

**SUPPLEMENTARY REPORT**  
**TO**  
**EAST GRINSTEAD AND SURROUNDS**  
**NOVEMBER 2014 SURVEY AND REVIEW OF TRAFFIC CONDITIONS**  
**HEADLINE SUMMARY REPORT V3**

**A22 JUNCTIONS 6 DAY SURVEY**  
**WEEK 1 - 3 DAYS- 24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup> February**  
**WEEK 2 - 3 DAYS – 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> March 2015.**

**MARCH 2015**



**On Behalf of**  
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## 1.0 INTRODUCTION.

1.1 This report is a Supplementary Addition to the Jubb Reports 'East Grinstead and Surrounds November 2014 Survey and Review of Traffic Conditions' which has been widely circulated over the last 2 to 3 months to WSCC, MSDC, EGTC and other interested parties, it is presently on the EGTC Web site for reference.

1.2 This supplementary report provides details of a further 6 day Traffic Survey of the Key A22 Felbridge, Imberhorne, Lingfield Junctions covering the following two weeks:-

Week 1 three days 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup> February 2015 (Tuesday/Wednesday and Thursday).

Week 2 three days 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> March 2015 (Tuesday, Wednesday, Thursday)

Recording queue lengths over the morning peak 07.00-10.00 and between 15.00-19.00 in the evening peak.

This survey follows on from the two day survey conducted in November 2014 by Jubb Consulting, see the following reports:-

East Grinstead November 2014 Survey and Review of Traffic Conditions

- Headline Summary V3 February 2015.(latest version)
- Detailed Consolidated Information and Findings.

These provide an update of the Atkins 3 and AMEY 2012 reports.

1.3 This extensive additional 6 day Traffic Survey was commissioned to confirm and validate the Jubb November 2014 Survey Findings and Report, noting Mr C Owen's (CO) WSCC 9<sup>th</sup> February 2015 Letter/Email to Jubb Consulting and the Jubb Consulting Reply to CO of 20<sup>th</sup> February 2015.

1.4 Great care has been taken to survey during 'normal daily traffic conditions'. Week 1's Survey took place the week after School holidays and over the two weeks checks on nearby road works, accidents, and special events revealed and found no unrealistic bias impacting the surveys information and results.

Particular note was taken of a traffic accident on the A22 near the Felbridge junction (by the Felbridge Hotel) involving an HGV and a cyclist at around 09:10 24<sup>th</sup> February 2015. This caused quite significant delays in the area but the accident was cleared by 10am.

1.5 Queue lengths were recorded using in Car Video surveys along the A264, A22 and Imberhorne Lane, Queue length data was recorded each time the video car witnessed the back of a queue on each Junction arm. The same survey methods were used as November 2014 measuring queues and observing the interaction between the junctions and identifying any impediments caused by blocking back.

The survey results were subsequently analysed, compared and contrasted with the Jubb November 2014 Survey and the modelling results abstracted from Atkins 3 2012 East Grinstead Transport Study.

- 1.6 The new extensive 6 day survey four months later than the Jubb November 2014 Traffic Report Finding and Conclusions, confirms and validates that ALL A22 junctions Surveyed are SEVERE (operating on or above theoretical capacity) and demonstrably unacceptable.

However although this has been reliably proven, the new surveys have found that the A22 junction congestion compared to Jubb's findings in November 2014, has significantly increased with traffic conditions materially deteriorating when comparing the average daily MQ for the total junction arms over the two weeks 6 day period against November 2014 survey results. Together with the average queue lengths across the survey period (6 days) on the important junction arms it is noticeably that the

Felbridge Junction total queue lengths MQ for all arms increased in the AM by 137% from 99 pcus to 235. In the PM peak they have increased 155% from 86pcus to 219 with average queue lengths across the survey period for the A264 Copthorne Road Arm in the AM and PM peaks of around 700m reaching 1.1 to 1.4 km on a number of occasions.

Imberhorne Junction total arm queue lengths MQ increased by 29% in the AM peak from 262 pcus to 338 PM 17% from 188 pcus to 220 with average queue lengths over the survey period for the A22 London Road South arm in the AM of above 900m reaching 1.3km from 1km in November 2014.

The position of EG traffic conditions now reached is 'Very Severe' and of great concern demanding that any major development like Hill Place Farm should only be considered when a thorough assessment of traffic conditions in EG and Surrounds has undertaken, concluded and the necessary highway infrastructure improvements designed and implemented as per NPPF 157 supported by the required funding.

## 2.0 KEY FINDINGS

2.1 The 6 day Summary Survey Results over two weeks, covering Tuesday, Wednesday and Thursday of each week are shown in the tables at **Appendix A**, the detailed survey data is included at **Appendix B**.

The Tables show the individual daily maximum queue for each arm and total for each junction, the average for each week, and the average for the two week period. These results are compared to the Atkins 3 Nov 2011 Actual and the 2021 Predictions for Do Nothing and Do Something as well as Jubb's November 2014 Average 2 day Survey results.

Following the November 2014 Surveys conclusions that all Atkins 3 junctions are SEVERE operating on or over operating theoretical capacity with long queues, the new survey results confirmed that and found in comparison to the November 2014 counts:-

- The A22 Junctions continue to suffer severe\* congestion for Sustained Peaks during both the AM and PM similar to those in the November 2014 survey. \* WSCC definition 3 tiers meeting 18th July 2012.
- The 'Severe' Congestion experienced during the Jubb November 2014 Survey has Materially Deteriorated as congestion significantly increases further when comparing the average daily MQ for the total junctions arms over the two week 6 day period against the November 2014 Survey results noting
- Felbridge Junction has increased in the AM by 137% or 136 pcus from 99 to 235 and PM 155% from 86 pcus to 219 rising 133 pcus as ALL arms experienced increased queues. In addition  
The A264 Cophthorne Rd arm, the main contributor to the queues daily averages in the AM and PM were around 700m with queues across the survey period reaching 1.1-1.4km on a number of occasions.
- These new survey total junction arm queue lengths established that Felbridge queues are NOW 4.8 times in the AM i.e. 235 pcus and 4.1 times or 219 pcus in the PM MORE than the Atkins 3 November 2011 survey of 49 pcus and 54 pcus respectively and approximately 3 times higher than the Atkins 3 2021 Predictions MQ levels 6 years earlier than predicted.
- At the Imberhorne Junction the new surveys confirm the November 2014 survey conclusions of increased queues and blocking back at the upstream Felbridge junction following the massive November 2014 Increase in total junction queue from Atkins 3 November 2011 readings of 315% or 199 pcus to 262 in the AM peak and 198% or 125 pcus to 188 pcus in the PM peak.
- The new surveys against the Jubb November 2014 surveys showed total at the Imberhorne junction traffic queues MQ's surge a further 29% 76 pcus in the AM to 338 from 262 and in the PM rising 32 pcus or 17% to 220 from 188. Again  
on the A22 London Road South AM arm, queue lengths, daily averages across the survey period, were above 900m reaching 1.3km from 1 km in November 2014.

- Compared to Atkins 3 November 2011 surveys Imberhorne total junctions MQ's are now AM 5.4 time higher and in the PM 3.5 times higher.  
As stated above A22 London Road South AM continues severely congested as MQ increases 726% 8.2 times higher than November 2011.
- At A22 London Road/Lingfield Rd Junction in the AM maximum queues [MQ] persisted at 160 pcus similar to November 2014, with daily average queue lengths across the survey period around 700m reaching 1.3km.  
PM is shorter with 136 pcus against the 167 pcu MQ, recorded in November 2014 with the new surveys daily average queue length of 689m reaching 1km.

In comparison to Atkins 3 November 2011 surveys the A22 London Road North arm AM and PM queues now are 58% and 25% respectively above and within 5% of the 2021 Do Nothing 2021 Predictions.

- 2.6 The 3 tiers meeting of 18th July 2012 reviewed the Atkins 3 May 2012 report [traffic surveys 1 day 1 November 2011] with Mr C Owen WSCC presenting the reports highlights and findings. Specific comments made regarding the report were:

*' The Felbridge, Imberhorne Lane, Lingfield Road and Moat Road Junctions are at capacity or close to capacity already. Based on theoretical capacities the report indicates that of the 12 junctions approaches 5 are over, 2 are close to capacity and 5 are acceptable traffic flow at peak times. The roads are already severe and additional development or growth will make it more so. Yes congestion is already severe in several junctions '.*

The New 6 day survey shows that since the 2012 meeting that currently Felbridge Junction peak hour total junction arms MQ's AM PM have increased 380% and is 4.8 times higher and 306% to 4.1 times higher respectively.

Imberhorne Junction peak hour total junction arms MQ's AM and PM have increased by 437% 5.4 times higher and 249% and 3.5 times higher respectively.

Lingfield junction peak hour A22 London Rd North arm MQ AM and PM have increased 58% 1.58 times higher and 25%, 1.25 times higher.

- 2.7 In comparing the new 6 day survey average results against Atkins 3 Report page 15, 16 Tables 3.3.1 Felbridge junction, Table 3.3.2 Imberhorne junction and 3.3.3 Lingfield junction A22 London Rd North November 2011 Queue lengths and Degree Of Saturation (DOS – 100% Theoretical Capacity) it is found ALL Junctions are Operating OVER 100% Degree of Saturation and above Theoretical Capacity.

- 2.8 In addition to the above the increased traffic due to approved, committed housing still to be built/occupied, when it comes on stream will impact materially further on the EG Highway Network conditions in the short term.

The Draft MSDC Local Plan February 2015 appendix 1 point 1, table 1 page 3 identifies 'sites within the planning process ' in East Grinstead as 606\* units (524\* to be built within 5 years) together with traffic from Copthorne Village West is likely to increase total traffic Junction inflow on each of the A22 Key junction by 8-10%.

Ref, The Jubb Report January 2015 EG and Surrounds November 2014 Survey and Review of Traffic Conditions Headline V2 Summary submitted as representations to the November 2014 Consultation MSDC Draft Plan 2014-2031 Section 5 Table 1 page 11

- 2.9 The above is in the background where Since April 2011 Atkins 3 proposed EG housing level of Atkins 3 'Do Something' [DS] of 955 approved committed dwellings, has already been surpassed by present approvals/commitments. Deemed the maximum housing limit when DS infrastructure improvements have been implemented.  
Only approximately 50% of the Atkins 3 'DS' has been built which has resulted in the present Overstretched/Severe EG highway network.

### 3.0 CONCLUSIONS

3.1 Jubb has carried out it is believed, the most comprehensive survey's ever of the East Grinstead Traffic Network and the A22, 8 days over three separate weeks and 2 periods four months apart: 2 days in November 2014 and, 6 days over two weeks in late February/early March 2015.

The surveyed maximum queue lengths were recorded from in car video data across each period.

Atkins 3 2012 Report significantly underestimates the serious nature of traffic congestion and delay in and around East Grinstead. The conclusions of the Atkins 3 study should be seriously reconsidered.

3.2 Ample and extensive evidence now exists to adopt the Jubb reports as the benchmark evidence as to present condition of the EG Highway Network.

- Defining accurately the limitations imposed by the key EG highway network constraint in the present draft EGNP, also the determination of site allocations.
- To assist in enabling a comprehensive study to be carried out and an effective forward development plan to be established of the whole EG and Surrounds highway network.
- Assessing in the absence of site allocations, the impact on the traffic network of individual major housing /commercial development proposals and also at the same time the impact of cumulative planned housing and commercial building programme over a defined period of time.

3.3 The 'Severe' Congestion experienced during the Jubb November 2014 Survey has materially deteriorated significantly increased further over four months ALL Junctions are Operating OVER 100% Degree of Saturation and Theoretical Capacity.

The adverse changes to queuing at the A22 Junctions of Felbridge and Imberhorne since November 2014 are pronounced.

- Felbridge Junction has increase MQ AM 137% 136 pcus from 99 to 235 and PM 155% from 86 pcus to 220 rising 134 pcus as ALL arms experienced increased queues. In addition  
The A264 Copthorne Rd arm the main contributor daily averages AM and PM were around 700m queues across the survey period reaching 1.1-1.4km on a number of occasions.

These new survey total junction arm queue lengths established that Felbridge MQ's are NOW 4.8 times in the AM i.e. 235 pcus and 4.1 times or 219 pcus in the PM MORE than the Atkins 3 November 2011 survey of 49 pcus and 54 pcus respectively and approximately 3 times higher than the Atkins 3 2021 Predictions MQ levels 6 years earlier than predicted.



3.3 cont.

- Imberhorne Junction showed total arm traffic queues MQ surge AM a further 29% 76 pcus to 338 from 262 and PM increasing 32 pcus 17% to 220 from 188. Again on the A22 London Road South AM arm, queue lengths, daily averages across the survey period, were above 900m reaching 1.3km from 1 km in November 2014.

Compared to Atkins 3 November 2011 surveys Imberhorne total junctions MQ's are now AM 5.4 time higher and in the PM 3.5 times higher.

As stated above A22 London Road South AM continues severely congested as MQ increases 726% 8.2 times higher than November 2011.

3.4 The EG Highway Network and the A22 Junctions will continue to deteriorate further, as approved committed housing is built/occupied and additional vehicles travel on to the network. (MSDC February 2015 EG 606 dwellings plus Copthorne Village West) Atkins 3 Do Minimum [DM] or Do Something [DS] proposed junction improvement investments if implemented are inadequate and ineffective to change the SEVERE traffic conditions.

3.5 This report reinforces and strengthens the conclusions of the Jubb November 2014 Survey and Review Report that

- East Grinstead Traffic Conditions are SEVERE and Demonstrably Unacceptable. This condition will remain so, until a thorough assessment of traffic conditions in EG and Surrounds has been undertaken, concluded and the necessary highway infrastructure improvements, supported by the required funding, have been designed and implemented as per paragraph 157 of the NPPF.
- Contrary to NPPF Paragraph 7 the approval of additional standalone piecemeal and unplanned development will further compromise the economic, social and environmental viability of the town as more people avoid the area due to traffic congestion. Any further major development in the town and around its boundaries could not therefore be considered sustainable especially in transport terms.
- Additional development related traffic i.e. from the proposed Hill Place Farm development will only exacerbate these 'severe' conditions and hence should be refused on the basis they are contrary to paragraph 32 of the NPPF, supported by the Planning Inspectors decision regarding Severe Residual Cumulative Impacts in the Planning appeal Ref APP/N2345/A12/21669598 – Land at Whittingham Road Preston. See D J Peacock Representations of Objections to Linden Homes Planning application DM/15/0429 Hill Place Farm submitted 13 March 2015.

3.5 cont.

- A comprehensive study is required of the whole EG and Surrounding Area including the development of a town wide traffic model including key routes to M23 and M25 which assesses potential improvements whilst recognising constraints. From this an EG plan can be prepared, balancing housing requirements, its location and the capability of the EG highway network to absorb the additional infrastructure demands in line with NPPF paragraph 157.

Due to the parlous state of EG highway network, during this time until the above is carried out, only further approval of housing developments for dispersed Small Housing Allocations in EG should be carefully considered as to amount and location.

**Appendix A - Summary Table of Survey Results**

**A22 Felbridge Junction AM Peak Comparison**

AM Peak	Atkins Stage 3			In Car Video Survey			JUBB (In Car Video Survey)							Feb/March 2015	
	Year 2011	Year 2021 Do Nothing	Do Something	04/11/2014	05/11/2014	Ave	24/02/2015	25/02/2015	26/02/2015	Wk 1 Average	03/03/2015	04/03/2015	05/03/2015	Wk 2 Average	6 day average
A264 Copthorne Road	30	33	9	50	39	45	182	62	70	105	132	196	193	174	140
A22 Eastbourne Rd (N)	9	10	10	13	19	16	117	15	43	58	45	64	37	49	54
A22 London Road (S)	10	28	13	35	41	38	21	63	13	32	28	63	63	52	49
Total of All Arms	49	71	32	98	99	99	320	140	126	195	205	323	293	274	235

**A22 London Road/Imberhorne Lane Junction AM Peak Comparison**

AM Peak	Atkins Stage 3			In Car Video Survey			JUBB (In Car Video Survey)							Feb/March 2015	
	Year 2011	Year 2021 Do Nothing	Do Something	04/11/2014	05/11/2014	Ave	24/02/2015	25/02/2015	26/02/2015	Wk 1 Average	03/03/2015	04/03/2015	05/03/2015	Wk 2 Average	6 day average
Imberhorne Lane	15	19	19	65	81	73	104	89	101	98	73	113	69	85	92
A22 London Rd (N)	25	27	24	16	15	16	63	19	62	48	63	63	63	63	56
A22 London Rd (S)	23	34	36	167 (appr.1000m)	180 (appr.1100m)	174 (appr.1050m)	167	218	217	201	153	166	218	179	190
Total of All Arms	63	80	79	248	276	262	334	326	380	347	289	342	350	327	337

**A22 London Road/Lingfield Road Junction AM Peak Comparison**

AM Peak	Atkins Stage 3			In Car Video Survey			JUBB (In Car Video Survey)							Feb/March 2015	
	Year 2011	Year 2021 Do Nothing	Do Something	04/11/2014	05/11/2014	Ave	24/02/2015	25/02/2015	26/02/2015	Wk 1 Average	03/03/2015	04/03/2015	05/03/2015	Wk 2 Average	6 day average
Lingfield Road	57	67	14	-	-	-	-	-	-	-	-	-	-		
A22 London Road (N)	101	149	8	167 (appr.1000m)	167 (appr.1000m)	167 (appr.1000m)	177	121	149	149	218	76	218	171	160
A22 London Road (S)	141	168	7	-	-	-	-	-	-	-	-	-	-		

\* Note: On the 24/02/2015 an accident was registered on London Road by BP Petrol Station at 9:10 am. On the AM of that day, no queues have been taken into account from that time.

**A22 Felbridge Junction PM Peak Comparison**

PM Peak	Atkins Stage 3			In Car Video Survey			JUBB (In Car Video Survey)							Wk 2 Average	6 day average
	Year 2011	Year 2021 Do Nothing	Do Something	04/11/2014	05/11/2014	Ave	24/02/2015	25/02/2015	26/02/2015	Wk 1 Average	03/03/2015	04/03/2015	05/03/2015		
A264 Copthorne Road	26	33	14	60	50	55	60	158	74	97	68	132	241	147	122
A22 Eastbourne Rd (N)	16	23	17	13	11	12	49	29	39	39	34	26	38	33	36
A22 London Road (S)	12	25	11	18	20	19	63	63	61	62	63	63	63	63	60
Total of All Arms	54	81	42	91	81	86	172	250	174	199	165	221	342	243	219

**A22 London Road/Imberhorne Lane Junction PM Peak Comparison**

PM Peak	Atkins Stage 3			In Car Video Survey			JUBB (In Car Video Survey)							Wk 2 Average	6 day average
	Year 2011	Year 2021 Do Nothing	Do Something	04/11/2014	05/11/2014	Ave	24/02/2015	25/02/2015	26/02/2015	Wk 1 Average	03/03/2015	04/03/2015	05/03/2015		
Imberhorne Lane	16	18	18	36	16	26	23	20	36	26	50	42	65	52	39
A22 London Rd (N)	27	31	23	22	13	18	63	63	16	49	63	63	63	63	56
A22 London Rd (S)	20	27	28	145 (appr. 870m)	143 (appr. 860m)	144 (appr. 865m)	50	152	67	90	193	114	174	160	125
Total of All Arms	63	76	69	203	172	188	136	235	119	163	306	219	302	275	220

**A22 London Road/Lingfield Road Junction PM Peak Comparison**

PM Peak	Atkins Stage 3			In Car Video Survey			JUBB (In Car Video Survey)							Wk 2 Average	6 day average
	Year 2011	Year 2021 Do Nothing	Do Something	04/11/2014	05/11/2014	Ave	24/02/2015	25/02/2015	26/02/2015	Wk 1 Average	03/03/2015	04/03/2015	05/03/2015		
Lingfield Road	48	52	15	-	-	-	-	-	-	-	-	-	-	-	-
A22 London Road (N)	109	142	22	200 (appr. 1200m)	127 (appr. 760m)	164 (appr. 760m)	120	131	118	128	151	108	173	144	136
A22 London Road (S)	215	232	9	-	-	-	-	-	-	-	-	-	-	-	-

\* Note: On the 24/02/2015 an accident was registered on London Road by BP Petrol Station at 9:10 am. On the AM of that day, no queues have been taken into account from that time.

**Appendix B - Detailed 6 Day Survey Results**

AM East Grinstead 'In Car video' Queuing Survey

Dates:  
From 24/2/2015 to 26/2/2015, and; from 3/3/2015 to 5/3/2015.

Time	Fulbridge Junction			Imberhorne Ln Junction		Lingfield Road	
	A264 Copthorne Rd	A22 Eastbourne Rd	A22 London Road	A22 (West)London Road	A22 (East)London Road	Imberhorne Ln	A22 (West)London Road
	Length (m)	Length (m)	Length (m)	Length (m)	Length (m)	Length (m)	Length (m)
07:02					486		
07:08					770		
07:15					925		
07:16							
07:17					827		
07:18						436	
07:25				380	705		
					831		
07:26		101					
07:28				380			
07:29					987		
07:31	437						
07:32	380						
07:33	566						
07:35					1025		
07:37			380		950	290	
07:39	409		354		1141		
07:40	849					486	
						218	
07:42						433	
07:43					880		
07:44	986						
07:45					1310		
07:46		140			754		
07:49			169		821	535	
07:50		82			818		
07:51			125				
07:52	708				1310		
07:53							374
07:54					452		
07:55						586	
07:56						241	
07:57	218					626	
07:58	378						
07:59						404	
08:00							1064
08:01	712		380				
08:03		77					
08:06					661		
08:07						608	
08:08							541
08:10						626	
08:11		185				184	
08:12		140		380			
08:13		50		380			
08:14		135					
08:15		91		380	1310		
08:17							457
							340
08:18	1092						678
	422						
08:19		563			1006		
08:21	1175						259
08:22				380			
08:23					896		
08:25						416	
08:26							723
08:27	791						
08:28						416	820
08:30							428
08:34						679	
08:35	1156						
08:36				121	1016		
08:38					1012		
08:39				84			
08:40							928
08:41						321	
08:42						502	
08:46			271			247	
08:47				84			
08:48		701	80				731
08:49		258					
08:50							385
08:51		354			1167		870
08:52				129			471
08:55							1310
08:57					993		
08:58			380				
08:59		270					
09:04					1171		
09:05							1124
09:06		379		380	1143		
09:09				74		260	
09:10							860
09:12			380		519		1310
09:13				88			941
09:15				371			
09:23					760		
09:25					917		
09:29					395		895
09:34			380				
09:59		223					
Number of Occasions	15	16	10	14	30	20	21
Average Length	685	234	290	258	916	426	739

PM **East Grinstead 'In Car video' Queuing Survey**

Dates:  
From 24/2/2015 to 26/2/2015, and; from 3/3/2015 to 5/3/2015.

Time	Felbridge Junction			Imberhorne Ln Junction		Lingfield Road Junction	
	A264 Copthorne Rd	A22 Eastbourne Rd	A22 London Road	A22 (West) London Road	A22 (East) London Road	Imberhorne Ln	A22 (West) London Road
	Length (m)	Length (m)	Length (m)	Length (m)	Length (m)	Length (m)	Length (m)
15:00	352						
15:01				278			
15:04							905
15:16						299	
15:18							636
15:20			299		804		
15:21			380				
15:25					1159		729
15:26							705
15:28	410		380		1044		667
15:29					462		720
15:30							820
15:31			75				1040
15:35			380				
15:36						198	
15:38			380				
15:41							812
15:47		88			641		
15:48						272	
15:51				87			
15:52				122			
15:53		144			683		
15:56					1018		
15:58					1162		
16:02						140	
16:05		50					
16:06			75				
16:15			110				
16:16				380			
16:17	285						
16:18	365						
16:19					515		
16:22			80				
16:31			270				
16:33					383		591
16:35						136	365
16:40		132					
16:43				380			
16:45			339				
16:46				380			
16:48		127		380			
16:50			80		328		
16:53				321			
16:56	602						
17:03						251	
17:04		150					
17:06					483		
17:07					200	100	
17:08							
17:09			122			289	
17:10				323			
17:11		140					
17:12							
17:13							
17:14					423		
17:15					433		
17:15				260	695		
17:16							
17:17				380		226	
17:18						388	
17:20	1397						
17:22	794						
17:28			380				
17:31		204					
17:32	962						
17:34		138					
17:35					300		
17:39					373		
17:43	421						
17:44		291					
17:50							648
17:54	362						
17:55	949						
17:57				380			
18:00	1447						
18:01							
18:02	442						
18:11				380			
18:12		230					311
18:13				380			
18:18	1015						
18:20		155					
18:22							658
18:23							410
18:35			380				
18:40		237					
18:55							820
Number of Occasions	14	13	15	14	18	10	17
Average Length	700	160	249	317	617	230	689



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