>	<b>74</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>41.2</b>
<b>06-00</b>	<b>3796</b>	<b>107</b>	<b>3532</b>	<b>55</b>	<b>74</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>41.2</b>
<b>00-00</b>	<b>3873</b>	<b>107</b>	<b>3604</b>	<b>56</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>41.4</b>



Mon, 13 May 2013

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	14	0	13	0	1	0	0	0	0	0	0	0	0	46.8
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	-
0200	1	0	0	0	0	0	0	0	0	0	1	0	0	-
0300	5	0	4	0	0	0	0	0	0	0	1	0	0	-
0400	10	1	9	0	0	0	0	0	0	0	0	0	0	-
0500	50	0	48	0	2	0	0	0	0	0	0	0	0	51.7
0600	264	1	236	0	25	1	0	0	1	0	0	0	0	44.5
<b>0700</b>	<b>512</b>	<b>6</b>	<b>474</b>	<b>4</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
0800	482	1	452	1	24	3	1	0	0	0	0	0	0	38.5
0900	326	1	284	2	25	2	7	1	2	0	2	0	0	38.9
1000	295	2	254	0	34	1	1	0	2	0	1	0	0	38.3
1100	283	1	246	4	25	1	4	0	1	0	1	0	0	38.7
1200	298	1	261	6	24	0	1	2	0	1	2	0	0	38.9
1300	286	2	250	4	25	0	2	0	0	0	3	0	0	40.3
1400	290	3	245	3	35	0	1	0	0	2	1	0	0	40.9
1500	391	2	344	9	34	0	0	0	0	1	1	0	0	38.7
1600	429	6	391	3	24	2	0	0	0	2	1	0	0	39.1
<b>1700</b>	<b>527</b>	<b>5</b>	<b>485</b>	<b>5</b>	<b>22</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36.5</b>
1800	404	2	381	7	12	1	0	0	0	0	1	0	0	38.5
1900	203	0	192	0	8	1	0	0	0	0	2	0	0	41.6
2000	103	1	99	0	1	2	0	0	0	0	0	0	0	44.1
2100	85	1	81	0	2	1	0	0	0	0	0	0	0	42.5
2200	48	0	47	1	0	0	0	0	0	0	0	0	0	48.1
2300	29	0	26	1	1	1	0	0	0	0	0	0	0	47.4
<b>07-19</b>	<b>4523</b>	<b>32</b>	<b>4067</b>	<b>48</b>	<b>305</b>	<b>22</b>	<b>21</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>38.9</b>
<b>06-22</b>	<b>5178</b>	<b>35</b>	<b>4675</b>	<b>48</b>	<b>341</b>	<b>27</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>39.6</b>
<b>06-00</b>	<b>5255</b>	<b>35</b>	<b>4748</b>	<b>50</b>	<b>342</b>	<b>28</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>39.8</b>
<b>00-00</b>	<b>5337</b>	<b>36</b>	<b>4824</b>	<b>50</b>	<b>345</b>	<b>28</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>40</b>



Virtual Day (7)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
0000	19	0	18	0	1	0	0	0	0	0	0	0	0	48.3
0100	7	0	6	0	0	0	0	0	0	0	0	0	0	-
0200	6	0	5	0	0	0	0	0	0	0	0	0	0	-
0300	4	0	3	0	0	0	0	0	0	0	0	0	0	-
0400	11	0	10	0	0	0	0	0	0	0	0	0	0	50.8
0500	44	0	40	0	2	0	0	0	0	0	0	0	0	51
0600	190	1	173	1	12	1	1	0	0	0	0	0	0	45.6
0700	377	4	346	3	18	4	1	0	0	0	1	0	0	41.4
<b>0800</b>	<b>417</b>	<b>5</b>	<b>385</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>39.8</b>
0900	327	3	291	3	23	3	2	0	1	0	1	0	0	39.6
1000	325	6	286	3	25	2	1	0	0	1	1	0	0	39.6
1100	328	5	289	4	24	1	2	0	1	1	2	0	0	39.8
1200	337	5	300	4	23	1	1	0	1	0	1	0	0	39.8
1300	311	3	280	3	21	1	1	0	0	0	1	0	0	40.3
1400	327	3	291	3	24	1	2	0	0	1	1	0	0	39.4
1500	372	5	336	4	24	1	1	0	0	1	1	0	0	39.1
1600	413	5	378	3	22	1	1	0	1	0	0	0	0	39.6
<b>1700</b>	<b>470</b>	<b>5</b>	<b>441</b>	<b>5</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38.7</b>
1800	366	3	348	3	9	2	0	0	0	0	1	0	0	39.4
1900	242	1	228	2	7	2	0	0	0	0	0	0	0	40.7
2000	125	1	119	0	3	1	0	0	0	0	0	0	0	42.7
2100	84	1	81	0	1	1	0	0	0	0	0	0	0	43.8
2200	61	0	60	0	1	0	0	0	0	0	0	0	0	45.9
2300	41	0	39	0	0	1	0	0	0	0	0	0	0	46.5
<b>07-19</b>	<b>4369</b>	<b>52</b>	<b>3971</b>	<b>39</b>	<b>248</b>	<b>19</b>	<b>14</b>	<b>1</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>39.6</b>
<b>06-22</b>	<b>5010</b>	<b>56</b>	<b>4573</b>	<b>43</b>	<b>271</b>	<b>24</b>	<b>15</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>40.3</b>
<b>06-00</b>	<b>5111</b>	<b>56</b>	<b>4672</b>	<b>43</b>	<b>272</b>	<b>25</b>	<b>15</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>40.3</b>
<b>00-00</b>	<b>5202</b>	<b>58</b>	<b>4754</b>	<b>43</b>	<b>277</b>	<b>25</b>	<b>15</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>40.5</b>



Virtual Week (1)

Time	Total	Classification 1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	Vpp 85
Mon	5337	36	4824	50	345	28	21	3	6	7	17	0	0	40
Tue	5679	88	5118	50	330	34	13	3	10	11	22	0	0	40.5
Wed	5719	26	5245	33	326	27	22	1	11	12	14	0	2	39.6
Thu	5852	49	5289	48	373	40	17	0	8	11	17	0	0	40.5
Fri	5791	52	5248	43	380	20	19	1	8	10	10	0	0	40.9
Sat	4164	45	3947	24	105	14	11	2	6	5	5	0	0	40.9
Sun	3873	107	3604	56	77	15	5	0	1	2	6	0	0	41.4
<b>5 Day Ave.</b>	<b>5676</b>	<b>50</b>	<b>5145</b>	<b>45</b>	<b>351</b>	<b>30</b>	<b>18</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>40.3</b>
<b>7 Day Ave.</b>	<b>5202</b>	<b>58</b>	<b>4754</b>	<b>43</b>	<b>277</b>	<b>25</b>	<b>15</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>40.5</b>
<b>--</b>	<b>36415</b>	<b>403</b>	<b>33275</b>	<b>304</b>	<b>1936</b>	<b>178</b>	<b>108</b>	<b>10</b>	<b>50</b>	<b>58</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>40.5</b>



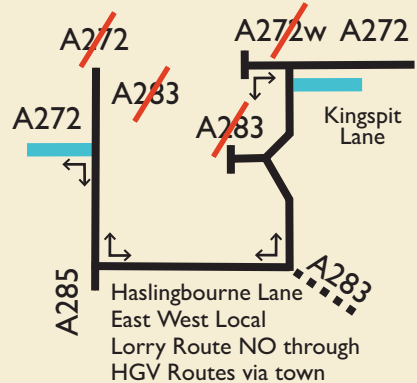
## Appendix B



# Notes for Guidance to Operators & Drivers of Lorries:

1. Strategic Lorry Routes (coloured red)  
All movements crossing the County should use these routes, with those starting or ending within the County using them in preference to local lorry routes wherever possible.
2. Local Lorry Routes (coloured blue)  
Used for the starting or final leg of longer distance lorry trips or for travelling between built-up areas in West Sussex.
3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.
4. The procedure for the routing of abnormal loads remains unchanged.

## Petworth Insert (Detail)



A286 Not suitable further North due to low bridge 13'0" (3.96m)

N.B.  
Drivers should note a signed lorry diversion route is in operation, for A272 and journeys via A285 and A283.

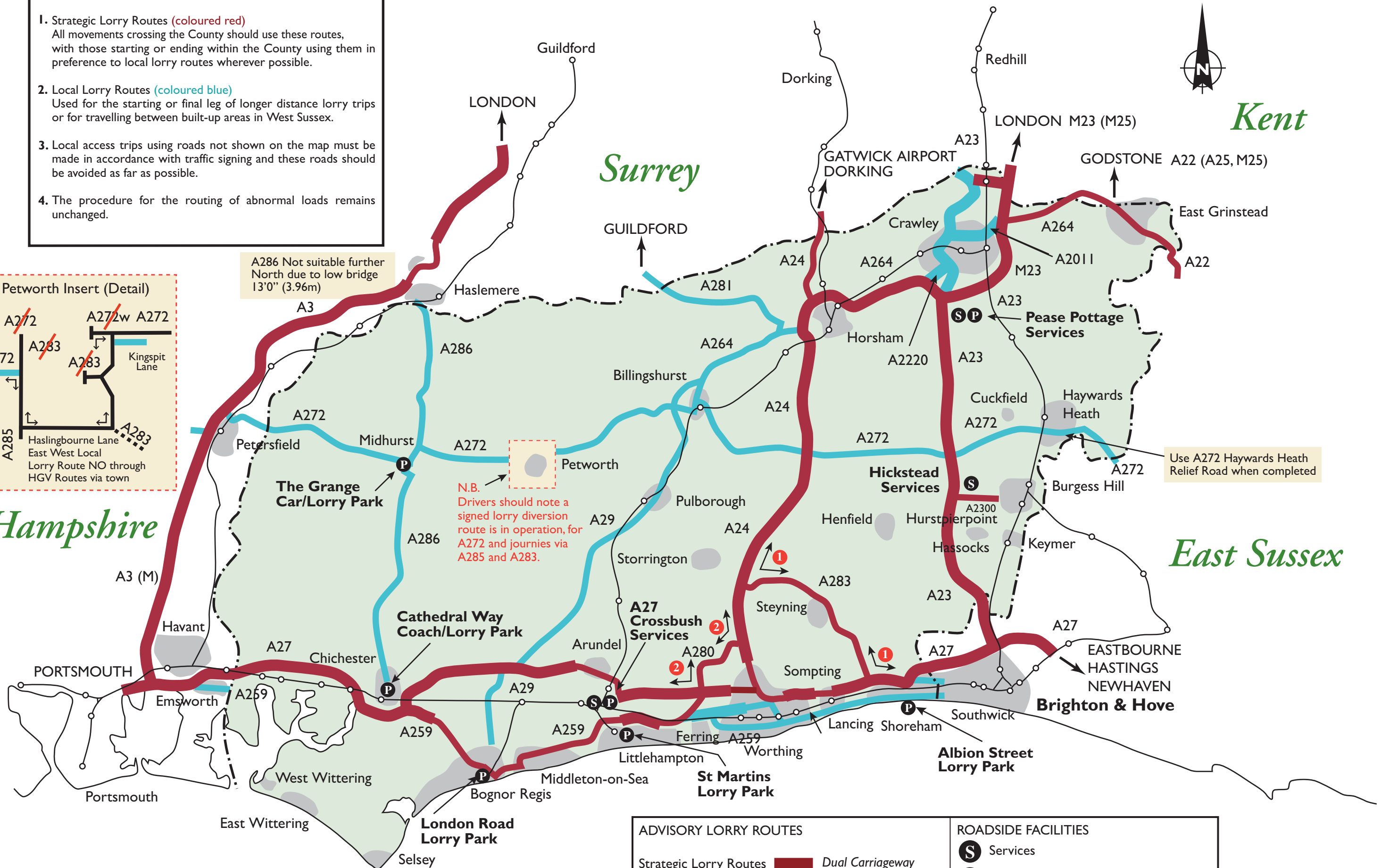
Use A272 Haywards Heath Relief Road when completed

*Hampshire*

*Surrey*

*Kent*

*East Sussex*



## ADVISORY LORRY ROUTES

- Strategic Lorry Routes ■ Dual Carriageway  
— Single Carriageway
- Local Lorry Routes ■ Dual Carriageway  
— Single Carriageway

Railway Lines —  
County Boundary - - -  
Red and Blue routes are free from height and width restrictions within West Sussex. Routes not shown may carry restrictions.

## ROADSIDE FACILITIES

- S** Services  
**P** Overnight Lorry Parking  
**1** Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements  
**2** Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements



## Appendix C

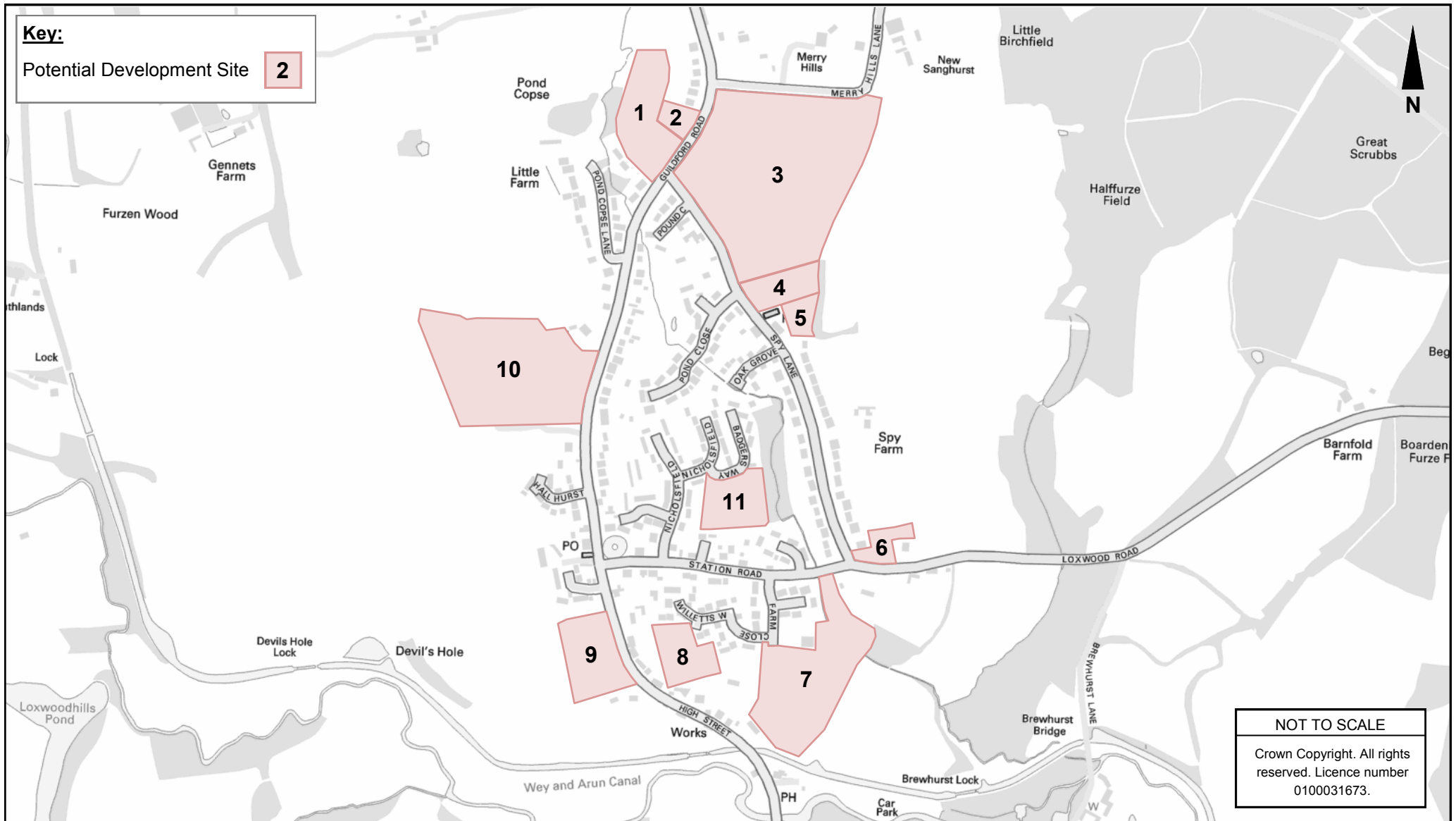


Location	Section	Verge	Measurements in metres (m)						Surface Quality	Obstructions	Qualitative assessment	
			Footway	Buffer	Road	Buffer	Footway	Verge			Lighting	Other comments
1.1	W-E	0.1	0.8	0.0	7.2	5.5	1.3	0.1	OK. Some root damage on eastern footway. Western footway has uneven surface	Some overgrown hedgerows	No lighting	Pavement is narrow between 1.1 and 1.2 on eastern side; pedestrians would be unable to pass without stepping onto the road.  Dropped kerbs present pedestrian crossing to North Hall (village hall). The wide buffer offers the potential here for an improved crossing point (i.e. island; however, note telegraph pole mounted in the buffer)
1.2	W-E	0.0	0.8	0.0	6.6	0.0	1.6	0.1	Excellent	Hedges causing a little problem in the vicinity.	No lighting	Hedges are overgrown between 1.2 and 1.3, outside "Green Shadows" and "Ambleside" properties.  Footway between 1.2 and 1.3 is narrow, only offering room for one person and no ability to pass without stepping into carriageway.  Difficult to cross from eastern side to western side at this survey point, due to the curve in the road and traffic speeds.
1.3	W-E	0.5	0.0	0.0	6.8	0.0	1.6	0.0	Excellent	None (although if the hedges were not maintained, it would create an issue)	No lighting	Hedges are present between 1.3 and 1.4, causing no problem at present as these are well-maintained.
1.4	W-E	0.0	0.0	0.0	6.5	0.0	1.5	0.0	Excellent	Slight issue of overgrowing hedges obstructing eastern footway	No lighting	No additional comments
1.5	W-E	Private land			6.6	0.0	1.8	0.0	Excellent	None	No lighting	Hedges (well-maintained) between 1.5 and 1.6 on eastern footway.  Despite being a crossing point for a public footpath, this was a particularly difficult place to cross. Vehicles appear to be driving fast at this point on the B2133.
1.6	W-E	1.2	2.0	0.0	6.7	0.0	1.5	0.0	Excellent	Some overgrown shrubbery on eastern side of carriageway (obstructing footway)	No lighting	Crossing point (south of Hall Hurst Close) has obstructed views due to parked vehicles. The crossing would be better positioned immediately south of Hall Hurst Close / B2133 junction.
1.7	W-E	0.0	0.7	0.0	7.0	0.0	1.2	0.0	Poor outside Post Office; good adjacent to the pond.	Post box / bollard outside the post office	No lighting	Poor pavement provision outside the Post Office (unclear whether this is public or private land).  No dropped kerb / adequate crossing of B2133 at this location.  Bus stop adjacent to Post Office / shop used as informal parking.
1.8	W-E	0.0	1.9	0.0	8.0	0.0	1.4	4.9	Good	None	No lighting	Bicycle stands are placed in a garden area. No dropped kerbs / crossings from Farm Place to opposite side of B2133.
2.1	N-S	0.0	1.0	0.0	5.7	0.0	0.0	0.0	Some cracks present along length of footway	Overgrown hedge on north side of footway	No lighting	No additional comments
2.2	N-S	0.7	1.0	0.0	6.4	0.0	0.0	0.0	Good	None	No lighting	Footway on the southern side of the road is a crossing point only.  A ditch / drainage channel exists along the southern side of the road at this location.
2.3	N-S	0.0	0.8	0.0	5.4	0.0	0.9	0.0	Footway on southern side is cracked. Footway on northern side is a loose surface.	Some hedge obstructions on southern side	No lighting	No additional comments
2.4	N-S	0.0	1.0	0.0	5.4	0.0	1.0	1.9	Good	None	No lighting	No additional comments
2.5	N-S	0.0	1.0	0.0	7.5	0.0	0.0	2.0	Generally goood. Some rotting vegetation covering a third of the footway, which may cause slipperly conditions at times (likely to be seasonal).	Overgrown foliage.	No lighting	The 2m verge is a bank, which slopes up away from the road. Generally poor footway provision at the junction of Station Road and Spy Lane
3.1	W-E	0.0	1.6	3.3	3.8	0.0	0.0	1.0	Ok. Minor cracks but surface remains generally even.	Some hedge obstruction (outside "The Retreat" cottages)	No lighting	Road widens between 3.1 and 3.2 (strange configuration)
3.2	W-E	1.2	0.0	0.0	5.8	0.0	0.0	1.6	Road is pot-holed in places. No pavements.	None (but no pavement; as such, parked vehicles can block pedestrian movement)	No lighting	No footway between 3.1 and 3.2.  Road outside "Pound Cottage" has potholes at the edge of the road, where pedestrians might walk. This would force people further into the carriageway.
3.3	W-E	3.6	0.0	0.0	5.4	0.0	0.0	0.5	No pavement, but road is in excellent condition.	No footpath. Cars were parked down western edge of the road (no restrictions) and this could create problems for pedestrians	No lighting	No footpaths between 3.2 and 3.3.  Western verge slopes down, away from carriageway.
3.4	W-E	3.2	0.0	0.0	5.4	0.0	0.0	1.5	Good	None	No lighting	No additional comments
3.5	W-E	3.2	0.0	0.0	5.4	0.0	0.0	1.5	Good	None	No lighting	No additional comments
4.1	W-E	0.0	1.0	0.8	4.8	1.0	1.1	0.0	Good	None	No lighting	No additional comments
4.2	W-E	0.0	1.0	0.7	4.9	0.8	1.0	0.0	Good	None	No lighting	No additional comments
4.3	W-E	0.0	1.0	0.0	6.4	0.0	1.0	0.0	Good	None	No lighting	No additional comments
4.4	W-E	0.0	1.2	1.2	4.8	0.8	1.2	0.0	Good	None	No lighting	No additional comments
4.5	W-E	0.0	1.2	1.7	4.7	1.6	1.8	0.0	Minor cracks from roots	None. Parked cars on road.	No lighting	No additional comments



## Appendix D





Potential Development Sites

Appendix D

**URS**