

Transport Statement

Land south of Furners Lane,
Henfield,
West Sussex



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|-------|----------------|----------|---------|------------|
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1 Introduction

- 1.1 This report has been prepared for Elivia Homes 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.
- 1.2 GTA Civils and Transport Ltd has been commissioned by Elivia Homes to prepare a Transport Statement in connection with the proposed development of 29 residential units on Land south of Furners Lane, Henfield, West Sussex. The total land covers approximately 3.1ha and is situated south of Furners Lane. The development mix consists of a mix of 1, 2, 3 and 4-bedroom dwellings. All units will have associated car and cycle parking spaces. The proposals also comprise a new access directly from Furners Lane to access the dwellings as well as landscaping and a reinstated footpath (FP 2548).
- 1.3 This report sets out the existing situation, reviews the proposed layout and access arrangements, including car and cycle parking provision, emergency access and servicing.
- 1.4 The report concludes there are no unacceptable highway or transport impacts and the trips generated by the development could easily be accommodated on the surrounding highway network.

The Report

- 1.3 This Transport Statement has been written to include the following scope of work:
 - Reference to relevant national and local planning and transport policies;
 - Review of the existing site and transport network;
 - Review of local accident records in the vicinity of the proposed development using Crash Maps;
 - Outline the accessibility and transport sustainability in relation to the site;
 - Review of access arrangements with relevant visibility splays;
 - Review of relevant parking standards required within the site to meet WSCC requirements, including consideration of EV parking requirements;
 - Forecast vehicle trips and multi-modal trips using the TRICS database;
 - Refuse and emergency vehicle access arrangements in relation to the site.

Policy Context

1.4 This Transport Statement is written in accordance with the following policy documents:

- 2023 National Planning Policy Framework (NPPF);
- 2014 National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2) (2007 & 2010);
- West Sussex Transport Plan (2022-2036);
- West Sussex County Council Guidance for Parking at New Developments (September 2020);
- Horsham District Planning Framework (2015);
- Henfield Neighbourhood Plan 2017-2031.

2 Policy and Guidance

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework, first published in 2012 and last revised in December 2023, sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 11:

"Plans and decisions should apply a presumption in favour of sustainable development."

For plan-making this means that:

- a) *all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) *strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

For decision-taking this means:

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 114-117:

Paragraph 114, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraph 115, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 116, "Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 117, "All developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance

2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

West Sussex Transport Plan 2022-2036

2.7 The Local Transport Plan for West Sussex was adopted in 2022, replacing the former plan that was adopted in 2011. The updated WSCC Transport Plan covers the period 2022 to 2036.

The key issues that the plan aims to address are:

- Climate Change;
- Local environmental impacts;
- Spatially variable economic performance;
- Development and regeneration pressures;
- Growing and ageing population;
- Public health and well-being;
- Access to services;
- Transport network performance issues.

2.8 The plan also details some thematic transport strategies which are explained below:

- **Active Travel Strategy** – there should be facilitation to use active travel modes. A main priority is to extend and improve the network of active travel facilities.
- **Shared Transport Strategy** – Buses, community transport and mobility solutions can facilitate a more efficient and customer focused bus network. There will be a greater attention to detail to explore new models of service delivery and identify where improvements to bus maps and services can be made.

- **Road Network Strategy** – travel behaviour is currently dominated by car travel. Mass electrification and sustainable transport modes are therefore encouraged. For the most strategically important roads, efficient improvements will be made to provide facilities for active travel and shared transport modes.

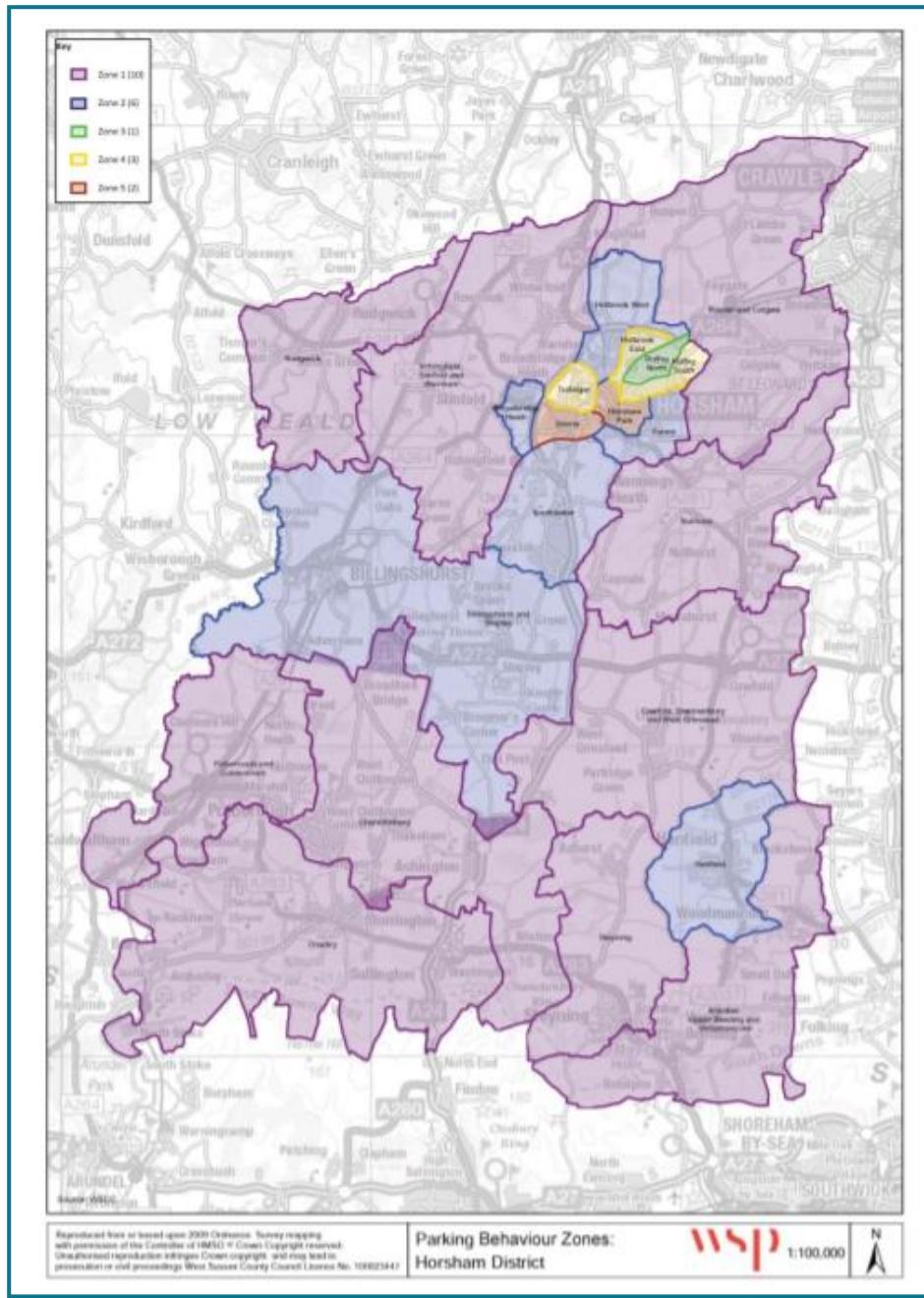
West Sussex Guidance on Parking at New Developments (2020)

2.9 This guidance has been produced in consultation with the Local Planning Authorities in West Sussex, following a review of the County Council's previous guidance. This guidance was approved by the Cabinet Member for Highways and Infrastructure for use from the 22 July 2019.

2.10 The guidance for new residential developments has accounted for TEMPro growth factors for a forecast year of 2033 to account for expected future growth in the demand for parking. The growth factors were applied to 2011 census data to provide expected levels of parking demand in 2033 for different sizes of dwelling in each Parking Behaviour Zone (PBZ).

2.11 According to Appendix A of the guidance document, see **Figure 2.1.** below, Henfield resides in in a PBZ2. Therefore, parking spaces should be provided for in accordance with the maximum provision for this zone, as seen from **Table 2.1.** extrapolated from the guidance document below.

Figure 2.1. PBZ Zones for Horsham District – including Henfield (PBZ2)



2.12 In general, the choice of PBZ should correspond to the location of the development. To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below. In order to determine whether this is acceptable, the applicant will need to provide justification through parking surveys, for example.

2.13 The expected car parking demand per dwelling in the table below should be used to calculate the number of parking spaces that should be provided in the design of new developments.

Table 2.1 – Residential Parking Demand (spaces per dwelling)

| Number of Bedrooms | Number of Habitable Rooms | PBZ1 | PBZ2 | PBZ3 | PBZ4 | PBZ5 |
|--------------------|---------------------------|------|------|------|------|------|
| 1 | 1 to 3 | 1.5 | 1.4 | 0.9 | 0.9 | 0.6 |
| 2 | 4 | 1.7 | 1.7 | 1.3 | 1.1 | 1.1 |
| 3 | 5 to 6 | 2.2 | 2.1 | 1.8 | 1.7 | 1.6 |
| 4+ | 7 or more | 2.7 | 2.7 | 2.5 | 2.2 | 2.2 |

2.14 As part of their planning application, applicants will be expected to provide a schedule of parking provision, detailing the number of allocated and unallocated spaces, including garages and EV charging facilities (active and passive). The planning application should include an explanation of how the provision of parking will meet the needs of the development including how these needs are expected to change in the future. This will be provided in the full Transport Statement.

Horsham District Planning Framework (2015)

2.15 In direct relation to this Transport Statement is Chapter 11: Infrastructure and Healthy Communities. There is a need to ensure that development provides for community facilities, services and infrastructure to meet and ensure thriving healthy communities. Specifically, the guidance states that as part of any new development proposals, provision will need to be made for access to healthcare facilities. This is especially relevant as most places currently are only accessible by private car. The rural character of the district makes transport access to essential services particularly difficult for many.

Policy 40: Sustainable Transport:

- A key transport characteristic for Horsham district is its high levels of car ownership and car use, with 48.6% of households owning 2+ cars compared to the south east average of 39.7% in the 2011 census. It is acknowledged that outside the towns, bus services in the district are often limited, and cuts in funding may further affect this in the future.
- This policy will encourage more transport choice including community transport where appropriate, a reduction in private car use and greater accessibility to more sustainable modes of transport.
- The development will be supported if it maintains and improves the existing transport system; includes opportunities for sustainable transport which reduces the need for major infrastructure and cuts emissions; is located in areas where there is a choice of modes available; minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians; develops innovative and adaptable approaches to public transport in the rural areas of the district and provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.

Policy 41: Parking

- Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.

Henfield Neighbourhood Plan 2017-2031

2.16 The plan seeks to improve the vibrant village centre as well as the rural nature of its Parish. This involves fields, hedges, woods, parish footways and bridleways.

2.17 This development proposal is referred to as a direct example in Policy section 2.3, on page 33 of the Henfield Neighbourhood Plan described as 'Land west of Backsettow, off Furners Lane, Henfield'. The plan states that the land is allocated for approximately 30 dwellings.

2.18 Paragraph 5.31 of the Neighbourhood Plan details access arrangements for the site:
"Access into the site will be provided by way of a new access road through the existing curtilage of 21 Furners Mead to the west of the site. It is already in the control of the owner of the proposed site. Detailed work is being undertaken on its suitability to accommodate the development proposed. Subject to appropriate technical issues being satisfied the site also has the potential to be served by an alternative and/or additional access from Furners Lane to the north of the site."

2.19 In direct relation to this Transport Statement is *Policy 4: Transport, Access and Car Parking*.

2.20 The rural nature of the surrounding areas means that most residents and visitors use private vehicles, which is acknowledged in the neighbourhood plan. Therefore, the plan states that adequate car parking facilities both for the public and within new developments are necessary but residents will be encouraged to use safe and pleasant pedestrian and cycle routes.

2.21 All development proposals should:

- Demonstrate safe pedestrian routes from residential and employment sites to community facilities;
- Protect the existing network of footpaths and bridleways within the village and into the surrounding countryside and ensure the continuing safe provision of accessible pedestrian routes, suitable for all users;
- Demonstrate that cycleways can help contribute towards residential/employment sites and community infrastructure;
- Ensure that all roads, cycleways and footpaths should conform to West Sussex Highway Standards;
- Ensure that there is adequate off-road car parking provided for all developments in accordance with West Sussex Parking Standards.

3 Site Location

- 3.1 The proposed development site is located south of Furners Lane, situated between Furners Mead to the west and Backsettow to the east in Henfield, West Sussex.
- 3.2 The site is located north of Henfield Bowls Club and the Daisycroft, with residential properties and Henfield village directly to the west. There is further agricultural land to the east, past Backsettow House. The site will be accessed via Furners Lane from London Road.
- 3.3 The development site area is shown below in Figure 3.1.

Figure 3.1 Site location and Site Plan of the Proposed Development



Local Highway Network

- 3.4 The site is located on agricultural land, accessed from Furners Lane via London Road (A281). Along Furners Lane, there is street lighting present and footways provided as well as several public

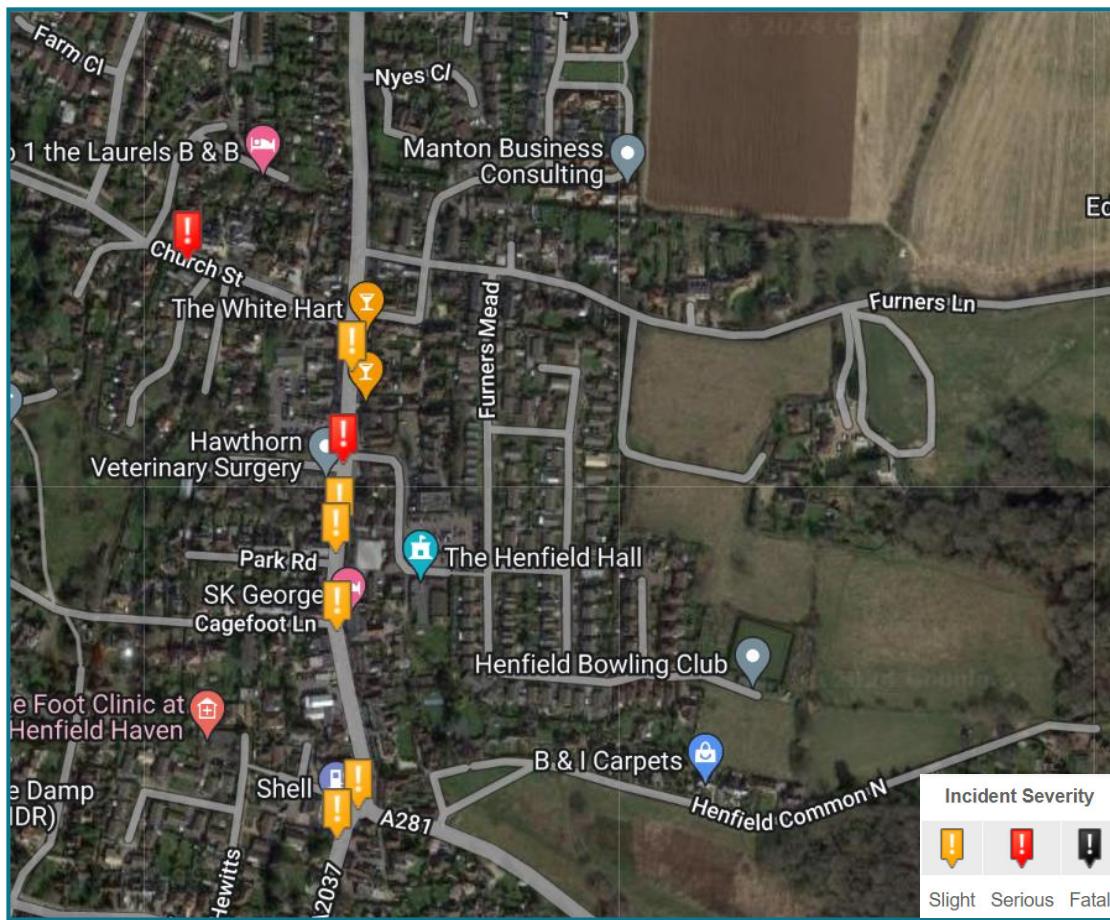
footpaths linking to the site, including FP2548 which will be utilised as pedestrian access into the site.

- 3.5 Furners Lane and surrounding residential streets such as Furners Mead are subject to speed limits of 30mph.
- 3.6 Furners Lane links directly to the A281/London Road approximately 230m west of the site. London Road/A281 is a medium-length A-road in southeast England running from Guildford in the north (Surrey) through to Horsham further south-east (West Sussex). Travelling north, the A281 provides access to neighbouring villages such as Cowfold and Crabtree, before carrying on through to Horsham.

Local Highway Incident Data

- 3.7 The local highway incident records for the A281 (London Road)/Furners Lane and surrounding residential roads have been reviewed for the last 5 years of available data from 2018-2022 using CrashMaps. CrashMap.com uses data collected by the police regarding road traffic incidents occurring on British roads where someone is injured. This data is then compiled to showcase each incident on a map. The data is approved by the National statistics Authority and reported on by the Department for Transport (DfT) each year.
- 3.8 CrashMap.com records have been examined for the A281/Furners Lane junction, which is the access road towards the development. The immediate 200 metre area surrounding the site has also been examined for any relevant incidents. The reviewed area can be seen **Figure 3.1**.

Figure 3.1 – Map of Local Highway Incident Data surrounding the site vicinity, 2018-2022



3.9 During the 5-year period of 2018-2022, there have been no recorded accidents along Furners Lane. The nearest recorded accidents have been recorded along London Road (A281) and are not associated with the development. There have not been any accidents that are associated with the junction of London Road / Furners Lane.

ATC Speed Survey Data

3.10 An Automatic Traffic Count Speed Survey (ATC) was conducted both east and west bound of the proposed access to determine speeds of vehicles at the 85th percentile travelling along Furners Lane surrounding the proposed site access. The ATC was carried out for 7 days between 06/06/23 to 12/06/23. The weather conditions for the week were mostly sunny and dry.

3.11 The average speeds at the 85th percentile for both counts is demonstrated in **Table 3.1** below. Full outputs of the speed surveys can be seen in **Appendix C**.

Table 3.1: Speed Survey Results

| | 85 th percentile speed travelling east bound (7-day survey) | 85 th percentile speed travelling west bound (7-days survey) |
|-----------------------|---|--|
| Proposed Access Point | 22mph | 20mph |

3.12 The locations of the speed surveys are shown below in Figure 3.1.

Figure 3.1 – Location of Automatic Traffic Count on Furners Lane



3.13 As the recorded speed survey results show from the 85th percentile figure, the actual speeds of vehicles travelling along Furners Lane are lower than the posted speed limit of 30mph.

3.14 In accordance with Manual for Street 1 standards, the required visibility splays based on the recorded 85th% speeds are therefore:

- 22mph – 2.4m x 25m to the east;
- 20mph – 2.4m x 28m to the west.

3.15 The visibility splay drawing, is shown in **Appendix B**, demonstrating the above visibility is achievable from the proposed access in line with the 85th% speed limit along Furners Lane.

4 Modal Choices

4.1 The site is acknowledged to be within a semi-rural location within Henfield. Nonetheless, the site is located within a short walk of the centre of Henfield which has key local services and amenities. There are key bus services available, as detailed below which provide access to Brighton and Horsham for a wider variety of services.

Bus Services

4.2 Guidance on how to make new developments bus-friendly has been published by the Chartered Institution of Highways and Transportation (CIHT), titled 'Buses in Urban Developments' published in January 2018. The guidance recommends maximum walking distances of:

- 500 metres on core bus corridors with two or more high frequency services;
- 400 metres on single high frequency routes (every 12 minutes or better);
- 300 metres on less frequent routes;
- 250 metres in town/city centres.

4.3 The nearest bus stop to the site access is located 250m west of the site location, along the A281 (London Road), within the shortest advisable walking distance. This distance is achievable for most and therefore journey by bus travel is likely to be a valid option for the residents of the proposed development. The bus stop is titled 'Furners Lane', and the journey time equates to a 4-minute walk time.

4.4 This bus stop has services operated by Compass Travel and Stagecoach buses. This stop is serviced by buses 17, 100 and 106.

4.5 The bus services are detailed below in **Table 4.1**. The services provide connections to some key destinations such as Brighton, Pyecombe, Cowfold and Horsham.

Table 4.1 - Local bus services and frequencies

| Service No. and Operator | Route | Weekday Frequency | Weekend Frequency |
|------------------------------|--|--------------------|-------------------------|
| 17 – Stagecoach South | Brighton – Patcham – Pyecombe – Henfield – Littleworth – Cowfold – Horsham | Mon-Fri, hourly | SAT: hourly SUN: N/A |
| 100 – Compass Travel | Burgess Hill – Henfield – Steyning – Storrington – Pulborough – Billingshurst – Slinfold – Horsham | Monday-Fri, hourly | SAT: hourly SUN: N/A |

| | | | |
|-----------------------------|--|---|----------------------|
| 106 – Compass Travel | Henfield – Upper Beeding – Steyning – Lancing – Worthing | Tuesdays, Wednesdays & Fridays – 1 return service | SAT: N/A SUN: N/A |
|-----------------------------|--|---|----------------------|

Rail Services

4.6 The nearest railway station is Hassocks, which is located approximately 11.7km east of the proposed development. From the development, the station is approximately a 16-minute drive. Although this is above the IHT guidelines for cycling, there are 152 car parking spaces at Hassocks station.

4.7 Services from this station are run by Southern. This station provides regular services to Brighton, London Bridge, Gatwick Airport, Bedford, Littlehampton, Hove, and Worthing. Key destinations, service frequencies and journey times are set out in **Table 4.2** below.

Table 4.2 – Train Services from Hassocks Station

| Destination | Frequency in peak hours (0800-0900 and 1700-1800) | Duration |
|-----------------|---|-----------------------|
| Brighton | 4 per hour | 12-23 minutes |
| London Bridge | 6 per hour | 51-1hr2 minutes |
| Gatwick Airport | 7 per hour | 22-28 minutes |
| Bedford | 4 per hour | 2hr10 – 2hr35 minutes |
| Littlehampton | 2 per hour | 47-49 minutes |
| Hove | 2 per hour | 11 minutes |
| Worthing | 2 per hour | 25-27 minutes |

4.8 Alternatively, bus service 17 provides access to Horsham Rail Station within an approximate 40-minute journey time. It also provides access nearby to Brighton station within 27 minutes. Bus 100 provides access to Burgess Hill station within 25 minutes.

Taxis

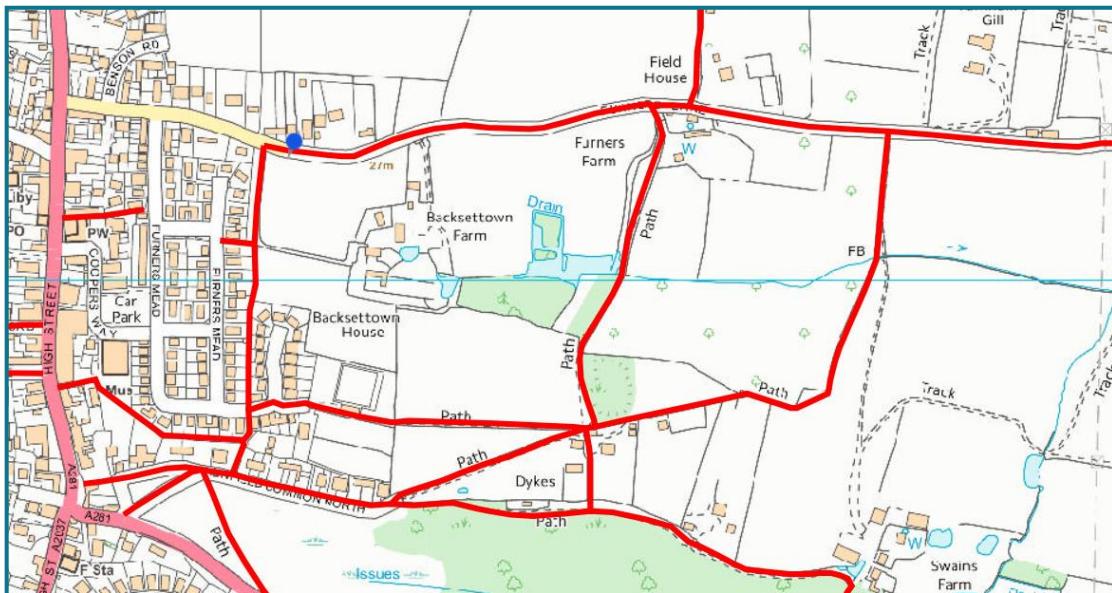
4.9 There are several taxi companies operating in the nearby area to the site. For example:

- Henfield Village Cars Ltd
- Henfield Private Hire
- David's Private Hire – Henfield

Walking and Cycling

4.10 There are a number of public footpaths that connect to the site as highlighted in the extract of the West Sussex County Council Public Right of Way map below in **Figure 4.1**. This details the public footpaths that surround the development site directly, as well as the wider area of Henfield.

Figure 4.1 – PRoW Map, showing paths within 500m of the proposed development

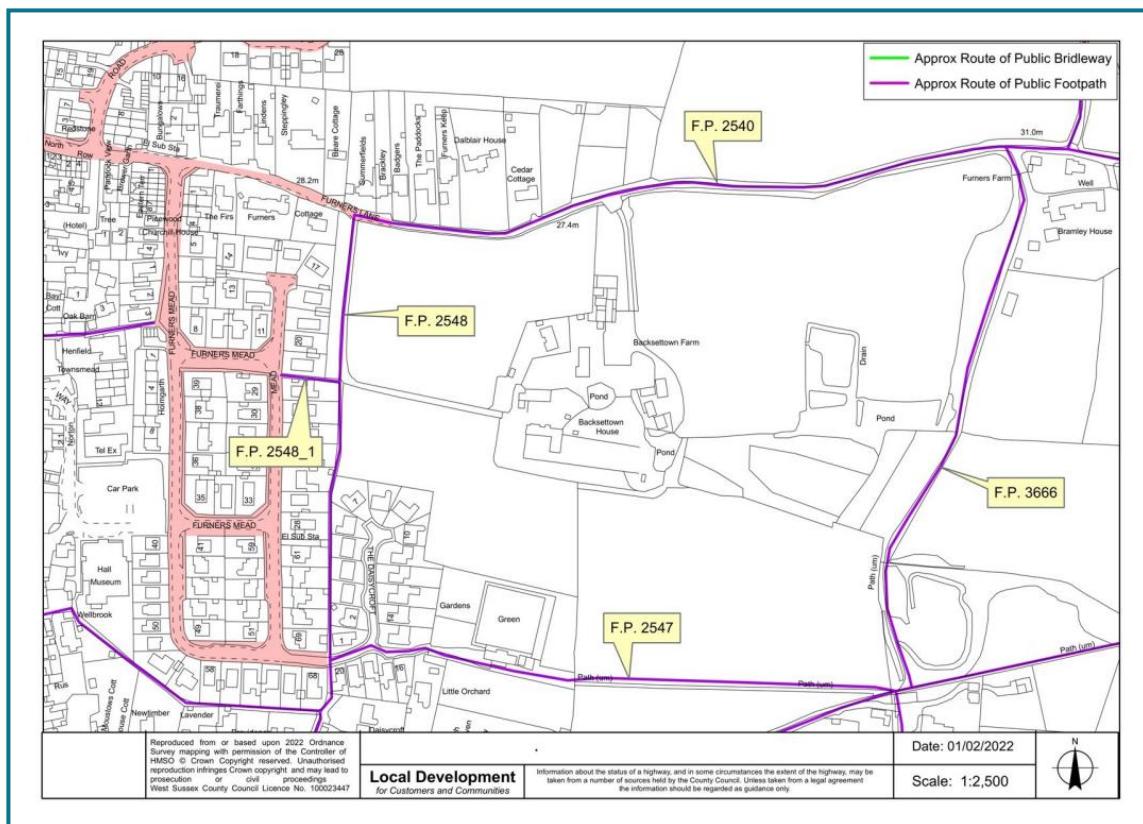


4.11 Specifically, a public footpath (FP2540) runs along the northern boundary of the site towards Furners Farm in the north. (FP2548) runs along the western boundary of the site, providing access to Furners Mead and other residential roads. These residential roads link to the high street in Henfield. FP2548 will be utilised as the main pedestrian access into the site, providing access to Furners Mead towards central Henfield. It is likely that this route will be utilised to access the centre of Henfield rather than via Furners Lane directly.

4.12 Public Footpath 2548-1 into Furners Mead will be upgraded as a result of the proposals as a vital link into Henfield for the proposed development.

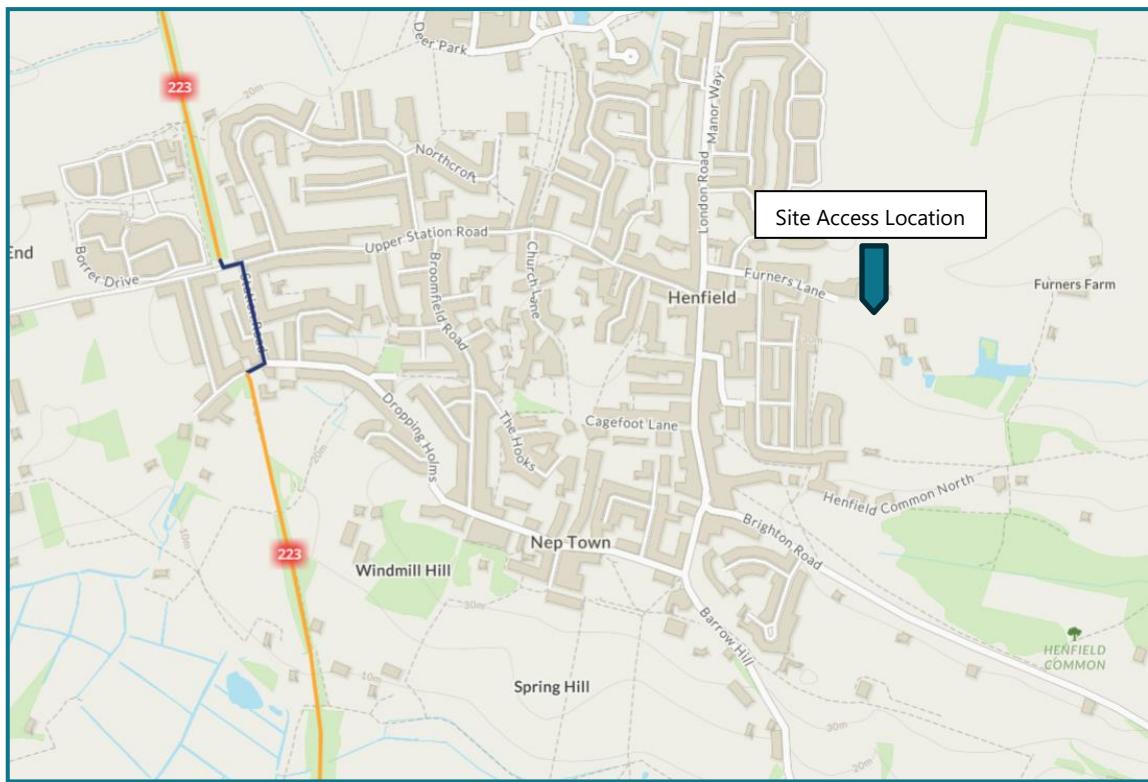
4.13 The public footpaths (FP2547) and (FP3666) run south-east and south towards the A281 and further into Henfield. Directly west along these footpaths from the proposed development site, routes are provided to Henfield village directly. The routes can be viewed in greater detail in **Figure 4.2**.

Figure 4.2 – Public footpaths surrounding the perimeter of the site



4.14 Within 1.25km of the proposed development is the National Cycle Network Route 223, also known as the Downs Link, as shown in **Figure 4.3** below. This runs adjacent to the village of Henfield, along a traffic free route towards Southwater in the north, and Shoreham-by-Sea in the south.

Figure 4.3 – National Cycle Network Route 223



4.15 This NCN Route could be used for commuting to work purposes as well as leisure purposes. Nonetheless, due to low-speed limits within the town and the low-speed limits on surrounding roads, the site is well located to be conducive to cycling.

4.16 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.17 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)
- “Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Paragraph 77).

4.18 The following maps (**Figure 4.4** and **Figure 4.5**) represent a 2km walking distance isochrone map (at IHT recommended walking time of 1.4m/s) and a 5km cycling distance isochrone map (at IHT cycling time of 15.5km/h) to demonstrate the area extent that can be accessed from the site access.

Figure 4.4 – 2km Walking Isochrone Map from Site Access

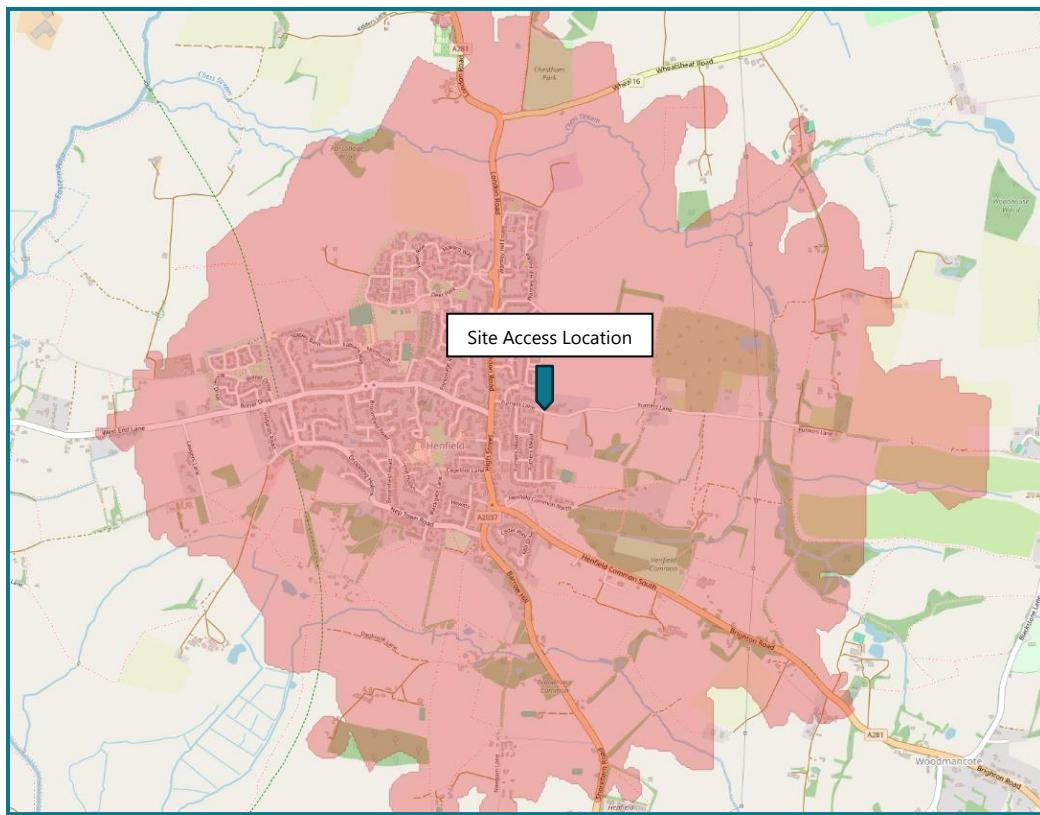
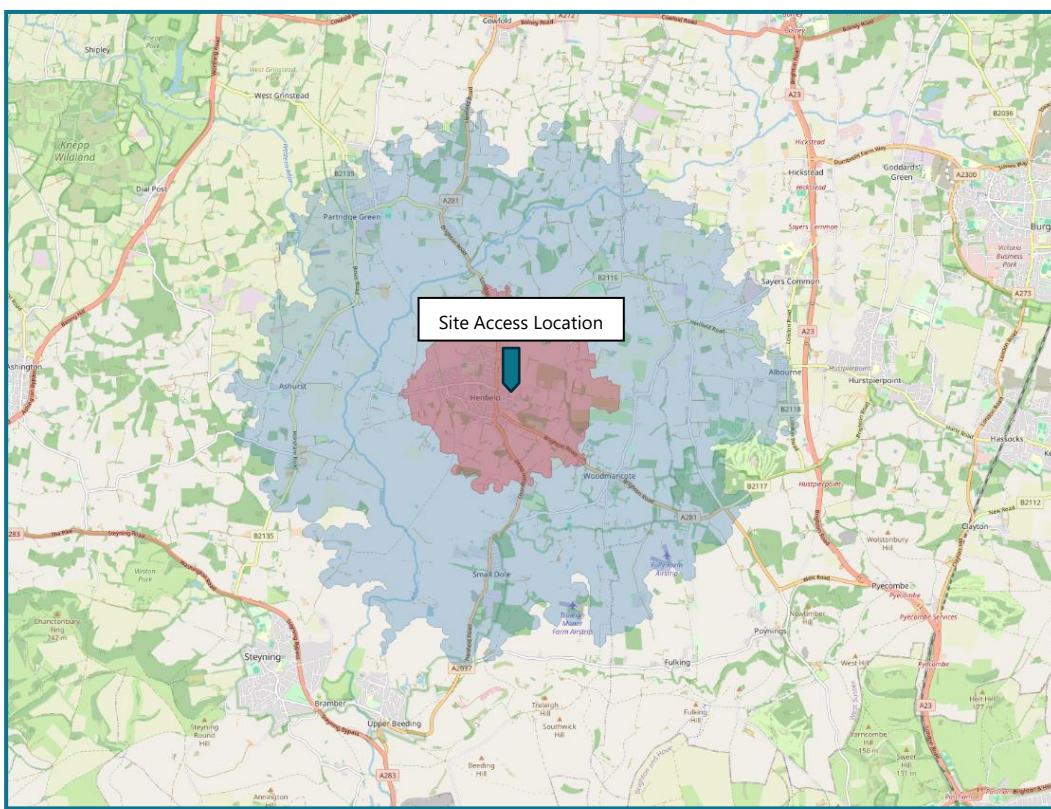


Figure 4.5 – 5km Cycling Isochrone Map from Site Access



4.19 Examples of key destinations and their proximity to the site are listed below in **Tables 4.3 – 4.6**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Table 4.3 – Schools within vicinity of the site

| Destination | Distance from Site Access | Walk/Cycle time |
|----------------------------------|---------------------------|-------------------------------|
| St Peter's C of E Primary School | 1.12km | 15-minute walk/5-minute cycle |
| Activ8 Henfield Nursery | 1.12km | 15-minute walk/5-minute cycle |
| Tinkerbells Music Group Henfield | 370m | 5-minute walk/1-minute cycle |

Table 4.4 – Shopping within vicinity of the site

| Destination | Distance from Site Access | Walk time |
|----------------------------|---------------------------|------------------------------|
| One Stop Stores Henfield | 320m | 5-minute walk/1-minute cycle |
| South Downs Butchery | 450m | 7-minute walk/2-minute cycle |
| Jeremy's Convenience Store | 480m | 7-minute walk/2-minute cycle |
| Sainsbury's Local | 485m | 7-minute walk/2-minute cycle |

Table 4.5 – Medical Facilities within vicinity of the site

| Destination | Distance from Site Access | Walk time |
|-----------------------------------|---------------------------|-----------------------------------|
| The Paddocks Healthcare Clinic | 80m | 1-minute walk/<1-minute cycle |
| Henfield Medical Centre | 800m | 11 minutes' walk/3 minutes' cycle |
| Hawthorn Veterinary Surgery | 410m | 7-minute walk/2-minute cycle |
| Mallards Dental Practice | 850m | 11 minutes' walk/3 minutes' cycle |
| Henfield Pharmacy & Travel Clinic | 505m | 8-minute walk/3-minute cycle |

Table 4.6 – Community Facilities within vicinity of the site

| Destination | Distance from Site Access | Walk time |
|---|---------------------------|-----------------------------------|
| Henfield Post Office and Amazon Counter | 350m | 5-minute walk/1-minute cycle |
| The Henfield Hall | 540m | 8-minute walk/3-minute cycle |
| Henfield Youth Club | 1.6km | 20 minutes' walk/5 minutes' cycle |
| Rothery Field, Park & Garden | 900m | 13-minute walk/4-minute cycle |

4.20 As seen from **Tables 4.3 – 4.6**, there are many amenities within walking distance from the site. Within Henfield and surrounding area, the residents of the proposed development will be able to access health and community facilities as well as shopping for essential items and some education facilities mostly within 2km of the site.

4.21 Within Henfield, there are a number of local facilities and essential services that will be accessible for the residents of the new development by foot or cycle. For services and amenities that are too far for walking, and cycling is not an option to a resident, nearby towns of Burgess Hill, Horsham and Brighton are accessible via all bus services stated above in less than a 40-minute journey time as a maximum.

5 Proposed Development

5.1 The development proposal is to construct 29 dwellings, comprised of a mixture of affordable and open market properties. The site covers a total of 3.1 hectares, with all dwellings to have associated car and cycle parking as well as landscaped areas throughout the development parcel. There will be areas for turning as well as areas of allocated green open space. Public Footpath 2548-1 into Furners Mead will be upgraded as a result of the proposals to be utilised as a key pedestrian link into Henfield.

5.2 The development mix is as follows:

- 2x 1-bedroom properties;
- 7x 2-bedroom properties;
- 11x 3-bedroom properties;
- 9x 4-bedroom properties
- Total: 29 dwellings

5.3 The site layout plan can be viewed in **Appendix A** in full, however for viewing purposes can also be seen below in **Figure 5.1**.

Figure 5.1 – Proposed Layout Plan



Proposed Access

5.4 The existing access is an agricultural gated access from Furners Lane, which is currently used by the landowners only.

5.5 Therefore, it is proposed to install a new access from Furners Lane to serve the 29 residential dwellings. This will provide direct access into the site rather than access from Furners Mead which will involve utilising several residential roads to access the site.

5.6 It is worth noting that as a result of the proposals, the existing access track serving Backsettow House & Farmstead will be stopped up to vehicles, reduced in width and retained solely as a public footpath. The new access will then also be serving the two existing properties, Backsettow House & Farmstead upon completion.

5.7 The access will be a simple priority bellmouth measuring 4.8m in width with a 2m radii on the eastern side of the access and a 6m radii on the western side of the access due to the road alignment. The width of the carriageway is wide enough for two-way vehicle movement. The junction arrangement has been designed to discourage vehicles leaving the site and turning east along Furners Lane as this section is not adopted highway. Vehicles will be encouraged to turn in from the west of Furners Lane and will be encouraged to turn out to the west of Furners Lane, continuing towards the centre of Henfield.

5.8 There will be a separate pedestrian access into the site approximately 20m to the west of the proposed access. This is currently the existing PRoW into the development parcel known as FP2548 and will be retained as part of the development proposals. This will provide access to the south of the development parcel and link to the shared surface area. This links to Public Footpath 2548-1 into Furners Mead which will be upgraded as a result of the proposals as a pedestrian link into Henfield.

5.9 Within the development parcel, the pedestrian footway links to an area of shared surface between the 29 dwellings. Manual for Streets 1, paragraph 7.2.14 states that areas of shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour. The TRICS trip rate as estimated in section 5.0 below denotes that there will be significantly less than 100 vehicles per hour within the development parcel and therefore this is deemed to be sufficient.

5.10 The access road will be wide enough in accordance with WSCC standards to accommodate for a larger refuse vehicle at 11.2m with a sufficient turning head on site. A drawing with swept path analysis for the access point as well as throughout the development parcel is included in **Appendix B**.

5.11 In accordance with the ATC Speed Survey and Manual for Street 1 standards, the required visibility splays based on the recorded 85th% speeds are as follows, see **Table 5.1** below for calculations:

- 22mph – 2.4m x 25m to the east;
- 20mph – 2.4m x 28m to the west.

Table 5.1 – Visibility Splay Requirements

| Speed (mph) | Speed (kph) | Speed (m/s) | DMRB - Desirable min. SSD (2secs reaction time + 0.25g braking force) | DMRB - Absolute min. SSD (2secs reaction time + 0.375g braking force) | MfS2 - min. SSD (1.5secs reaction time + 0.375g braking force) - applicable to buses and HGVs (see Note 4 below) | MfS1/2 - min. SSD (1.5secs reaction time + 0.45g braking force) - applicable to light vehs (see Notes 3 & 4 below) |
|----------------|----------------|-------------|---|---|--|--|
| 20.00 | 32.18 | 8.94 | 36.57 | 31.14 | 26.67 | 24.86 |
| 22.00 | 35.40 | 9.83 | 41.78 | 35.21 | 30.29 | 28.10 |

Note 1 On gradients, MfS1 suggests a 10% gradient will increase / decrease the rate of 'g' by around 0.1

Note 2 All above SSD calculations include an additional 2.4m as per MfS2 recommendation (para 10.2.5) to allow for the distance between the driver and the front of the vehicle.

Note 3 MfS1 used these values for all vehicles. MfS2 uses different values for light vehicles and buses / HGVs subject to Note 4 below.

Note 4 MfS2 states (para 10.1.8)

"As a guide, it is suggested that bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow, subject to consideration of local circumstances."

5.12 Junction visibility splays have been provided in accordance with the above visibility splay requirements with 2.4m x 28m shown to the west and 2.4m x 25m shown to the east of the proposed access in line with the actual recorded speeds along Furners Lane, see **Appendix B**.

Road Safety Audit

5.13 A Stage 1 Road Safety Audit was commissioned for the site access from Furners Lane into the development to demonstrate safety and suitability and to assess any concerns that may need to be changed or resolved. There were no issues raised within the audit that cannot be resolved. Please refer to **Appendix E** to see the RSA1 and accompanying Designers Response, with GTA Civils & Transport as supporting highway consultants for the proposal.

Servicing and Emergency Vehicle Access

5.14 Refuse and emergency vehicles will be able to enter the site from the access from Furners Lane, turn on site and exit in a forward gear. The site is set up so that refuse vehicles can enter site and access the refuse stores from the frontage of the dwellings, turn using a turning head and exit the site in a forward gear. This is demonstrated in **Appendix B**.

5.15 MfS 1 guidance for bin carry distances provides maximum distance thresholds from all properties as being 25metres for refuse collection operatives and 30metres for residents. Bin storage facilities will be conveniently located at the frontage of the properties as appropriate to ensure the carry distance requirements are met within the layout.

5.16 Therefore, the site layout meets WSCC and MfS requirements (paragraph 6.8.9).

5.17 Fire tenders will be able to get within 45m of the front door of all dwellings. This is in accordance with West Sussex County Council: Local Design Guide Supplementary Guidance for Residential Development Proposals.

Car Parking

5.18 The scheme will provide vehicle parking in accordance with West Sussex County Council's Guidance on parking at New Developments (September 2020).

5.19 Parking standards for West Sussex County Council are set out in **Figure 5.2** below showing the maximum parking standards required for dwellings in different Parking Behaviour Zones within West Sussex. The proposed development resides in a PBZ2.

Figure 5.2 – Residential Parking Standards for West Sussex

| Number of Bedrooms | Number of Habitable Rooms | PBZ1 | PBZ2 | PBZ3 | PBZ4 | PBZ5 |
|--------------------|---------------------------|------|------|------|------|------|
| 1 | 1 to 3 | 1.5 | 1.4 | 0.9 | 0.9 | 0.6 |
| 2 | 4 | 1.7 | 1.7 | 1.3 | 1.1 | 1.1 |
| 3 | 5 to 6 | 2.2 | 2.1 | 1.8 | 1.7 | 1.6 |
| 4+ | 7 or more | 2.7 | 2.7 | 2.5 | 2.2 | 2.2 |

5.20 As the development site is located within a PBZ2, this guidance will be consulted for the proposed 29 dwellings.

5.21 For the development mix, in line with WSCC guidance, the following parking requirements are:

- 2x 1-bedroom properties = 2.8 spaces
- 7x 2-bedroom properties = 11.9 spaces
- 11x 3-bedroom properties = 23.1 spaces
- 9x 4-bedroom properties = 24.3 spaces
- Visitor spaces at 0.2 per dwelling = 5.8 spaces
- Total: 62 car parking spaces (comprising 56 allocated spaces and 6 visitor spaces).

5.22 The development is providing 59 allocated parking spaces, 19 car ports/single garages and 13 visitor spaces overall which is largely in line with the WSCC parking standards.

5.23 Some larger open market dwellings have the addition of a car port. Garages have not been accounted for within the parking provision as they do not meet the WSCC guidance of 6m x 3m and will be instead used for secure and covered cycle parking for the dwellings that have adjoining garages. Units without garages will be provided with separate cycle stores within the rear garden spaces.

5.24 Visitor car parking spaces have been provided along the main spine road of the development as well as in communal parking courts and will be unallocated.

5.25 The car parking allocation for the proposed dwellings is as follows, see **Figure 5.3** below:

Figure 5.3 – Parking Provision for the Proposed Dwellings

| Plot | Type | Bedrooms | Arrangement | No. of Storeys | Car Parking | Car Parking Notes |
|---------|-------------|-----------|----------------|----------------|-------------------|--------------------------------------|
| Plot 1 | Goring | 4 + Study | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 2 | Ashcombe II | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 3 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 4 | Brambleton | 4 | Detached | 1.5 | 2 | 2 allocated spaces + single garage |
| Plot 5 | Farleigh | 2 | Detached | 1.5 | 2 | 2 allocated spaces + single garage |
| Plot 6 | Goring | 4 + Study | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 7 | Ashcombe II | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 8 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 9 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage |
| Plot 10 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage |
| Plot 11 | AFF Type 1 | 1 | Flat | 2 | 1 | Allocated space |
| Plot 12 | AFF Type 2 | 2 | Flat | 2 | 1 | Allocated space |
| Plot 13 | AFF Type 4 | 3 | Terraced | 2 | 2 | Allocated spaces |
| Plot 14 | AFF Type 3 | 2 | Terraced | 2 | 2 | Allocated spaces |
| Plot 15 | AFF Type 4 | 3 | End of Terrace | 2 | 2 | Allocated spaces |
| Plot 16 | AFF Type 4 | 3 | End of Terrace | 2 | 2 | Allocated spaces |
| Plot 17 | AFF Type 3 | 2 | Terraced | 2 | 2 | Allocated spaces |
| Plot 18 | AFF Type 4 | 3 | Terraced | 2 | 2 | Allocated spaces |
| Plot 19 | AFF Type 2 | 2 | Flat | 2 | 1 | Allocated space |
| Plot 20 | AFF Type 1 | 1 | Flat | 2 | 1 | Allocated space |
| Plot 21 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 22 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage |
| Plot 23 | Priestwood | 3 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn |
| Plot 24 | Priestwood | 3 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn |
| Plot 25 | Farleigh | 2 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn |
| Plot 26 | Farleigh | 2 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn |
| Plot 27 | Birtley | 3 | Detached | 1.5 | 3 | 2 allocated spaces + single car barn |
| Plot 28 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage |
| Plot 29 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage |
| TOTAL | | 29 | TOTAL | | 59 | |
| | | | | | 13 Visitor Spaces | |
| | | | | | 72 Spaces Total | |

5.26 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), EV charging points would be provided for all allocated parking spaces.

5.27 The car parking layout will ensure that there is no encroachment to the local highway network, as well as abiding by the Henfield Local Plan which acknowledges the need for allocated car parking spaces within the district, resultant of reliance on private vehicle use.

Cycle Parking

5.28 The proposed provision of cycle parking on site has also been designed in accordance with the West Sussex County Council's Guidance on parking at New Developments (September 2020), which accounts for minimum levels of cycle parking. Likely cycle ownership, storage and requirements for dwellings and types should be taken into consideration when allowing for cycle standards.

5.29 For residential dwellings, in line with the below cycle standards, there should be a provision for at least 1 cycle space per every 1 & 2-bedroom dwelling, with 2 spaces per 3+ bedroom dwelling, see **Figure 5.4** below.

Figure 5.4 – Residential Cycle Standards for West Sussex

| Type | Dwelling Size | Cycle Provision (per unit) |
|--------|---------------------------|---|
| Houses | Up to 4 rooms (1 & 2 bed) | 1 space |
| Houses | 5+ rooms (3+ bed) | 2 spaces |
| Houses | Multiple Occupation | 1 space |
| Flats | Up to 3 rooms (1 & 2 bed) | 0.5 space (if communal storage otherwise same as 1 & 2 bed house) |
| Flats | 4+ rooms (3+ bed) | 1 space |

5.30 As stated above, dwellings with associated garages will have internal cycle stores within the garage, providing a secure, sheltered parking area for cycles. For dwellings without a garage, a cycle shed will be provided in the rear garden as an alternative secure store.

5.31 All dwellings will have cycle storage space for 2 cycles.

6 Trip Generation

6.1 Vehicle trip generations for the development have been derived from the TRICS database. The site will be treated as privately-owned houses for a robust assessment.

6.2 The TRICS database has been examined for appropriate matches in relation to a residential development of up to 29 proposed units with the following relevant parameters being applied:

- Post 2016 surveys;
- All regions in England and Wales, excluding London;
- Weekdays only;
- Suburban Area, Edge of Town and Neighbourhood Centre location types;
- Residential Zone and Village sub-location types;
- Number of units (10-40, average of 28 units);
- Car ownership from 0.6-1.5.

6.3 The full details of the TRICS assessment can be seen in **Appendix D**.

6.4 **Table 5.1** below provides TRICS trip rate data for a privately owned dwelling, based on the site selection criteria. **Table 5.2** shows the maximum resulting number of trips for 29 privately owned houses.

Table 5.1 – C3 Residential Privately Owned Houses (1 unit) – Weekday Trip Rate

| Time Period | AM Peak (8:00 - 9:00) | | | PM Peak (17:00 - 18:00) | | | Daily (7:00 - 19:00) | | | |
|-------------------------------------|-----------------------|-------|-------|-------------------------|-------|-------|----------------------|-------|-------|-------|
| | Direction | In | Out | 2-Way | In | Out | 2-Way | In | Out | 2-Way |
| Privately Owned Houses (1 dwelling) | | 0.167 | 0.350 | 0.517 | 0.282 | 0.181 | 0.463 | 2.372 | 2.439 | 4.811 |

Table 5.2 – C3 Residential Privately Owned Houses (29 units) – Weekday Trips

| Time Period | AM Peak (8:00 - 9:00) | | | PM Peak (17:00 - 18:00) | | | Daily (7:00 - 19:00) | | | |
|---------------------------------------|-----------------------|----|-----|-------------------------|----|-----|----------------------|----|-----|-------|
| | Direction | In | Out | 2-Way | In | Out | 2-Way | In | Out | 2-Way |
| Privately Owned Houses (29 dwellings) | | 5 | 10 | 15 | 8 | 5 | 13 | 69 | 71 | 140 |

6.5 Overall, a development of 29 dwellings on the proposed development site over the course of a weekday will result in:

- 15 additional two-way vehicle trips in the morning peak hour (0800-0900);
- 13 additional two-way vehicle trips in the evening peak hour (1700-1800);
- 140 additional two-way vehicle trips per weekday.

6.6 The results from the TRICS database suggest that the proposed development will not have any material impact on the local highway network as the forecast trips are negligible and are highly unlikely to impact the surrounding local highway network.

7 Conclusions

7.1 This Transport Statement considers and summarises the existing situation, local and national transport policy and what the likely transport impact will be through a trip forecasting exercise.

7.2 The proposed development is for 29 dwellings, with associated off-street parking and landscaping at the land south of Furners Lane, Henfield, West Sussex.

7.3 The proposed development is compliant with the standards set out in Henfield Parish Council and West Sussex County Council as well as the National Planning Policy Framework and the national guidance policy document Manual for Streets.

7.4 Specifically, the proposed development is within the land allocated by the Henfield Neighbourhood Plan, as detailed in section 2.3 of the NP.

7.5 The development proposals consist of:

- The erection of 29 dwellings with associated off-street parking and landscaping;
- A newly installed access directly from Furners Lane into the development to serve the new residential dwellings. The access will be designed to be compliant with emergency and refuse vehicle access standards set by West Sussex County Council's Local Design Guide.
- Adequate visibility splays have been provided in line with the ATC recorded vehicle speeds along Furners Lane, depicting 2.4m x 28m to the west and 2.4m x 25m to the east.
- The car and cycle parking provided for the development parcel is compliant with West Sussex County Council's Guidance on Parking at New Developments document 2020 in accordance with a PBZ2 in which Henfield is located.
- The development proposal allows ensured access for emergency and refuse vehicles, as well as turning spaces to comply with MfS1 standards.
- Public Footpath 2548-1 into Furners Mead will be upgraded as a result of the proposals as a key pedestrian link into Henfield for the proposed development.

7.6 The TRICS database has been used to show that the proposed development is likely to generate a maximum of around 15 vehicle trips in the morning peak period between 0800-0900 and 13 vehicle trips in the evening peak period from 1700-1800, with an overall 140 vehicle trips per 12-hour period across the average weekday.

7.7 There will be no material impact on the operation or safety of the local highway network.

7.8 In conclusion, this Transport Statement scoping note outlines that there are no unacceptable highway or transport impacts resultant of the proposed development. Therefore, there is not considered to be a reason to refuse the planning application on transport grounds.

Appendix A

Location Plan and Development Proposals



SITE PLAN

| Accommodation Schedule | | | | | |
|---|-------------------------------------|-------------|----------|----------|--|
| Affordable Rented Dwellings [10no. - 34.5%] | | | | | |
| 2no. | 1-Bedroom M4(3) Flats | AFF Type 1 | Block | 607sqft | NK TW |
| 2no. | 2-Bedroom Flats | AFF Type 2 | Block | 716sqft | NK TW |
| 2no. | 2-Bedroom Houses | AFF Type 3 | Terraced | 874sqft | TW AK |
| 4no. | 3-Bedroom Houses | AFF Type 4 | Terraced | 1003sqft | KE |
| Open Market Dwellings [19no. - 65.5%] | | | | | |
| 3no. | 2-Bedroom w/ Study Chalet Bungalows | Fareigh | Detached | 1142sqft | NK TW |
| 5no. | 2-Bedroom Chalet Bungalows | Birley | Detached | 1231sqft | NK TW |
| 2no. | 4-Bedroom Houses | Ashcombe II | Detached | 1428sqft | TW AK |
| 2no. | 3-Bedroom w/ Study Chalet Bungalows | Priestwood | Detached | 1517sqft | KE |
| 4no. | 4-Bedroom Houses | Barnham | Detached | 1628sqft | NK KE |
| 1no. | 4-Bedroom Chalet Bungalow | Brambleton | Detached | 1727sqft | Updated Site Layout - drainage info added. |
| 2no. | 4-Bedroom w/ Study Houses | Goring | Detached | 1889sqft | NK KE |
| Total; 29 Dwellings | | | | | |
| Parking | | | | | |
| Allocated Spaces: | 59 spaces | | | | |
| Visitor Parking: | 13 spaces | | | | |
| Total Parking Spaces: | | | | | |
| 72 spaces | | | | | |

| | | | | |
|-----|----------|--|----|----|
| P11 | 19.09.24 | Updated Red line boundary. | NK | TW |
| P10 | 17.09.24 | Updated Site Layout. | NK | TW |
| P9 | 05.09.24 | Footpath on western boundary widened to 2m | TW | AK |
| P8 | 22.08.24 | Indicative planting removed. | EW | TW |
| P7 | 14.08.24 | Parking added to schedule - annotations added. | NK | KE |
| P6 | 12.08.24 | Updated Site Layout - drainage info added. | NK | KE |
| P5 | 29.07.24 | Updated Site Layout. | TW | AK |
| P4 | 22.07.24 | Updated Site Layout. | JY | AK |
| P3 | 16.07.24 | Updated Site Layout. | AK | KE |
| P2 | 30.08.23 | Updated Site Layout to Pre-App Comments | LD | AK |
| P1 | 05.07.23 | Updated to Client Comments | LD | AK |
| Rev | Date | Revision Details | Dr | Ch |

London: 76 Great Suffolk Street
London, SE1 0BL
T 0207 928 2773 E london@eceaarchitecture.com
Sussex: 64 - 68 Brighton Road, Worthing
West Sussex, BN11 2EN
T 01903 248777 E sussex@eceaarchitecture.com
Bristol: Westworks, Beacon Tower
Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@eceaarchitecture.com

ECE Architecture
www.eceaarchitecture.com

Client's Name
Elivia Homes

Job Title
Land West of Backsettown,
Furners Lane, Henfield
Drawing Title
Proposed Site Plan
Scale
1:500 @ A1 / 1:1000 @ A3
metres 10 20 30 40 50
Drawn AK Checked KE Date 02.03.23
Job No 7227 Drawing No PL-10 Rev P11
Status PRELIMINARY



ECE Architecture

T 01903 248777
 F 01903 248666
 E sussex@ecearchitecture.com
 W www.ecearchitecture.com

Furners Lane, Henfield
Schedule of Accommodation

7227-D10**17.09.2024****Rev P7**

| Plot | Type | Bedrooms | Arrangement | No. of Storeys | Car Parking | Car Parking Notes | Area [Sqm] | Area [Sqft] | Tenure | Accessibility |
|---------|-------------|-----------|----------------|----------------|-------------|--------------------------------------|------------|-------------|-----------------|---------------|
| Plot 1 | Goring | 4 + Study | Detached | 2 | 2 | 2 allocated spaces + single garage | 175.57 | 1,890 | Open Market | M4(1) |
| Plot 2 | Ashcombe II | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage | 132.68 | 1,428 | Open Market | M4(1) |
| Plot 3 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage | 151.25 | 1,628 | Open Market | M4(1) |
| Plot 4 | Brambleton | 4 | Detached | 1.5 | 2 | 2 allocated spaces + single garage | 160.50 | 1,728 | Open Market | M4(1) |
| Plot 5 | Farleigh | 2 | Detached | 1.5 | 2 | 2 allocated spaces + single garage | 106.14 | 1,142 | Open Market | M4(1) |
| Plot 6 | Goring | 4 + Study | Detached | 2 | 2 | 2 allocated spaces + single garage | 175.57 | 1,890 | Open Market | M4(1) |
| Plot 7 | Ashcombe II | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage | 132.68 | 1,428 | Open Market | M4(1) |
| Plot 8 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage | 151.25 | 1,628 | Open Market | M4(1) |
| Plot 9 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage | 114.40 | 1,231 | Open Market | M4(1) |
| Plot 10 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage | 114.40 | 1,231 | Open Market | M4(1) |
| Plot 11 | AFF Type 1 | 1 | Flat | 2 | 1 | Allocated space | 56.41 | 607 | Affordable Rent | M4(3) |
| Plot 12 | AFF Type 2 | 2 | Flat | 2 | 1 | Allocated space | 66.60 | 717 | Affordable Rent | M4(1) |
| Plot 13 | AFF Type 4 | 3 | Terraced | 2 | 2 | Allocated spaces | 93.20 | 1,003 | Affordable Rent | M4(2) |
| Plot 14 | AFF Type 3 | 2 | Terraced | 2 | 2 | Allocated spaces | 81.20 | 874 | Affordable Rent | M4(2) |
| Plot 15 | AFF Type 4 | 3 | End of Terrace | 2 | 2 | Allocated spaces | 93.20 | 1,003 | Affordable Rent | M4(2) |
| Plot 16 | AFF Type 4 | 3 | End of Terrace | 2 | 2 | Allocated spaces | 93.20 | 1,003 | Affordable Rent | M4(2) |
| Plot 17 | AFF Type 3 | 2 | Terraced | 2 | 2 | Allocated spaces | 81.20 | 874 | Affordable Rent | M4(2) |
| Plot 18 | AFF Type 4 | 3 | Terraced | 2 | 2 | Allocated spaces | 93.20 | 1,003 | Affordable Rent | M4(2) |
| Plot 19 | AFF Type 2 | 2 | Flat | 2 | 1 | Allocated space | 66.60 | 717 | Affordable Rent | M4(1) |
| Plot 20 | AFF Type 1 | 1 | Flat | 2 | 1 | Allocated space | 56.41 | 607 | Affordable Rent | M4(3) |
| Plot 21 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage | 151.25 | 1,628 | Open Market | M4(1) |
| Plot 22 | Barnham | 4 | Detached | 2 | 2 | 2 allocated spaces + single garage | 151.25 | 1,628 | Open Market | M4(1) |
| Plot 23 | Priestwood | 3 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn | 140.97 | 1,517 | Open Market | M4(1) |
| Plot 24 | Priestwood | 3 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn | 140.97 | 1,517 | Open Market | M4(1) |
| Plot 25 | Farleigh | 2 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn | 106.14 | 1,142 | Open Market | M4(1) |
| Plot 26 | Farleigh | 2 + Study | Detached | 1.5 | 3 | 2 allocated spaces + single car barn | 106.14 | 1,142 | Open Market | M4(1) |
| Plot 27 | Birtley | 3 | Detached | 1.5 | 3 | 2 allocated spaces + single car barn | 114.40 | 1,231 | Open Market | M4(1) |
| Plot 28 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage | 114.40 | 1,231 | Open Market | M4(1) |
| Plot 29 | Birtley | 3 | Detached | 1.5 | 2 | 2 allocated spaces + single garage | 114.40 | 1,231 | Open Market | M4(1) |

TOTAL 29

TOTAL 59

TOTAL 3,336

35,904

13 Visitor Spaces

72 Spaces Total

| Accessibility | | | |
|---------------|----|--|-----|
| Part M4(1) | 21 | | 72% |
| Part M4(2) | 6 | | 21% |
| Part M4(3) | 2 | | 7% |

TOTAL 29 100%

| Tenure | | | |
|-----------------|----|--|-----|
| Private | 19 | | 66% |
| Affordable Rent | 10 | | 34% |

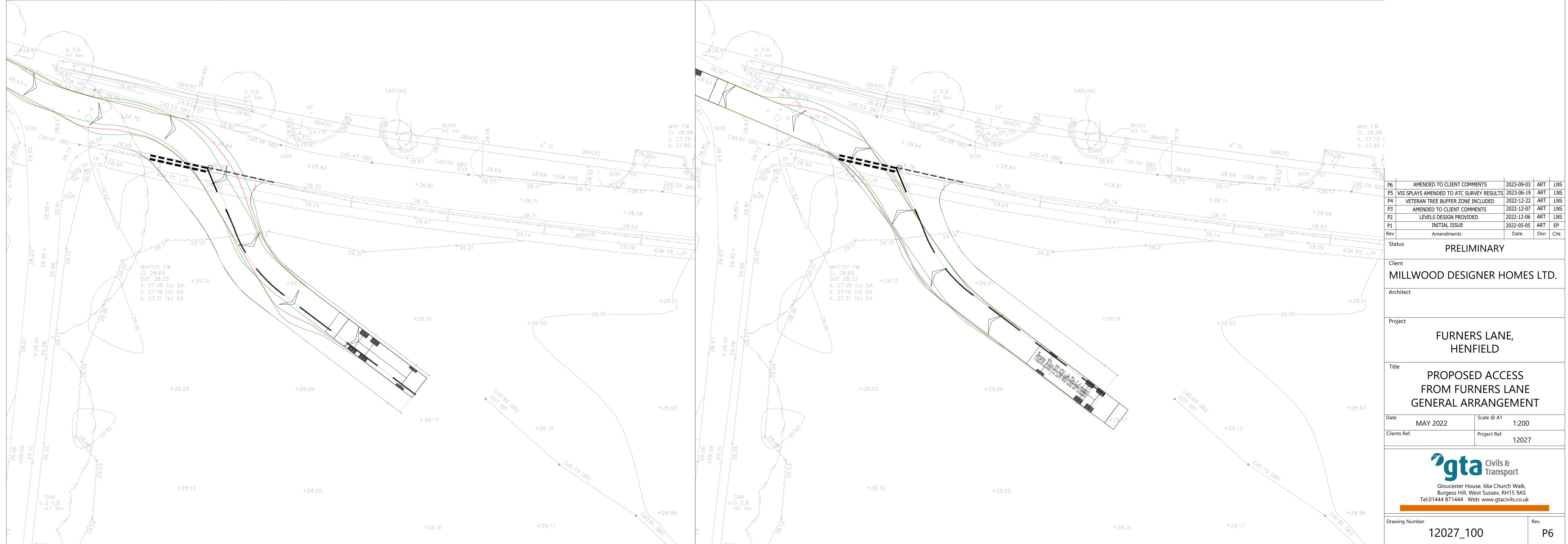
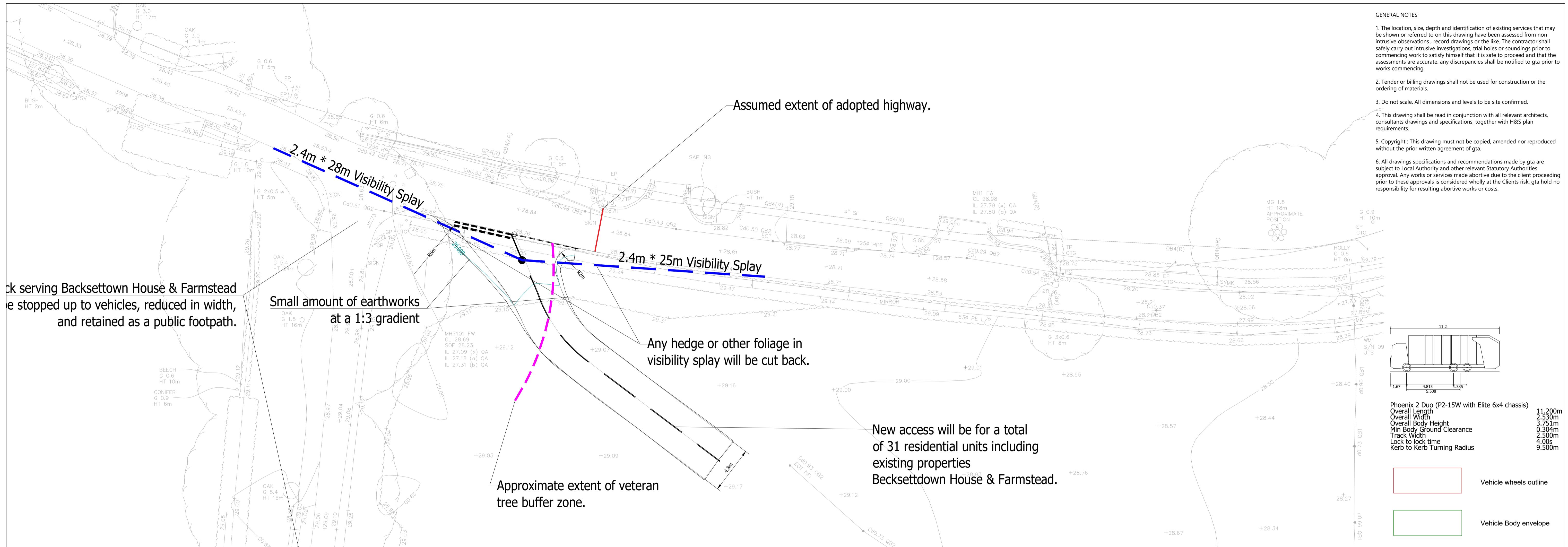
TOTAL 29 100%

| Type | | | |
|------------|---|--|-----|
| 1B | 2 | | 7% |
| 2B | 5 | | 17% |
| 2B + Study | 2 | | 7% |
| 3B | 9 | | 31% |
| 3B + Study | 2 | | 7% |
| 4B | 9 | | 31% |

TOTAL 29 100%

Appendix B

Access Drawing, Visibility Splays and Swept Path Analysis



Appendix C

ATC Speed Survey

AUTOMATIC TRAFFIC COUNT REPORT

REF: Site No: 5062301

SITE LOCATION: Furners Lane, Henfield

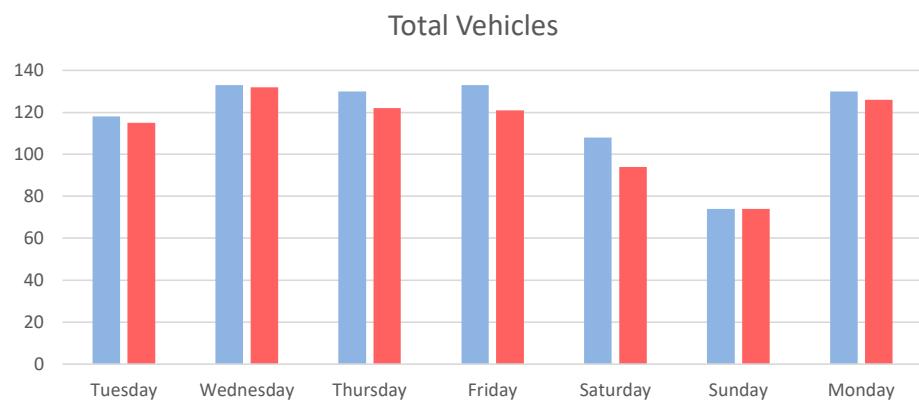
Client: GTA Civils

DATE: Tuesday 6th June - Monday 12th June 2023

Requester: Lawrence Stringer



| | Summary | Direction 1 | | | Direction 2 | | | |
|-------|-----------|----------------|--------------|--------------|----------------|--------------|--------------|----|
| | | East Bound | | West Bound | | | | |
| | | Total Vehicles | Mean Average | 85%ile Speed | Total Vehicles | Mean Average | 85%ile Speed | |
| Day 1 | Tuesday | 06/06/2023 | 118 | 20 | 23 | 115 | 17 | 20 |
| Day 2 | Wednesday | 07/06/2023 | 133 | 19 | 22 | 132 | 17 | 21 |
| Day 3 | Thursday | 08/06/2023 | 130 | 19 | 21 | 122 | 16 | 19 |
| Day 4 | Friday | 09/06/2023 | 133 | 18 | 21 | 121 | 17 | 20 |
| Day 5 | Saturday | 10/06/2023 | 108 | 18 | 21 | 94 | 17 | 20 |
| Day 6 | Sunday | 11/06/2023 | 74 | 19 | 20 | 74 | 17 | 20 |
| Day 7 | Monday | 12/06/2023 | 130 | 20 | 23 | 126 | 19 | 22 |
| | | Week Total | 826 | 19 | 22 | 784 | 17 | 20 |





Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| | | | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| Tuesday | From | To | | | | | | | | | | | | | | | | | | |
| 06/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 03:00 | 04:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 31 | 0 | 1 | 0 | 0 | 0 |
| 06/06/23 | 04:00 | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 05:00 | 06:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 23 | 0 | 1 | 0 | 0 | 0 |
| 06/06/23 | 06:00 | 07:00 | 12 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 22 | 0 | 12 | 0 | 0 | 0 |
| 06/06/23 | 07:00 | 08:00 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 19 | 0 | 6 | 0 | 0 | 0 |
| 06/06/23 | 08:00 | 09:00 | 9 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 18 | 22 | 0 | 8 | 0 | 1 | 0 |
| 06/06/23 | 09:00 | 10:00 | 7 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 20 | 0 | 7 | 0 | 0 | 0 |
| 06/06/23 | 10:00 | 11:00 | 9 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 21 | 0 | 8 | 0 | 1 | 0 |
| 06/06/23 | 11:00 | 12:00 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 20 | 21 | 0 | 4 | 0 | 0 | 0 |
| 06/06/23 | 12:00 | 13:00 | 8 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 22 | 0 | 8 | 0 | 0 | 0 |
| 06/06/23 | 13:00 | 14:00 | 9 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 0 | 7 | 0 | 2 | 0 |
| 06/06/23 | 14:00 | 15:00 | 7 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 23 | 0 | 7 | 0 | 0 | 0 |
| 06/06/23 | 15:00 | 16:00 | 14 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 21 | 0 | 13 | 1 | 0 | 0 |
| 06/06/23 | 16:00 | 17:00 | 8 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 22 | 0 | 8 | 0 | 0 | 0 |
| 06/06/23 | 17:00 | 18:00 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 20 | 0 | 8 | 0 | 0 | 0 |
| 06/06/23 | 18:00 | 19:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 24 | 0 | 3 | 0 | 0 | 0 |
| 06/06/23 | 19:00 | 20:00 | 8 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 23 | 0 | 8 | 0 | 0 | 0 |
| 06/06/23 | 20:00 | 21:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 20 | 27 | 0 | 3 | 0 | 0 | 0 |
| 06/06/23 | 21:00 | 22:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 35 | 0 | 1 | 0 | 0 | 0 |
| 06/06/23 | 22:00 | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| | 06:00-09:00 | 27 | 3 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 21 | 0 | 26 | 0 | 1 | 0 |
| | 15:00-19:00 | 33 | 1 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 22 | 0 | 32 | 1 | 0 | 0 |
| | 06:00-22:00 | 116 | 9 | 69 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 23 | 0 | 111 | 1 | 4 | 0 |
| | 00:00-24:00 | 118 | 9 | 69 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 20 | 23 | 0 | 113 | 1 | 4 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| | | | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | | |
|-----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|----|----------|-----------------|------|--------|-----------|-----|-----|
| | | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | | | | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 |
| Date | Time | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | | |
| Wednesday | | | | | | | | | | | | | | | | | | | | | | |
| 07/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 04:00 | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 05:00 | 06:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 20 | 0 | 1 | 0 | 0 | 0 | 0 |
| 07/06/23 | 06:00 | 07:00 | 13 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 22 | 26 | 0 | 13 | 0 | 0 | 0 | 0 |
| 07/06/23 | 07:00 | 08:00 | 10 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 20 | 0 | 9 | 1 | 0 | 0 | 0 |
| 07/06/23 | 08:00 | 09:00 | 11 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 17 | 23 | 1 | 10 | 0 | 0 | 0 | 0 |
| 07/06/23 | 09:00 | 10:00 | 7 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 22 | 0 | 7 | 0 | 0 | 0 | 0 |
| 07/06/23 | 10:00 | 11:00 | 10 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 20 | 0 | 9 | 0 | 1 | 0 | 0 |
| 07/06/23 | 11:00 | 12:00 | 14 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 22 | 0 | 13 | 1 | 0 | 0 | 0 |
| 07/06/23 | 12:00 | 13:00 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | 20 | 0 | 4 | 1 | 0 | 0 | 0 |
| 07/06/23 | 13:00 | 14:00 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21 | 24 | 0 | 3 | 0 | 1 | 0 | 0 |
| 07/06/23 | 14:00 | 15:00 | 7 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 20 | 24 | 0 | 7 | 0 | 0 | 0 | 0 |
| 07/06/23 | 15:00 | 16:00 | 14 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 21 | 1 | 13 | 0 | 0 | 0 | 0 |
| 07/06/23 | 16:00 | 17:00 | 12 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 22 | 1 | 10 | 1 | 0 | 0 | 0 |
| 07/06/23 | 17:00 | 18:00 | 6 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 21 | 0 | 6 | 0 | 0 | 0 | 0 |
| 07/06/23 | 18:00 | 19:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 21 | 0 | 6 | 0 | 0 | 0 | 0 |
| 07/06/23 | 19:00 | 20:00 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 18 | 0 | 4 | 0 | 0 | 0 | 0 |
| 07/06/23 | 20:00 | 21:00 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 27 | 0 | 7 | 0 | 0 | 0 | 0 |
| 07/06/23 | 21:00 | 22:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 20 | 21 | 0 | 2 | 0 | 0 | 0 | 0 |
| 07/06/23 | 22:00 | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 06:00-09:00 | 34 | 6 | 15 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 18 | 23 | 1 | 32 | 1 | 0 | 0 | 0 |
| | | 15:00-19:00 | 38 | 2 | 23 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 2 | 35 | 1 | 0 | 0 | 0 |
| | | 06:00-22:00 | 132 | 11 | 74 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 22 | 3 | 123 | 4 | 2 | 0 | 0 |
| | | 00:00-24:00 | 133 | 11 | 75 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 22 | 3 | 124 | 4 | 2 | 0 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| From | To | | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 08/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 04:00 | 05:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 21 | 0 | 1 | 0 | 0 | 0 |
| 08/06/23 | 05:00 | 06:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 22 | 0 | 2 | 0 | 0 | 0 |
| 08/06/23 | 06:00 | 07:00 | 11 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 22 | 24 | 0 | 11 | 0 | 0 | 0 |
| 08/06/23 | 07:00 | 08:00 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 19 | 0 | 4 | 0 | 0 | 0 |
| 08/06/23 | 08:00 | 09:00 | 12 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 19 | 1 | 10 | 1 | 0 | 0 |
| 08/06/23 | 09:00 | 10:00 | 6 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 22 | 21 | 0 | 6 | 0 | 0 | 0 |
| 08/06/23 | 10:00 | 11:00 | 14 | 2 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 20 | 1 | 12 | 0 | 1 | 0 |
| 08/06/23 | 11:00 | 12:00 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 16 | 0 | 4 | 0 | 1 | 0 |
| 08/06/23 | 12:00 | 13:00 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 23 | 0 | 8 | 0 | 0 | 0 |
| 08/06/23 | 13:00 | 14:00 | 14 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 20 | 0 | 14 | 0 | 0 | 0 |
| 08/06/23 | 14:00 | 15:00 | 10 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 21 | 0 | 9 | 1 | 0 | 0 |
| 08/06/23 | 15:00 | 16:00 | 11 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 21 | 0 | 10 | 0 | 1 | 0 |
| 08/06/23 | 16:00 | 17:00 | 15 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 24 | 0 | 14 | 1 | 0 | 0 |
| 08/06/23 | 17:00 | 18:00 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17 | 24 | 0 | 3 | 0 | 0 | 0 |
| 08/06/23 | 18:00 | 19:00 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 19 | 0 | 6 | 0 | 0 | 0 |
| 08/06/23 | 19:00 | 20:00 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 | 19 | 0 | 2 | 0 | 0 | 0 |
| 08/06/23 | 20:00 | 21:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 26 | 0 | 3 | 0 | 0 | 0 |
| 08/06/23 | 21:00 | 22:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 25 | 26 | 0 | 2 | 0 | 0 | 0 |
| 08/06/23 | 22:00 | 23:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 17 | 0 | 1 | 0 | 0 | 0 |
| 08/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| | 06:00-09:00 | 27 | 1 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 21 | 1 | 25 | 1 | 0 | 0 |
| | 15:00-19:00 | 35 | 4 | 15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 22 | 0 | 33 | 1 | 1 | 0 |
| | 06:00-22:00 | 126 | 9 | 75 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 2 | 118 | 3 | 3 | 0 |
| | 00:00-24:00 | 130 | 9 | 76 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 21 | 2 | 122 | 3 | 3 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Friday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 09/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 04:00 | 05:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 23 | 0 | 1 | 0 | 0 | 0 |
| 09/06/23 | 05:00 | 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 06:00 | 07:00 | 11 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21 | 24 | 0 | 11 | 0 | 0 | 0 |
| 09/06/23 | 07:00 | 08:00 | 8 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 23 | 0 | 7 | 1 | 0 | 0 |
| 09/06/23 | 08:00 | 09:00 | 8 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 20 | 1 | 6 | 0 | 1 | 0 |
| 09/06/23 | 09:00 | 10:00 | 6 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 21 | 1 | 4 | 1 | 0 | 0 |
| 09/06/23 | 10:00 | 11:00 | 8 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 19 | 0 | 6 | 1 | 1 | 0 |
| 09/06/23 | 11:00 | 12:00 | 11 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 22 | 0 | 10 | 1 | 0 | 0 |
| 09/06/23 | 12:00 | 13:00 | 8 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 7 | 0 | 1 | 0 |
| 09/06/23 | 13:00 | 14:00 | 7 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 20 | 23 | 0 | 6 | 0 | 1 | 0 |
| 09/06/23 | 14:00 | 15:00 | 15 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 21 | 0 | 14 | 0 | 1 | 0 |
| 09/06/23 | 15:00 | 16:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 22 | 0 | 6 | 0 | 0 | 0 |
| 09/06/23 | 16:00 | 17:00 | 12 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 22 | 0 | 12 | 0 | 0 | 0 |
| 09/06/23 | 17:00 | 18:00 | 14 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 0 | 14 | 0 | 0 | 0 |
| 09/06/23 | 18:00 | 19:00 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 19 | 0 | 6 | 0 | 0 | 0 |
| 09/06/23 | 19:00 | 20:00 | 5 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 27 | 0 | 5 | 0 | 0 | 0 |
| 09/06/23 | 20:00 | 21:00 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 18 | 0 | 3 | 0 | 0 | 0 |
| 09/06/23 | 21:00 | 22:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 21 | 21 | 0 | 2 | 0 | 0 | 0 |
| 09/06/23 | 22:00 | 23:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 12 | 0 | 1 | 0 | 0 | 0 |
| 09/06/23 | 23:00 | 24:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 20 | 0 | 1 | 0 | 0 | 0 |
| 09/06/23 | 06:00-09:00 | 27 | 2 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 22 | 1 | 24 | 1 | 1 | 0 |
| 09/06/23 | 15:00-19:00 | 38 | 6 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 38 | 0 | 0 | 0 |
| 09/06/23 | 06:00-22:00 | 130 | 13 | 74 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 22 | 2 | 119 | 4 | 5 | 0 |
| 09/06/23 | 00:00-24:00 | 133 | 13 | 76 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 2 | 122 | 4 | 5 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Saturday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 10/06/23 | 00:00 | 01:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 22 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 10/06/23 | 02:00 | 03:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 21 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 03:00 | 04:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 24 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 04:00 | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 10/06/23 | 05:00 | 06:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 06:00 | 07:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 2 | 0 | 0 | 0 |
| 10/06/23 | 07:00 | 08:00 | 8 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 24 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 08:00 | 09:00 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 19 | 0 | 3 | 0 | 0 | 0 |
| 10/06/23 | 09:00 | 10:00 | 12 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 12 | 0 | 0 | 0 |
| 10/06/23 | 10:00 | 11:00 | 7 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 20 | 0 | 6 | 1 | 0 | 0 |
| 10/06/23 | 11:00 | 12:00 | 6 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 24 | 0 | 6 | 0 | 0 | 0 |
| 10/06/23 | 12:00 | 13:00 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 24 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 13:00 | 14:00 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 20 | 0 | 6 | 0 | 0 | 0 |
| 10/06/23 | 14:00 | 15:00 | 8 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 20 | 23 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 15:00 | 16:00 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 16 | 0 | 6 | 0 | 0 | 0 |
| 10/06/23 | 16:00 | 17:00 | 8 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 17:00 | 18:00 | 6 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | 23 | 1 | 5 | 0 | 0 | 0 |
| 10/06/23 | 18:00 | 19:00 | 10 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 22 | 0 | 10 | 0 | 0 | 0 |
| 10/06/23 | 19:00 | 20:00 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 20 | 21 | 0 | 4 | 0 | 0 | 0 |
| 10/06/23 | 20:00 | 21:00 | 7 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 20 | 22 | 0 | 7 | 0 | 0 | 0 |
| 10/06/23 | 21:00 | 22:00 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 13 | 0 | 2 | 0 | 0 | 0 |
| 10/06/23 | 22:00 | 23:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 10/06/23 | 06:00-09:00 | 13 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 22 | 0 | 13 | 0 | 0 | 0 |
| 10/06/23 | 15:00-19:00 | 30 | 5 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 21 | 1 | 29 | 0 | 0 | 0 |
| 10/06/23 | 06:00-22:00 | 103 | 11 | 54 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 21 | 1 | 101 | 1 | 0 | 0 |
| 10/06/23 | 00:00-24:00 | 108 | 12 | 54 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 1 | 106 | 1 | 0 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Sunday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 11/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 04:00 | 05:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 26 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 05:00 | 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 06:00 | 07:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 21 | 0 | 2 | 0 | 0 | 0 |
| 11/06/23 | 07:00 | 08:00 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 24 | 0 | 4 | 0 | 0 | 0 |
| 11/06/23 | 08:00 | 09:00 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 12 | 14 | 0 | 2 | 0 | 0 | 0 |
| 11/06/23 | 09:00 | 10:00 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 18 | 0 | 5 | 0 | 0 | 0 |
| 11/06/23 | 10:00 | 11:00 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 19 | 0 | 5 | 0 | 0 | 0 |
| 11/06/23 | 11:00 | 12:00 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 20 | 20 | 0 | 3 | 0 | 0 | 0 |
| 11/06/23 | 12:00 | 13:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 25 | 0 | 3 | 0 | 0 | 0 |
| 11/06/23 | 13:00 | 14:00 | 10 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 20 | 1 | 9 | 0 | 0 | 0 |
| 11/06/23 | 14:00 | 15:00 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 22 | 0 | 5 | 0 | 0 | 0 |
| 11/06/23 | 15:00 | 16:00 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 14 | 0 | 6 | 0 | 0 | 0 |
| 11/06/23 | 16:00 | 17:00 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 19 | 0 | 4 | 0 | 0 | 0 |
| 11/06/23 | 17:00 | 18:00 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 24 | 0 | 7 | 0 | 0 | 0 |
| 11/06/23 | 18:00 | 19:00 | 10 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 20 | 21 | 0 | 10 | 0 | 0 | 0 |
| 11/06/23 | 19:00 | 20:00 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 24 | 0 | 5 | 0 | 0 | 0 |
| 11/06/23 | 20:00 | 21:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 21 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 21:00 | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 22:00 | 23:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 11 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| | 06:00-09:00 | 8 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 20 | 0 | 8 | 0 | 0 | 0 |
| | 15:00-19:00 | 27 | 1 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 20 | 0 | 27 | 0 | 0 | 0 |
| | 06:00-22:00 | 72 | 4 | 46 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 20 | 1 | 71 | 0 | 0 | 0 |
| | 00:00-24:00 | 74 | 4 | 47 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 20 | 1 | 73 | 0 | 0 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 1 East Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Monday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 12/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 04:00 | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 05:00 | 06:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 24 | 0 | 2 | 0 | 0 | 0 |
| 12/06/23 | 06:00 | 07:00 | 12 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 25 | 0 | 12 | 0 | 0 | 0 |
| 12/06/23 | 07:00 | 08:00 | 8 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 22 | 0 | 8 | 0 | 0 | 0 |
| 12/06/23 | 08:00 | 09:00 | 12 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 23 | 2 | 9 | 1 | 0 | 0 |
| 12/06/23 | 09:00 | 10:00 | 10 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17 | 24 | 1 | 9 | 0 | 0 | 0 |
| 12/06/23 | 10:00 | 11:00 | 9 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 22 | 0 | 8 | 1 | 0 | 0 |
| 12/06/23 | 11:00 | 12:00 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 17 | 0 | 6 | 0 | 0 | 0 |
| 12/06/23 | 12:00 | 13:00 | 11 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 24 | 0 | 10 | 1 | 0 | 0 |
| 12/06/23 | 13:00 | 14:00 | 9 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 22 | 26 | 0 | 9 | 0 | 0 | 0 |
| 12/06/23 | 14:00 | 15:00 | 8 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 8 | 0 | 0 | 0 |
| 12/06/23 | 15:00 | 16:00 | 12 | 1 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 20 | 1 | 10 | 1 | 0 | 0 |
| 12/06/23 | 16:00 | 17:00 | 9 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 22 | 0 | 9 | 0 | 0 | 0 |
| 12/06/23 | 17:00 | 18:00 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 | 20 | 0 | 9 | 0 | 0 | 0 |
| 12/06/23 | 18:00 | 19:00 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21 | 22 | 0 | 5 | 0 | 0 | 0 |
| 12/06/23 | 19:00 | 20:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 23 | 25 | 0 | 3 | 0 | 0 | 0 |
| 12/06/23 | 20:00 | 21:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 22 | 28 | 1 | 2 | 0 | 0 | 0 |
| 12/06/23 | 21:00 | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 22:00 | 23:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 30 | 0 | 1 | 0 | 0 | 0 |
| 12/06/23 | 23:00 | 24:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 13 | 0 | 1 | 0 | 0 | 0 |
| | 06:00-09:00 | 32 | 4 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 23 | 2 | 29 | 1 | 0 | 0 |
| | 15:00-19:00 | 35 | 1 | 24 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 21 | 1 | 33 | 1 | 0 | 0 |
| | 06:00-22:00 | 126 | 11 | 66 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 23 | 5 | 117 | 4 | 0 | 0 |
| | 00:00-24:00 | 130 | 11 | 67 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 23 | 5 | 121 | 4 | 0 | 0 |
| Total | | | 826 | 69 | 464 | 286 | 7 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 14 | 781 | 17 | 14 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| | | | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| Tuesday | From | To | | | | | | | | | | | | | | | | | | |
| 06/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 03:00 | 04:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 1 | 0 | 0 | 0 |
| 06/06/23 | 04:00 | 05:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 0 | 1 | 0 | 0 | 0 |
| 06/06/23 | 05:00 | 06:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 25 | 0 | 3 | 0 | 0 | 0 |
| 06/06/23 | 06:00 | 07:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 20 | 24 | 0 | 3 | 0 | 0 | 0 |
| 06/06/23 | 07:00 | 08:00 | 20 | 1 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 1 | 17 | 2 | 0 | 0 |
| 06/06/23 | 08:00 | 09:00 | 7 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 26 | 0 | 7 | 0 | 0 | 0 |
| 06/06/23 | 09:00 | 10:00 | 10 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 20 | 0 | 10 | 0 | 0 | 0 |
| 06/06/23 | 10:00 | 11:00 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 19 | 0 | 3 | 0 | 0 | 0 |
| 06/06/23 | 11:00 | 12:00 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 18 | 0 | 4 | 0 | 1 | 0 |
| 06/06/23 | 12:00 | 13:00 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 19 | 0 | 4 | 0 | 0 | 0 |
| 06/06/23 | 13:00 | 14:00 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 21 | 0 | 6 | 0 | 1 | 0 |
| 06/06/23 | 14:00 | 15:00 | 8 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 21 | 0 | 7 | 1 | 0 | 0 |
| 06/06/23 | 15:00 | 16:00 | 13 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 19 | 0 | 13 | 0 | 0 | 0 |
| 06/06/23 | 16:00 | 17:00 | 11 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 11 | 0 | 0 | 0 |
| 06/06/23 | 17:00 | 18:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 6 | 0 | 0 | 0 |
| 06/06/23 | 18:00 | 19:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 18 | 0 | 1 | 0 | 0 | 0 |
| 06/06/23 | 19:00 | 20:00 | 8 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 24 | 0 | 8 | 0 | 0 | 0 |
| 06/06/23 | 20:00 | 21:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 9 | 0 | 2 | 0 | 0 | 0 |
| 06/06/23 | 21:00 | 22:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 26 | 27 | 0 | 2 | 0 | 0 | 0 |
| 06/06/23 | 22:00 | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 06/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| | 06:00-09:00 | 30 | 2 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 23 | 1 | 27 | 2 | 0 | 0 |
| | 15:00-19:00 | 31 | 2 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 20 | 0 | 31 | 0 | 0 | 0 |
| | 06:00-22:00 | 110 | 9 | 78 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 1 | 104 | 3 | 2 | 0 |
| | 00:00-24:00 | 115 | 10 | 80 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 20 | 1 | 109 | 3 | 2 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| | | | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | | |
|-----------|-------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|----|-----|-----------------|------|--------|-----|-----------|-----|
| | | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | | | | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 |
| Date | Time | From | To | | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| Wednesday | | | | | | | | | | | | | | | | | | | | | | |
| 07/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 04:00 | 05:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 0 | 1 | 0 | 0 | 0 | 0 |
| 07/06/23 | 05:00 | 06:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 23 | 27 | 0 | 2 | 0 | 0 | 0 | 0 |
| 07/06/23 | 06:00 | 07:00 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 | 21 | 0 | 5 | 0 | 0 | 0 | 0 |
| 07/06/23 | 07:00 | 08:00 | 18 | 1 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 20 | 0 | 16 | 2 | 0 | 0 | 0 |
| 07/06/23 | 08:00 | 09:00 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 17 | 0 | 6 | 1 | 0 | 0 | 0 |
| 07/06/23 | 09:00 | 10:00 | 13 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 17 | 21 | 0 | 13 | 0 | 0 | 0 | 0 |
| 07/06/23 | 10:00 | 11:00 | 10 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 21 | 0 | 9 | 0 | 1 | 0 | 0 |
| 07/06/23 | 11:00 | 12:00 | 10 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 21 | 0 | 10 | 0 | 0 | 0 | 0 |
| 07/06/23 | 12:00 | 13:00 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 19 | 0 | 3 | 1 | 0 | 0 | 0 |
| 07/06/23 | 13:00 | 14:00 | 11 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16 | 19 | 0 | 10 | 1 | 0 | 0 | 0 |
| 07/06/23 | 14:00 | 15:00 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 18 | 0 | 8 | 0 | 0 | 0 | 0 |
| 07/06/23 | 15:00 | 16:00 | 13 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 13 | 0 | 0 | 0 | 0 |
| 07/06/23 | 16:00 | 17:00 | 13 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 22 | 0 | 13 | 0 | 0 | 0 | 0 |
| 07/06/23 | 17:00 | 18:00 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 14 | 16 | 0 | 3 | 0 | 0 | 0 | 0 |
| 07/06/23 | 18:00 | 19:00 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 25 | 0 | 5 | 0 | 0 | 0 | 0 |
| 07/06/23 | 19:00 | 20:00 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 22 | 0 | 3 | 0 | 0 | 0 | 0 |
| 07/06/23 | 20:00 | 21:00 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 17 | 0 | 4 | 0 | 0 | 0 | 0 |
| 07/06/23 | 21:00 | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 07/06/23 | 22:00 | 23:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 26 | 27 | 0 | 2 | 0 | 0 | 0 | 0 |
| 07/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 06:00-09:00 | 30 | 3 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 19 | 0 | 27 | 3 | 0 | 0 | 0 |
| | | 15:00-19:00 | 34 | 1 | 22 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 0 | 34 | 0 | 0 | 0 | 0 |
| | | 06:00-22:00 | 127 | 12 | 86 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 20 | 0 | 121 | 5 | 1 | 0 | 0 |
| | | 00:00-24:00 | 132 | 12 | 88 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 21 | 0 | 126 | 5 | 1 | 0 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Thursday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 08/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 01:00 | 02:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 |
| 08/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 04:00 | 05:00 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 18 | 0 | 2 | 0 | 0 | 0 |
| 08/06/23 | 05:00 | 06:00 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21 | 21 | 0 | 5 | 0 | 0 | 0 |
| 08/06/23 | 06:00 | 07:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 22 | 0 | 4 | 2 | 0 | 0 |
| 08/06/23 | 07:00 | 08:00 | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 0 | 8 | 0 | 0 | 0 |
| 08/06/23 | 08:00 | 09:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 22 | 0 | 6 | 0 | 0 | 0 |
| 08/06/23 | 09:00 | 10:00 | 8 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 19 | 0 | 7 | 1 | 0 | 0 |
| 08/06/23 | 10:00 | 11:00 | 13 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 21 | 0 | 12 | 0 | 1 | 0 |
| 08/06/23 | 11:00 | 12:00 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 20 | 0 | 6 | 0 | 0 | 0 |
| 08/06/23 | 12:00 | 13:00 | 9 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 15 | 19 | 1 | 7 | 1 | 0 | 0 |
| 08/06/23 | 13:00 | 14:00 | 9 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 23 | 0 | 9 | 0 | 0 | 0 |
| 08/06/23 | 14:00 | 15:00 | 13 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 22 | 0 | 13 | 0 | 0 | 0 |
| 08/06/23 | 15:00 | 16:00 | 13 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 18 | 0 | 12 | 1 | 0 | 0 |
| 08/06/23 | 16:00 | 17:00 | 13 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 23 | 0 | 13 | 0 | 0 | 0 |
| 08/06/23 | 17:00 | 18:00 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 12 | 0 | 4 | 0 | 0 | 0 |
| 08/06/23 | 18:00 | 19:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 18 | 24 | 0 | 3 | 0 | 0 | 0 |
| 08/06/23 | 19:00 | 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 20:00 | 21:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 2 | 0 | 0 | 0 |
| 08/06/23 | 21:00 | 22:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 13 | 0 | 1 | 0 | 0 | 0 |
| 08/06/23 | 22:00 | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| 08/06/23 | 06:00-09:00 | 20 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 21 | 0 | 18 | 2 | 0 | 0 |
| 08/06/23 | 15:00-19:00 | 33 | 1 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 19 | 0 | 32 | 1 | 0 | 0 |
| 08/06/23 | 06:00-22:00 | 114 | 6 | 79 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 20 | 1 | 107 | 5 | 1 | 0 |
| 08/06/23 | 00:00-24:00 | 122 | 7 | 83 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 19 | 1 | 115 | 5 | 1 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|--------|-----------------|-----|-----|------|-----------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Friday | From | To | | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus |
| 09/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 04:00 | 05:00 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 20 | 0 | 2 | 0 | 0 | 0 |
| 09/06/23 | 05:00 | 06:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 22 | 0 | 2 | 0 | 0 | 0 |
| 09/06/23 | 06:00 | 07:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 22 | 0 | 3 | 0 | 0 | 0 |
| 09/06/23 | 07:00 | 08:00 | 13 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 0 | 12 | 1 | 0 | 0 |
| 09/06/23 | 08:00 | 09:00 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 19 | 0 | 7 | 0 | 0 | 0 |
| 09/06/23 | 09:00 | 10:00 | 12 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 19 | 0 | 11 | 1 | 0 | 0 |
| 09/06/23 | 10:00 | 11:00 | 9 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 18 | 0 | 8 | 1 | 0 | 0 |
| 09/06/23 | 11:00 | 12:00 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 22 | 0 | 7 | 1 | 0 | 0 |
| 09/06/23 | 12:00 | 13:00 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 22 | 0 | 7 | 0 | 0 | 0 |
| 09/06/23 | 13:00 | 14:00 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 22 | 0 | 7 | 1 | 0 | 0 |
| 09/06/23 | 14:00 | 15:00 | 15 | 2 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 21 | 0 | 13 | 1 | 1 | 0 |
| 09/06/23 | 15:00 | 16:00 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 24 | 0 | 8 | 0 | 0 | 0 |
| 09/06/23 | 16:00 | 17:00 | 8 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 0 | 8 | 0 | 0 | 0 |
| 09/06/23 | 17:00 | 18:00 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 23 | 0 | 8 | 0 | 0 | 0 |
| 09/06/23 | 18:00 | 19:00 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 15 | 19 | 0 | 3 | 0 | 0 | 0 |
| 09/06/23 | 19:00 | 20:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 8 | 0 | 2 | 0 | 0 | 0 |
| 09/06/23 | 20:00 | 21:00 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 14 | 0 | 4 | 0 | 0 | 0 |
| 09/06/23 | 21:00 | 22:00 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 | 19 | 0 | 2 | 0 | 0 | 0 |
| 09/06/23 | 22:00 | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 09/06/23 | 06:00-09:00 | 23 | 4 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 20 | 0 | 22 | 1 | 0 | 0 |
| 09/06/23 | 15:00-19:00 | 27 | 2 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 22 | 0 | 27 | 0 | 0 | 0 |
| 09/06/23 | 06:00-22:00 | 117 | 13 | 83 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 0 | 110 | 6 | 1 | 0 |
| 09/06/23 | 00:00-24:00 | 121 | 13 | 85 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 20 | 0 | 114 | 6 | 1 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------|-------------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Saturday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 10/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 10/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 10/06/23 | 02:00 | 03:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | 19 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 03:00 | 04:00 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 30 | 0 | 2 | 0 | 0 | 0 |
| 10/06/23 | 04:00 | 05:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 18 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 05:00 | 06:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 22 | 0 | 2 | 0 | 0 | 0 |
| 10/06/23 | 06:00 | 07:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 18 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 07:00 | 08:00 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 | 21 | 0 | 5 | 0 | 0 | 0 |
| 10/06/23 | 08:00 | 09:00 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14 | 19 | 0 | 6 | 0 | 0 | 0 |
| 10/06/23 | 09:00 | 10:00 | 10 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 10 | 0 | 0 | 0 |
| 10/06/23 | 10:00 | 11:00 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 19 | 0 | 6 | 0 | 0 | 0 |
| 10/06/23 | 11:00 | 12:00 | 8 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 12:00 | 13:00 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 24 | 0 | 7 | 0 | 0 | 0 |
| 10/06/23 | 13:00 | 14:00 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 16 | 0 | 3 | 0 | 0 | 0 |
| 10/06/23 | 14:00 | 15:00 | 8 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 18 | 24 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 15:00 | 16:00 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 18 | 0 | 5 | 0 | 0 | 0 |
| 10/06/23 | 16:00 | 17:00 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 18 | 0 | 4 | 0 | 0 | 0 |
| 10/06/23 | 17:00 | 18:00 | 8 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 19 | 0 | 8 | 0 | 0 | 0 |
| 10/06/23 | 18:00 | 19:00 | 7 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 19 | 0 | 7 | 0 | 0 | 0 |
| 10/06/23 | 19:00 | 20:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 21 | 0 | 3 | 0 | 0 | 0 |
| 10/06/23 | 20:00 | 21:00 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 19 | 0 | 4 | 0 | 0 | 0 |
| 10/06/23 | 21:00 | 22:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 18 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 22:00 | 23:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 24 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | 23:00 | 24:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 0 | 1 | 0 | 0 | 0 |
| 10/06/23 | | 06:00-09:00 | 12 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 19 | 0 | 12 | 0 | 0 | 0 |
| 10/06/23 | | 15:00-19:00 | 24 | 5 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 19 | 0 | 24 | 0 | 0 | 0 |
| 10/06/23 | | 06:00-22:00 | 86 | 11 | 56 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 20 | 0 | 86 | 0 | 0 | 0 |
| 10/06/23 | | 00:00-24:00 | 94 | 12 | 59 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 20 | 0 | 94 | 0 | 0 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Sunday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 11/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 11/06/23 | 04:00 | 05:00 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 22 | 26 | 0 | 3 | 0 | 0 | 0 |
| 11/06/23 | 05:00 | 06:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | 19 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 06:00 | 07:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 14 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 07:00 | 08:00 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 22 | 0 | 2 | 0 | 0 | 0 |
| 11/06/23 | 08:00 | 09:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 21 | 0 | 6 | 0 | 0 | 0 |
| 11/06/23 | 09:00 | 10:00 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 18 | 0 | 7 | 0 | 0 | 0 |
| 11/06/23 | 10:00 | 11:00 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 11 | 1 | 3 | 0 | 0 | 0 |
| 11/06/23 | 11:00 | 12:00 | 8 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 8 | 0 | 0 | 0 |
| 11/06/23 | 12:00 | 13:00 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 18 | 21 | 0 | 6 | 0 | 0 | 0 |
| 11/06/23 | 13:00 | 14:00 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16 | 17 | 0 | 4 | 0 | 0 | 0 |
| 11/06/23 | 14:00 | 15:00 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 19 | 0 | 6 | 0 | 0 | 0 |
| 11/06/23 | 15:00 | 16:00 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 18 | 0 | 6 | 0 | 0 | 0 |
| 11/06/23 | 16:00 | 17:00 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 19 | 0 | 3 | 0 | 0 | 0 |
| 11/06/23 | 17:00 | 18:00 | 8 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 18 | 0 | 8 | 0 | 0 | 0 |
| 11/06/23 | 18:00 | 19:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 | 21 | 0 | 3 | 0 | 0 | 0 |
| 11/06/23 | 19:00 | 20:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 25 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 20:00 | 21:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | 19 | 0 | 1 | 0 | 0 | 0 |
| 11/06/23 | 21:00 | 22:00 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 22 | 0 | 2 | 0 | 0 | 0 |
| 11/06/23 | 22:00 | 23:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 24 | 26 | 0 | 2 | 0 | 0 | 0 |
| 11/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| | 06:00-09:00 | 9 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 19 | 0 | 9 | 0 | 0 | 0 |
| | 15:00-19:00 | 20 | 3 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 15 | 19 | 0 | 20 | 0 | 0 | 0 |
| | 06:00-22:00 | 68 | 7 | 49 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 19 | 1 | 67 | 0 | 0 | 0 |
| | 00:00-24:00 | 74 | 7 | 51 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 20 | 1 | 73 | 0 | 0 | 0 |



Site No: 5062301

Site: Furners Lane, Henfield

DIRECTION: 2 West Bound

| Date | Time | Count | Speed bins [mph] | | | | | | | | | | v15 | vm | v85 | Length bins [m] | | | | |
|----------|-------------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|------|----------|-----------------|-----|-----|-----------|------|
| | | | 1-10 | 11-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 81-90 | >90 | 15%ile | mean | 85%ile | 1.5 | 6.5 | 8.5 | 10.5 | 14.0 |
| Monday | From | To | | | | | | | | | | | | | P/C Bike | Car | MGV | HGV | Artic/Bus | |
| 12/06/23 | 00:00 | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 01:00 | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 02:00 | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 03:00 | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 04:00 | 05:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 17 | 0 | 1 | 0 | 0 | 0 |
| 12/06/23 | 05:00 | 06:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 22 | 0 | 2 | 0 | 0 | 0 |
| 12/06/23 | 06:00 | 07:00 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 19 | 0 | 7 | 0 | 0 | 0 |
| 12/06/23 | 07:00 | 08:00 | 20 | 1 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 22 | 0 | 19 | 1 | 0 | 0 |
| 12/06/23 | 08:00 | 09:00 | 9 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 20 | 1 | 8 | 0 | 0 | 0 |
| 12/06/23 | 09:00 | 10:00 | 10 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19 | 25 | 0 | 9 | 1 | 0 | 0 |
| 12/06/23 | 10:00 | 11:00 | 6 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 22 | 0 | 6 | 0 | 0 | 0 |
| 12/06/23 | 11:00 | 12:00 | 8 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 15 | 21 | 1 | 6 | 1 | 0 | 0 |
| 12/06/23 | 12:00 | 13:00 | 11 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 22 | 0 | 10 | 1 | 0 | 0 |
| 12/06/23 | 13:00 | 14:00 | 10 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 0 | 10 | 0 | 0 | 0 |
| 12/06/23 | 14:00 | 15:00 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 23 | 0 | 7 | 0 | 0 | 0 |
| 12/06/23 | 15:00 | 16:00 | 12 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 21 | 0 | 12 | 0 | 0 | 0 |
| 12/06/23 | 16:00 | 17:00 | 14 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 21 | 0 | 14 | 0 | 0 | 0 |
| 12/06/23 | 17:00 | 18:00 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 21 | 0 | 3 | 0 | 0 | 0 |
| 12/06/23 | 18:00 | 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 19:00 | 20:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 23 | 0 | 2 | 0 | 0 | 0 |
| 12/06/23 | 20:00 | 21:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 28 | 0 | 1 | 0 | 0 | 0 |
| 12/06/23 | 21:00 | 22:00 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 23 | 24 | 0 | 3 | 0 | 0 | 0 |
| 12/06/23 | 22:00 | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| 12/06/23 | 23:00 | 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | 0 | 0 | 0 | 0 | 0 |
| | 06:00-09:00 | 36 | 2 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 20 | 1 | 34 | 1 | 0 | 0 |
| | 15:00-19:00 | 29 | 2 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 21 | 0 | 29 | 0 | 0 | 0 |
| | 06:00-22:00 | 123 | 6 | 78 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 22 | 2 | 117 | 4 | 0 | 0 |
| | 00:00-24:00 | 126 | 6 | 79 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 19 | 22 | 2 | 120 | 4 | 0 | 0 |
| Total | | 784 | 67 | 525 | 191 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 20 | 5 | 751 | 23 | 5 | 0 |

Appendix D

TRICS Data Output

Calculation Reference: AUDIT-349901-240729-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | BO BEDFORD | 1 days |
| | ES EAST SUSSEX | 1 days |
| | HC HAMPSHIRE | 2 days |
| | KC KENT | 1 days |
| | MW MEDWAY | 1 days |
| | SC SURREY | 1 days |
| 03 | SOUTH WEST | |
| | DC DORSET | 1 days |
| | GS GLOUCESTERSHIRE | 1 days |
| | SD SWINDON | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| | NF NORFOLK | 3 days |
| | PB PETERBOROUGH | 1 days |
| | SF SUFFOLK | 2 days |
| 05 | EAST MIDLANDS | |
| | NT NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | ST STAFFORDSHIRE | 1 days |
| | WK WARWICKSHIRE | 1 days |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | BY BARNSLEY | 1 days |
| | NY NORTH YORKSHIRE | 1 days |
| | SE SHEFFIELD | 1 days |
| 08 | NORTH WEST | |
| | AC CHESHIRE WEST & CHESTER | 2 days |
| | GM GREATER MANCHESTER | 1 days |
| | LC LANCASHIRE | 1 days |
| 10 | WALES | |
| | VG VALE OF GLAMORGAN | 1 days |

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

Primary Filtering 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: No of Dwellings
 Actual Range: 10 to 40 (units:)
 Range Selected by User: 10 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/22

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 | 6 days |
| Tuesday | 2 days |
| Wednesday | 11 days |
| Thursday | 6 days |
| Friday | 4 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 28 days |
| Directional ATC Count | 1 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 | 12 |
| Neighbourhood Centre (PPS6 Local Centre) | 11 |

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 | 20 |
| Village | 9 |

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.

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|--------------------|
| Servicing vehicles Included | 6 days - Selected |
| Servicing vehicles Excluded | 24 days - Selected |

Secondary Filtering selection:

Use Class:
 C3 29 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|-------------------|--------|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 8 days |
| 5,001 to 10,000 | 5 days |
| 10,001 to 15,000 | 6 days |
| 15,001 to 20,000 | 4 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 2 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

| | |
|--------------------|---------|
| 5,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 5 days |
| 50,001 to 75,000 | 4 days |
| 75,001 to 100,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 12 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More | 2 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 | 10 days |
| 1.1 to 1.5 | 19 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 | 11 days |
| No | 18 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.

PTAL Rating:

| | |
|-----------------|---------|
| No PTAL Present | 29 days |
|-----------------|---------|

This data displays the number of selected surveys with PTAL Ratings.

| | | |
|-----------------------|-----|--|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|--|

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|---------------------------|----------------------------|
| 1 | AC-03-A-04 | TOWN HOUSES | CHESHIRE WEST & CHESTER |
| | LONDON ROAD | | |
| | NORTHWICH | | |
| | LEFTWICH | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 24 | |
| | <i>Survey date: THURSDAY</i> | <i>06/06/19</i> | <i>Survey Type: MANUAL</i> |
| 2 | AC-03-A-05 | SEMI-DETACHED & TERRACED | CHESHIRE WEST & CHESTER |
| | MEADOW DRIVE | | |
| | NORTHWICH | | |
| | BARNTON | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total No of Dwellings: | 40 | |
| | <i>Survey date: FRIDAY</i> | <i>30/04/21</i> | <i>Survey Type: MANUAL</i> |
| 3 | BO-03-A-01 | DETACHED HOUSES | BEDFORD |
| | CARNOUSTIE DRIVE | | |
| | BEDFORD | | |
| | GREAT DENHAM | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 30 | |
| | <i>Survey date: THURSDAY</i> | <i>15/10/20</i> | <i>Survey Type: MANUAL</i> |
| 4 | BY-03-A-01 | BUNGALOWS & DETACHED | BARNESLEY |
| | CHURCH LANE | | |
| | NEAR BARNESLEY | | |
| | WORSBROUGH | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total No of Dwellings: | 19 | |
| | <i>Survey date: WEDNESDAY</i> | <i>09/09/20</i> | <i>Survey Type: MANUAL</i> |
| 5 | CA-03-A-07 | MIXED HOUSES | CAMBRI DGEHIRE |
| | FIELD END | | |
| | NEAR ELY | | |
| | WITCHFORD | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total No of Dwellings: | 32 | |
| | <i>Survey date: THURSDAY</i> | <i>27/05/21</i> | <i>Survey Type: MANUAL</i> |
| 6 | DC-03-A-10 | MIXED HOUSES | DORSET |
| | ADDISON CLOSE | | |
| | GILLINGHAM | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 26 | |
| | <i>Survey date: WEDNESDAY</i> | <i>09/11/22</i> | <i>Survey Type: MANUAL</i> |
| 7 | ES-03-A-06 | MIXED HOUSES | EAST SUSSEX |
| | BISHOPS LANE | | |
| | RINGMER | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total No of Dwellings: | 12 | |
| | <i>Survey date: WEDNESDAY</i> | <i>16/06/21</i> | <i>Survey Type: MANUAL</i> |
| 8 | GM-03-A-11 | TERRACED & SEMI -DETACHED | GREATER MANCHESTER |
| | RUSHFORD STREET | | |
| | MANCHESTER | | |
| | LEVENSHULME | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 37 | |
| | <i>Survey date: MONDAY</i> | <i>26/09/16</i> | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | | |
|----|------------|--|--|----------|---|
| 9 | GS-03-A-02 | DETACHED HOUSES OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre) Village | Total No of Dwellings: 40 <i>Survey date: FRIDAY</i> | 23/04/21 | GLOUCESTERSHIRE |
| 10 | HC-03-A-21 | TERRACED & SEMI -DETACHED PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone | Total No of Dwellings: 39 <i>Survey date: TUESDAY</i> | 13/11/18 | <i>Survey Type: MANUAL</i> HAMPSHIRE |
| 11 | HC-03-A-22 | MIXED HOUSES BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone | Total No of Dwellings: 40 <i>Survey date: WEDNESDAY</i> | 31/10/18 | <i>Survey Type: MANUAL</i> HAMPSHIRE |
| 12 | KC-03-A-09 | MIXED HOUSES & FLATS WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone | Total No of Dwellings: 14 <i>Survey date: WEDNESDAY</i> | 09/06/21 | <i>Survey Type: MANUAL</i> KENT |
| 13 | LC-03-A-31 | DETACHED HOUSES GREENSIDE PRESTON COTTAM Edge of Town Residential Zone | Total No of Dwellings: 32 <i>Survey date: FRIDAY</i> | 17/11/17 | <i>Survey Type: MANUAL</i> LANCASHIRE |
| 14 | MW-03-A-02 | MIXED HOUSES OTTERHAM QUAY LANE RAINHAM | Total No of Dwellings: 19 <i>Survey date: MONDAY</i> | 06/06/22 | <i>Survey Type: MANUAL</i> MEDWAY |
| 15 | NF-03-A-05 | MIXED HOUSES HEATH DRIVE HOLT | Total No of Dwellings: 40 <i>Survey date: THURSDAY</i> | 19/09/19 | <i>Survey Type: MANUAL</i> NORFOLK |
| 16 | NF-03-A-10 | MIXED HOUSES & FLATS HUNSTANTON ROAD HUNSTANTON | Total No of Dwellings: 17 <i>Survey date: WEDNESDAY</i> | 12/09/18 | <i>Survey Type: MANUAL</i> NORFOLK |
| | | | | | <i>Survey Type: DIRECTIONAL ATC COUNT</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|--|---|---|
| 17 | NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> | SEMI -DETACHED 34 13/09/22 | NORFOLK <i>Survey Type: MANUAL</i> |
| 18 | NT-03-A-08 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> | DETACHED HOUSES 36 18/10/21 | NOTTINGHAMSHIRE <i>Survey Type: MANUAL</i> |
| 19 | NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> | TERRACED HOUSES 10 10/05/17 | NORTH YORKSHIRE <i>Survey Type: MANUAL</i> |
| 20 | PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> | DETACHED HOUSES 28 17/10/16 | PETERBOROUGH <i>Survey Type: MANUAL</i> |
| 21 | SC-03-A-10 GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: WEDNESDAY</i> | MIXED HOUSES 32 14/09/22 | SURREY <i>Survey Type: MANUAL</i> |
| 22 | SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i> | SEMI DETACHED 27 22/09/16 | SWINDON <i>Survey Type: MANUAL</i> |
| 23 | SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i> | DETACHED & BUNGALOWS 25 10/09/20 | SHEFFIELD <i>Survey Type: MANUAL</i> |
| 24 | SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i> | DETACHED & SEMI -DETACHED 38 22/09/17 | SUFFOLK <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|------------|---|---|
| 25 | SF-03-A-08 | MIXED HOUSES STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village | SUFFOLK |
| | | Total No of Dwellings: 34 <i>Survey date: WEDNESDAY</i> | |
| 26 | ST-03-A-08 | DETACHED HOUSES SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone | <i>Survey Type: MANUAL</i> STAFFORDSHIRE |
| | | Total No of Dwellings: 26 <i>Survey date: WEDNESDAY</i> | |
| 27 | VG-03-A-01 | SEMI-DETACHED & TERRACED ARTHUR STREET BARRY Edge of Town Residential Zone | <i>Survey Type: MANUAL</i> VALE OF GLAMORGAN |
| | | Total No of Dwellings: 12 <i>Survey date: MONDAY</i> | |
| 28 | WK-03-A-03 | DETACHED HOUSES BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone | <i>Survey Type: MANUAL</i> WARWICKSHIRE |
| | | Total No of Dwellings: 23 <i>Survey date: WEDNESDAY</i> | |
| 29 | WM-03-A-04 | TERRACED HOUSES OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone | <i>Survey Type: MANUAL</i> WEST MIDLANDS |
| | | Total No of Dwellings: 39 <i>Survey date: MONDAY</i> | <i>Survey Type: MANUAL</i> |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 29 | 28 | 0.075 | 29 | 28 | 0.272 | 29 | 28 | 0.347 |
| 08:00 - 09:00 | 29 | 28 | 0.167 | 29 | 28 | 0.350 | 29 | 28 | 0.517 |
| 09:00 - 10:00 | 29 | 28 | 0.153 | 29 | 28 | 0.195 | 29 | 28 | 0.348 |
| 10:00 - 11:00 | 29 | 28 | 0.149 | 29 | 28 | 0.183 | 29 | 28 | 0.332 |
| 11:00 - 12:00 | 29 | 28 | 0.204 | 29 | 28 | 0.171 | 29 | 28 | 0.375 |
| 12:00 - 13:00 | 29 | 28 | 0.159 | 29 | 28 | 0.176 | 29 | 28 | 0.335 |
| 13:00 - 14:00 | 29 | 28 | 0.178 | 29 | 28 | 0.176 | 29 | 28 | 0.354 |
| 14:00 - 15:00 | 29 | 28 | 0.187 | 29 | 28 | 0.212 | 29 | 28 | 0.399 |
| 15:00 - 16:00 | 29 | 28 | 0.298 | 29 | 28 | 0.219 | 29 | 28 | 0.517 |
| 16:00 - 17:00 | 29 | 28 | 0.262 | 29 | 28 | 0.167 | 29 | 28 | 0.429 |
| 17:00 - 18:00 | 29 | 28 | 0.282 | 29 | 28 | 0.181 | 29 | 28 | 0.463 |
| 18:00 - 19:00 | 29 | 28 | 0.258 | 29 | 28 | 0.137 | 29 | 28 | 0.395 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | 2.372 | | | 2.439 | | | | 4.811 |

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.

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Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 10 - 40 (units:) |
| Survey date date range: | 01/01/16 - 09/11/22 |
| Number of weekdays (Monday-Friday): | 29 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 1 |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E

Road Safety Audit

Stage 1 Road Safety Audit – Designers Response

Land south of Furners Lane,
Henfield,
West Sussex



Index

| | | |
|---|--|---|
| 1 | Introduction | 3 |
| 2 | Project Details | 4 |
| | Key Personnel | 4 |
| 3 | Road Safety Audit Decision Log | 5 |
| 4 | Design Organisation and Overseeing Organisation statements | 7 |

Schedule of Appendices

- A Access Plan
- B Stage 1 Road Safety Audit

| Issue | Issue date | Compiled | Checked | Authorised |
|-------|----------------|----------|---------|------------|
| 1 | September 2024 | EP | LNS | LNS |
| | | | | |

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Land south of Furners Lane, Henfield, West Sussex.
- 1.2 The Designer for the scheme is GTA Civils & Transport Ltd and the Client is Elivia Homes. The Overseeing Organisation is West Sussex County Council.
- 1.3 The scheme consists of the following elements:
 - A new vehicle access located adjacent to the existing site access;
 - Existing access that serves Backsettow House and Farmstead to be reduced in width, stopped up to vehicles and retained as a pedestrian access;
 - Minor earthworks associated with the new access;
 - Visibility splays of 2.4m x 28m and 2.4m x 25m;
 - Vegetation and hedges to be cut back from within proposed sightlines.
- 1.4 The Audit took place at the offices of EC Road Safety between 3rd and 11th September 2024 and comprised an examination of the information provided by the Design Organisation, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2).
- 1.5 The Audit Team visited the site together on Friday 6th September 2024 between 09.45am and 10.15am. The weather during the site visit was overcast with light rainfall. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low, and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.6 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.7 The site access drawing can be seen in **Appendix A**. The Stage 1 Road Safety Audit can be reviewed in full in **Appendix B**.

2 Project Details

Table 2.1 Project Details

| | |
|----------------------------------|---|
| Report title: | Stage 1 Road Safety Audit Response Report |
| Date: | 11 th September 2024 |
| Document reference and revision: | 12027C |
| Prepared by: | GTA Civils & Transport Ltd |
| On behalf of: | Elivia Homes |

Table 2.2 Authorisation sheet

| | |
|---------------|---|
| Project: | Land south of Furners Lane, Henfield, West Sussex |
| Report title: | Stage 1 Road Safety Audit |
| Prepared by: | |
| Name: | Eleanor Parton |
| Position: | Transport Planner |
| Signed: | [Redacted] |
| Organisation: | GTA Civils & Transport Ltd |
| Date: | 12 th September 2024 |
| Approved by: | |
| Name: | Lawrence Stringer |
| Position: | Director |
| Signed: | [Redacted] |
| Organisation: | GTA Civils & Transport Ltd |
| Date: | 12 th September 2024 |

Key Personnel

Table 2.3 Key Personnel

| | |
|--------------------------|--|
| Overseeing Organisation: | WSCC |
| RSA Team: | Paul Nevard/Vinny Rey, EC Road Safety Ltd |
| Design Organisation: | Eleanor Parton, GTA Civils & Transport Ltd |

3 Road Safety Audit Decision Log

Table 3.1 RSA1 Problems, Recommendations & Response

| Problem | Location | Description | Recommendation | Design Organisation Response | Overseeing Organisation Response | Agreed RSA Action |
|---------|-----------------|--|---|---|----------------------------------|-------------------|
| 4.1 | Proposed Access | <p>Risk of large vehicle collisions relating to reversing manoeuvres at the access – The drawing states that refuse vehicles will not be able to turn right from the access onto Furners Lane. Although the refuse collection authority may agree to their vehicles only turning left out of the access, drivers of other large vehicles may wish to turn right onto Furners Lane. In order to achieve this manoeuvre, they may pull out of the access towards the other side of the carriageway and reverse back to achieve the turn. This three-point manoeuvre will increase the risk of reversing related collisions involving vehicles or pedestrians crossing the access behind any manoeuvring HGV.</p> | <p>It is recommended that the design be modified to allow large vehicles to turn right out the access. Swept path analysis should be undertaken to demonstrate that the right turn out of the site access can be safely made by all large vehicles likely to access the site.</p> | <p>Not agreed. The access has been designed for all vehicles to turn right in / left out as the lane to the east only serves farms and a few private dwellings. Therefore, this movement will not be needed. If vehicles need to access further east of Furners Lane, it is likely that they will be travelling in that direction along Furners Lane as existing and will not be entering the proposed development.</p> | | |

| | | | | | | |
|-------|-----------------|---|--|---|--|--|
| 4.1.2 | Proposed Access | <p>Parked vehicles increase the risk of vehicle-to-vehicle collisions – It was noted on site that several vehicles currently park directly opposite the proposed access. Such vehicles are likely to restrict turning movements for vehicles accessing site, particularly larger vehicles. The parked vehicles could also interfere with the free flow of traffic increasing the risk of vehicle-to-vehicle collisions.</p> | <p>It is recommended that measures are introduced to manage on street parking at the location. Measures may include, but are not limited to, 'At any time waiting' restrictions (double yellow lines).</p> | <p>Not agreed. The parking on street along Furners Lane is intermittent and irregular, with parked cars not constantly obstructing access. Therefore, it is not considered necessary to introduce any parking restrictions. This matter can be considered at the detailed design stage and discussed with WSCC.</p> | | |
|-------|-----------------|---|--|---|--|--|

4 Design Organisation and Overseeing Organisation statements

Table 4.1 Design Organisation statement

| | |
|---|--|
| On behalf of the design organisation, I certify that: | |
| 1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the Overseeing Organisation | |
| Name: | |
| Signed: | |
| Position: | |
| Organisation: | |
| Date: | |

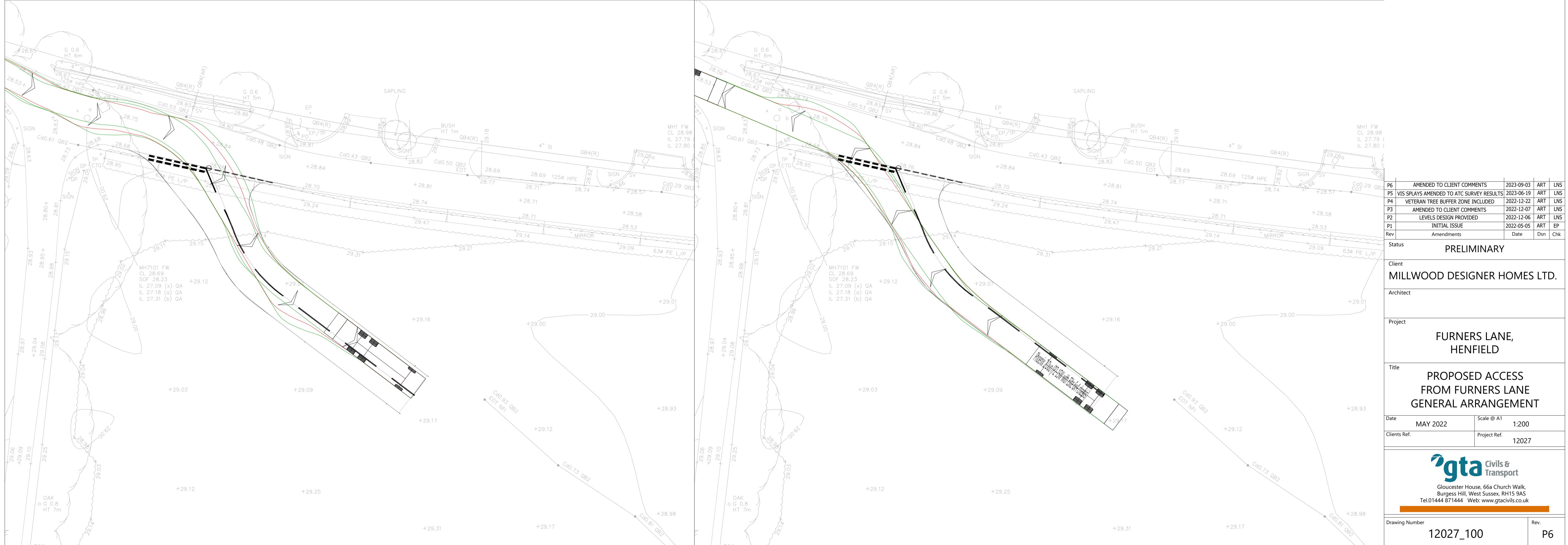
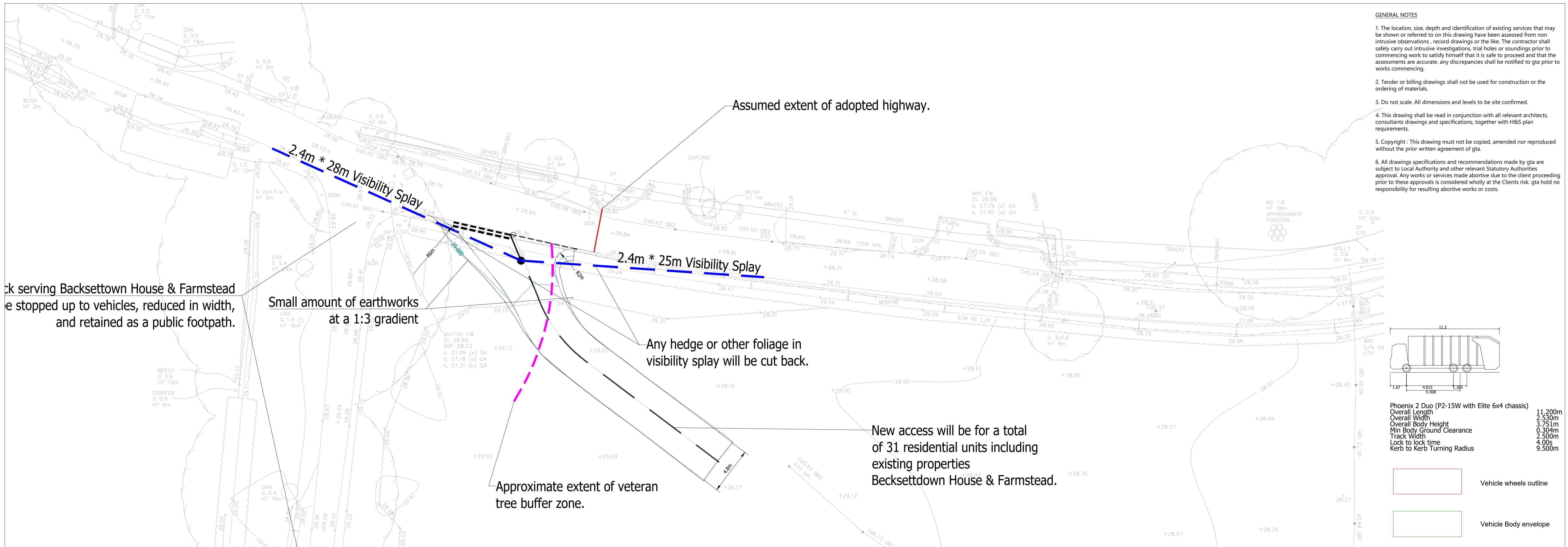
Table 4.2 Overseeing Organisation statement

| | |
|--|--|
| On behalf of the Overseeing organisation, I certify that: | |
| 1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the design organisation; and | |
| 2) the agreed RSA actions will be progressed | |
| Name: | |
| Signed: | |
| Position: | |
| Organisation: | |
| Date: | |

- End of Report -

Appendix A

Access Plan



Appendix B

Stage 1 Road Safety Audit



EC ROAD SAFETY LIMITED
audits@ecroadsafety.co.uk
www.ecroadsafety.co.uk

**Furners Lane
Henfield
West Sussex
BN5 9HS**

Site Access

Stage 1 Road Safety Audit

Report No. EC/2024/09/GTA2

September 2024



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation: West Sussex County Council
Design Organisation: GTA Civils & Transportation
Project: Site Access
Address: Furners Lane
Henfield
West Sussex
BN5 9HS

PREPARED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 10 September 2024

AGREED BY

Name: Vinny Rey
Position: Road Safety Engineer
Date: 11 September 2024

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 11 September 2024

DISTRIBUTION

| Organisation | Contact | Date | Copies |
|-----------------------------|--------------|------------|--------|
| GTA Civils & Transportation | Ellie Parton | 11/09/2024 | ecopy |

1. INTRODUCTION

1.1 General

- 1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transportation to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Furners Lane, Henfield, West Sussex.
- 1.1.2 The Road Safety Audit was produced for Ellie Parton on behalf of (overseeing organisation): West Sussex County Council. The Designer for the scheme is GTA Civils & Transportation.
- 1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Paul Nevard Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

Audit Team Member

Vinny Rey Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Ellie Parton of GTA Civils & Transportation.
- 1.1.5 The Audit took place at the offices of EC Road Safety between 3rd and 11th September 2024 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Friday 6th September 2024 between 09.45am and 10.15am. The weather during the site visit was overcast with light rainfall. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.1.7 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions with regard to Road Safety Audit comments raised within this report.
- 1.1.10 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Design Organisation is satisfied that such a

“Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2. ITEMS CONSIDERED

2.1 Scheme Proposals

- 2.1.1 The scheme proposes a new access to serve 31 residential dwellings including the existing properties Backsettow House and Farmstead.
- 2.1.2 The scheme consists of the following elements:
 - A new vehicle access located adjacent to the existing site access.
 - Existing access that serves Backsettow House and Farmstead to be reduced in width, stopped up to vehicles and retained as a pedestrian access.
 - Minor earthworks associated with the new access.
 - Visibility splays of 2.4m x 28m and 2.4m x 25m.
 - Vegetation and hedges to be cut back from within proposed sightlines.
- 2.1.3 The scope of the audit relates to the proposed Site Access at Furners Lane, Henfield, West Sussex.
- 2.1.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

- 2.2.1 The purpose of the scheme is to provide a new Site Access at Furners Lane, Henfield, West Sussex.

2.3 Departures from Standards (Design)

- 2.3.1 The Audit Team has not been advised of any design departures from standards.

2.4 Departures from Standards (Audit)

- 2.4.1 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:
 - A formal Road Safety Audit brief approved by West Sussex County Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

3. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

4. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

4.1 GENERAL

PROBLEM

Location: Proposed access

Summary: Risk of large vehicle collisions relating to reversing manoeuvres at the access.

Detail: The drawing states that refuse vehicles will not be able to turn right from the access onto Furners Lane. Although the refuse collection authority may agree to their vehicles only turning left out of the access, drivers of other large vehicles may wish to turn right onto Furners Lane. In order to achieve this manoeuvre, they may pull out of the access towards the other side of the carriageway and reverse back to achieve the turn. This three-point manoeuvre will increase the risk of reversing related collisions involving vehicles or pedestrians crossing the access behind any manoeuvring HGV.

RECOMMENDATION

It is recommended that the design be modified to allow large vehicles to turn right out the access. Swept path analysis should be undertaken to demonstrate that the right turn out of the site access can be safely made by all large vehicles likely to access the site.

4.1.2

PROBLEM

Location: Proposed access

Summary: Parked vehicles increase the risk of vehicle to vehicle collisions.

Detail: It was noted on site that several vehicles currently park directly opposite the proposed access. Such vehicles are likely to restrict turning movements for vehicles accessing site, particularly larger vehicles. The parked vehicles could also interfere with the free flow of traffic increasing the risk of vehicle to vehicle collisions.



RECOMMENDATION

It is recommended that measures are introduced to manage on street parking at the location. Measures may include, but are not limited to, 'At any time waiting' restrictions (double yellow lines).

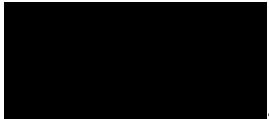
[End of Safety Comments](#)

5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed: 

Date: 10th September 2024

Audit Team Member

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer

Signed: 

Date: 11th September 2024

EC Road Safety Limited

Tall Trees
Downe Road,
Keston,
Kent
BR2 6AD
United Kingdom

Tel: 07508 76 76 96

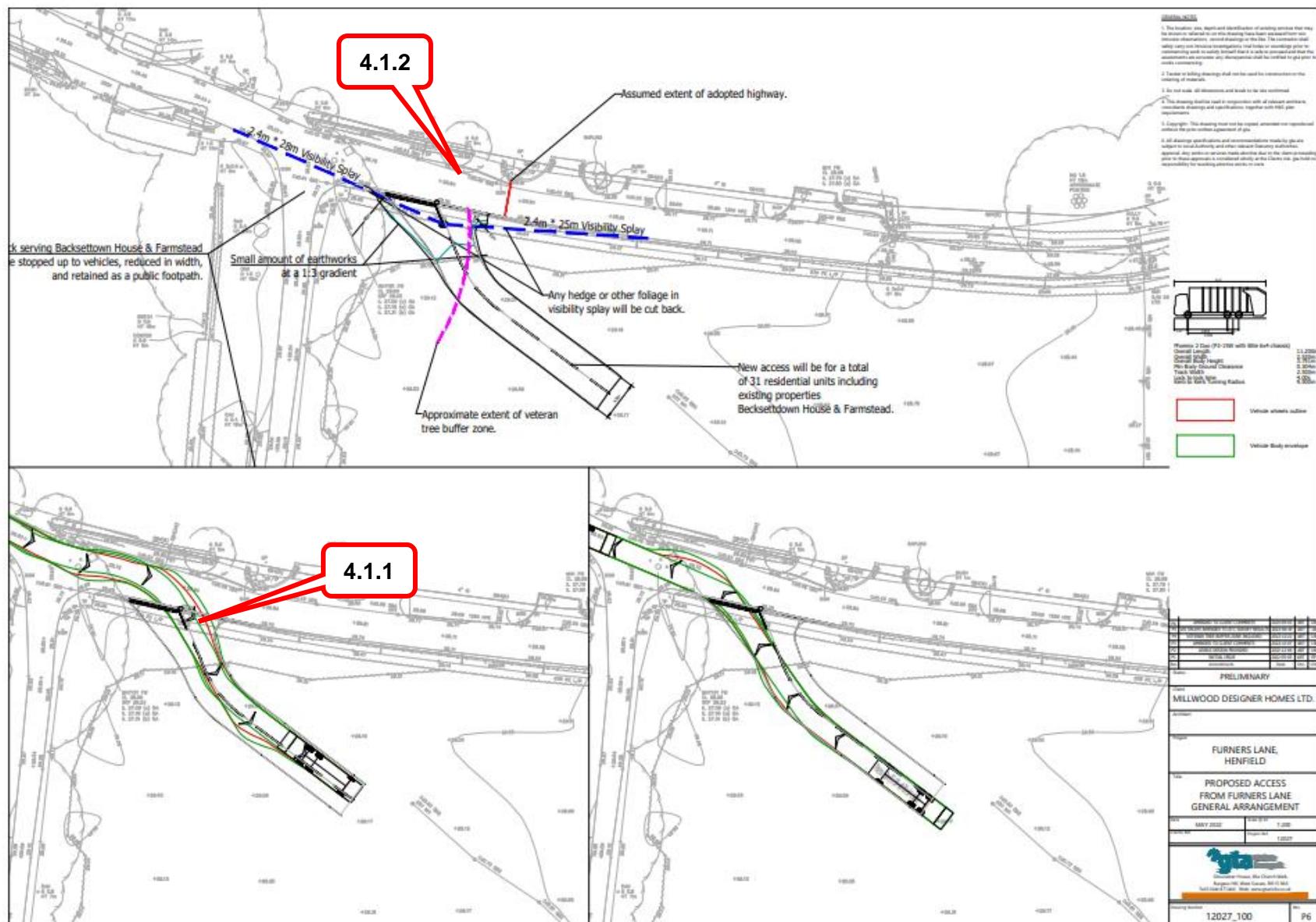
APPENDIX A
INFORMATION PROVIDED

List of information provided:

| Drawing Reference Number | Revision | Title |
|---|----------|-------------|
| 12027_100_P6 Furners Lane Site Access General Arrangement | | Access Plan |

APPENDIX B

LOCATION OF PROBLEMS PLAN



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

| | |
|----------------------|----------------------------|
| Report Title: | RSA Stage: |
| Location: | Date: |
| Prepared by: | Document Reference: |
| On Behalf of: | |

| | |
|---|--------------|
| Original RSA Report Ref: | Date: |
| Compiled by: Paul Nevard and Vinny Rey | |
| On behalf of: EC Road Safety Limited | |

Key Personnel

| |
|---|
| Overseeing Organisation: |
| RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey |
| Design Organisation: |

Road Safety Audit Decision Log

| Prob No: | Location / Summary | Recommendation (summary) | Design Organisation Response | Overseeing Organisation Response | Agreed Action in Response to RSA |
|----------|-----------------------|--------------------------|------------------------------|----------------------------------|----------------------------------|
| | Location: Summary: | | | | |



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www.gtacivils.co.uk

GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02





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