PROJECT	39774 Tillet's Lane, Horsham
SITE CODE	39774-001
LOCATION	Threestile Road
START DATE	Tue 24 Sep, 2024
END DATE	Mon 30 Sep, 2024 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Threestile Road, commencing Tue 24 Sep 2024, recorded a total of 16,318 vehicles. The posted speed limit of 30mph was exceeded by 0.2% of vehicles, and the seasonally adjusted, combined AADT value is 2,355 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**16,318**
Total recorded HGVs	328
% of vehicles that are HGVs	2.0%
Avg daily volume (based on 7 days)	2,331.1
Average daily speed (7 days)	20.0mph
Average daily 85%ile (7 days)	22.4mph
AADT (annual average daily traffic)	**2,355.1**
AAWT (annual average weekday traffic)	**2,644.1**
Avg weekday volume (Mon-Fri, 24hrs)	2,611.6
Avg weekday speed (Mon-Fri, 24hrs)	20.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,265.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	19.9mph

NORTHBOUND ↑

Total recorded volume	**7,695**
Total recorded HGVs	157
% of vehicles that are HGVs	2.0%
Avg daily volume (based on 7 days)	1,099.3
Average daily speed (7 days)	19.9mph
Average daily 85%ile (7 days)	22.3mph
% of vehicles exceeding 30mph	0.2%
AADT (annual average daily traffic)	**1,104.8**
AAWT (annual average weekday traffic)	**1,215.3**
Avg weekday volume (Mon-Fri, 24hrs)	1,206.6
Avg weekday speed (Mon-Fri, 24hrs)	19.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,023.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	19.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	22.1mph
AM avg peak vol period (Mon-Fri)	07:30 to 07:45
PM avg peak vol period (Mon-Fri)	16:45 to 17:00

SOUTHBOUND ↓

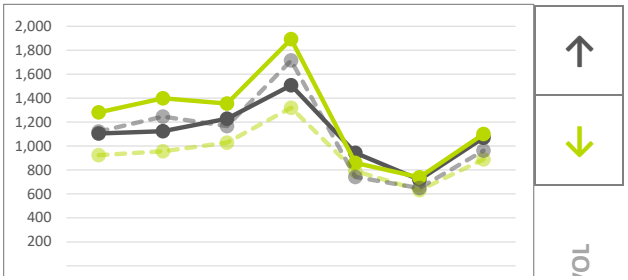
Total recorded volume	**8,623**
Total recorded HGVs	171
% of vehicles that are HGVs	2.0%
Avg daily volume (based on 7 days)	1,231.9
Average daily speed (7 days)	20.1mph
Average daily 85%ile (7 days)	22.5mph
% of vehicles exceeding 30mph	0.2%
AADT (annual average daily traffic)	**1,250.4**
AAWT (annual average weekday traffic)	**1,428.8**
Avg weekday volume (Mon-Fri, 24hrs)	1,405.0
Avg weekday speed (Mon-Fri, 24hrs)	20.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,241.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	20.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	22.2mph
AM avg peak vol period (Mon-Fri)	08:00 to 08:15
PM avg peak vol period (Mon-Fri)	16:30 to 16:45

SITE LOCATION

LOCATION	Threestile Road
DATES	Tue 24 Sep to Mon 30 Sep inc.
LAT / LNG	51° 5'36.67"N, 0°20'49.60"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND

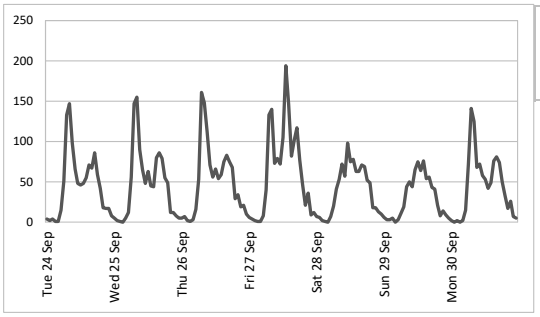


Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

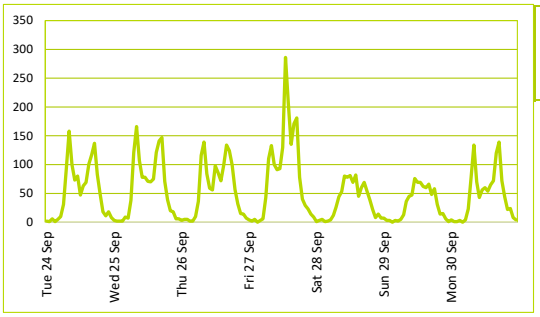
As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.


Tue 24 Sep
Wed 25 Sep
Thu 26 Sep
Fri 27 Sep
Sat 28 Sep
Sun 29 Sep
Mon 30 Sep
DAILY V

HOURLY VOLUMES

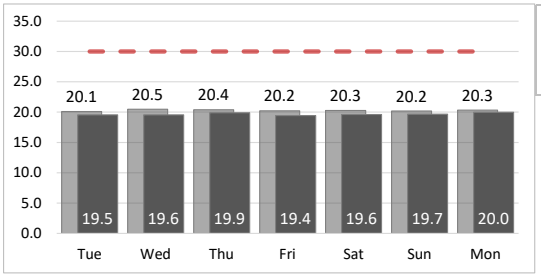


Hourly northbound traffic volumes over each 24hr period for 7 days from all available data

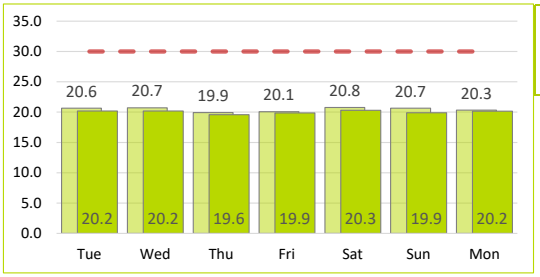


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data

24hr & 12hr AVG SPEEDS

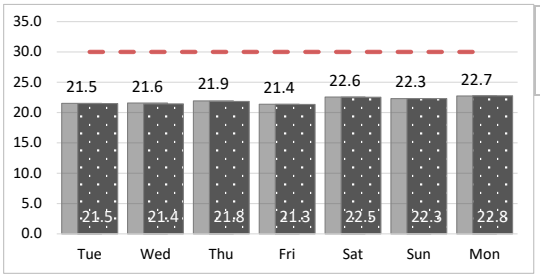


24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

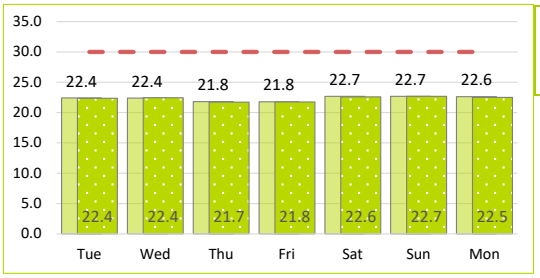


24hr (light) & 12hr daytime (dark green) average southbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

24hr & 12hr 85%ile SPEEDS

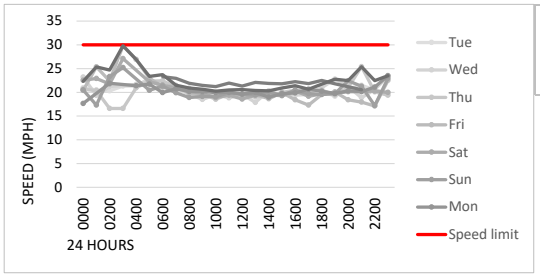


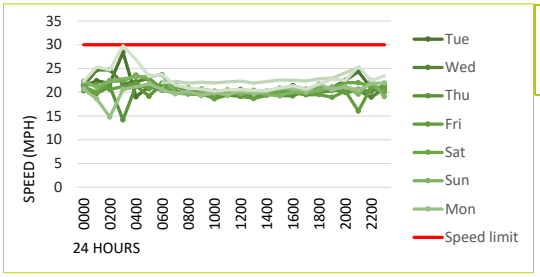
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

HOURLY SPEEDS

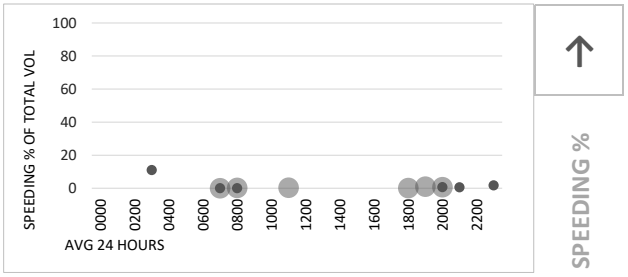


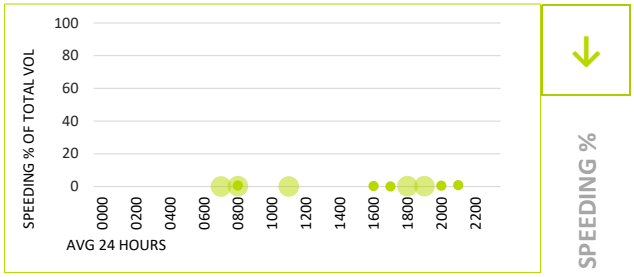


Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 23.7mph at 08:00 on Thu 26 Sep, whilst the peak southbound speed was 24.1mph at 18:00 on Mon 30 Sep (based on 15min averages between 0700 & 1900).

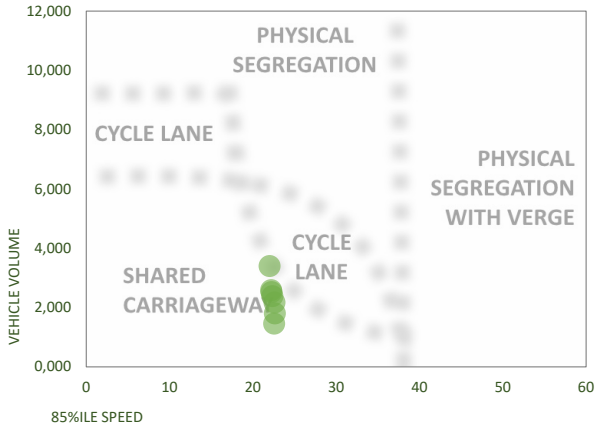
SPEEDING % EXCEEDING 30mph





7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	4.2	0.2	0.0	0.0	4.4
0100	0.0	2.6	0.4	0.0	0.0	3.0
0200	0.0	2.2	0.0	0.0	0.0	2.2
0300	0.0	0.6	0.0	0.0	0.0	0.6
0400	0.0	2.2	0.2	0.0	0.0	2.4
0500	0.0	10.0	2.6	0.6	0.0	13.2
0600	0.0	47.0	6.6	0.6	0.2	54.4
0700	0.4	127.4	13.2	1.0	1.0	143.0
0800	0.2	126.2	11.8	3.4	1.4	143.0
0900	0.4	76.8	8.6	1.4	1.0	88.2
1000	0.0	61.4	6.4	2.0	0.8	70.6
1100	0.0	50.0	4.8	1.4	0.2	56.4
1200	0.2	59.2	5.8	0.6	0.4	66.2
1300	0.4	68.0	6.4	1.4	0.4	76.6
1400	0.4	63.6	4.4	1.4	0.8	70.6
1500	0.2	68.0	8.0	0.2	0.4	76.8
1600	0.4	73.4	8.8	1.0	0.2	83.8
1700	0.4	80.4	4.2	0.2	1.0	86.2
1800	0.2	55.8	5.4	0.2	0.2	61.8
1900	0.0	36.4	2.8	0.4	0.4	40.0
2000	0.0	18.4	2.0	0.0	0.0	20.4
2100	0.2	20.2	1.4	0.2	0.0	22.0
2200	0.0	12.0	0.4	0.0	0.0	12.4
2300	0.0	7.4	0.6	0.0	0.0	8.0
12hr TTL	**3.2**	**910.2**	**87.8**	**14.2**	**7.8**	**1023.2**
24hr TTL	**3.4**	**1073.4**	**105.0**	**16.0**	**8.4**	**1206.2**
	0%	89%	9%	1%	1%	

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	3.2	0.0	0.0	0.0	3.2
0100	0.0	1.8	0.4	0.0	0.0	2.2
0200	0.0	3.6	0.2	0.0	0.0	3.8
0300	0.0	1.6	0.0	0.0	0.0	1.6
0400	0.0	3.6	0.2	0.0	0.0	3.8
0500	0.0	6.8	0.6	0.0	0.0	7.4
0600	0.0	31.8	2.2	0.0	0.2	34.2
0700	0.4	95.0	6.2	0.6	1.2	103.4
0800	0.6	137.2	6.8	0.4	1.0	146.0
0900	0.2	82.8	8.2	0.6	0.4	92.2
1000	0.6	60.4	5.8	1.6	0.4	68.8
1100	0.6	64.6	6.0	1.4	0.0	72.6
1200	0.2	69.2	9.8	1.6	0.4	81.2
1300	0.2	99.6	9.0	2.2	0.8	111.8
1400	0.4	85.0	9.4	1.6	1.0	97.4
1500	0.4	87.8	14.0	2.4	1.0	105.6
1600	0.8	117.8	15.4	1.4	1.2	136.6
1700	0.4	134.4	9.0	1.4	0.4	145.6
1800	0.2	72.0	7.0	0.8	0.6	80.6
1900	0.4	42.0	3.2	0.2	0.0	45.8
2000	0.0	22.8	1.4	0.0	0.0	24.2
2100	0.0	17.6	0.4	0.2	0.0	18.2
2200	0.2	10.8	0.6	0.4	0.0	12.0
2300	0.0	6.6	0.2	0.0	0.0	6.8
12hr TTL	**5.0**	**1105.8**	**106.6**	**16.0**	**8.4**	**1241.8**
24hr TTL	**5.6**	**1258.0**	**116.0**	**16.8**	**8.6**	**1405.0**
	0%	90%	8%	1%	1%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT	39774 Tillet's Lane, Horsham
SITE CODE	39774-002
LOCATION	Tillets Lane
START DATE	Tue 24 Sep, 2024
END DATE	Mon 30 Sep, 2024 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Tillets Lane, commencing Tue 24 Sep 2024, recorded a total of 1,843 vehicles. The posted speed limit of 30mph was exceeded by 17.8% of vehicles, and the seasonally adjusted, combined AADT value is 267 (see 'Equipment & methodology' below).

SUMMARY

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

COMBINED NORTH & SOUTHBOUND

Total recorded volume	**1,843**
Total recorded HGVs	35
% of vehicles that are HGVs	1.9%
Avg daily volume (based on 7 days)	263.3
Average daily speed (7 days)	25.7mph
Average daily 85%ile (7 days)	30.4mph
AADT (annual average daily traffic)	**267.4**
AAWT (annual average weekday traffic)	**300.4**
Avg weekday volume (Mon-Fri, 24hrs)	294.2
Avg weekday speed (Mon-Fri, 24hrs)	25.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	253.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.9mph

NORTHBOUND ↑

Total recorded volume	**883**
Total recorded HGVs	18
% of vehicles that are HGVs	2.0%
Avg daily volume (based on 7 days)	126.1
Average daily speed (7 days)	26.3mph
Average daily 85%ile (7 days)	31.0mph
% of vehicles exceeding 30mph	21.2%
AADT (annual average daily traffic)	**128.1**
AAWT (annual average weekday traffic)	**144.7**
Avg weekday volume (Mon-Fri, 24hrs)	141.6
Avg weekday speed (Mon-Fri, 24hrs)	26.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	122.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	31.2mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:15 to 15:30

SOUTHBOUND ↓

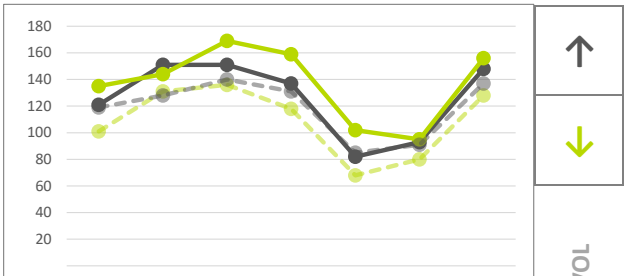
Total recorded volume	**960**
Total recorded HGVs	17
% of vehicles that are HGVs	1.8%
Avg daily volume (based on 7 days)	137.1
Average daily speed (7 days)	25.1mph
Average daily 85%ile (7 days)	29.8mph
% of vehicles exceeding 30mph	14.4%
AADT (annual average daily traffic)	**139.3**
AAWT (annual average weekday traffic)	**155.6**
Avg weekday volume (Mon-Fri, 24hrs)	152.6
Avg weekday speed (Mon-Fri, 24hrs)	25.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	131.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.8mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:00 to 15:15

SITE LOCATION

LOCATION	Tillets Lane
DATES	Tue 24 Sep to Mon 30 Sep inc.
LAT / LNG	51° 5'36.79"N, 0°21'11.32"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

DAILY VOLUMES

NORTH- & SOUTHBOUND

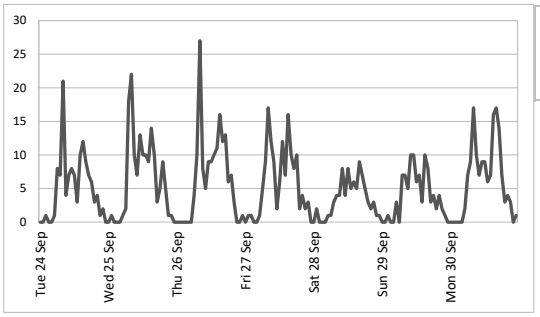


Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

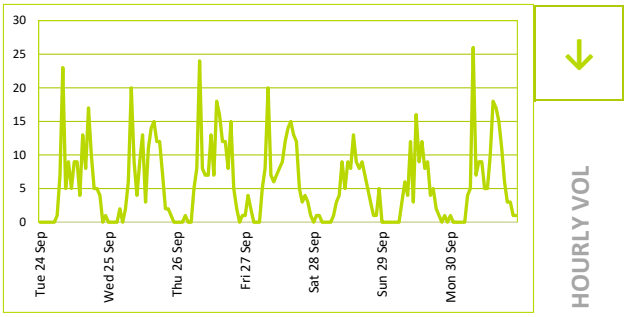
Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Thursday.


Tue 24 Sep
Wed 25 Sep
Thu 26 Sep
Fri 27 Sep
Sat 28 Sep
Sun 29 Sep
Mon 30 Sep
DAILY V

HOURLY VOLUMES

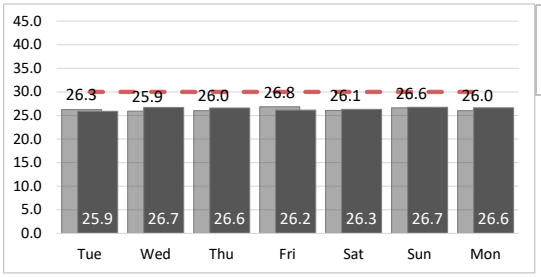


Hourly northbound traffic volumes over each 24hr period for 7 days from all available data

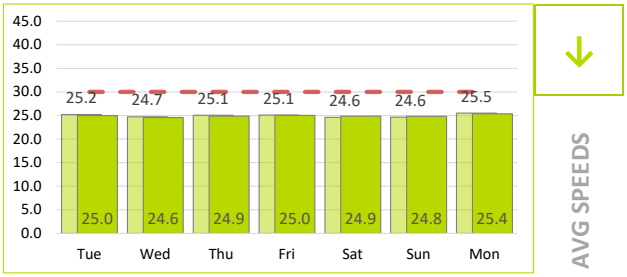


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data

24hr & 12hr AVG SPEEDS

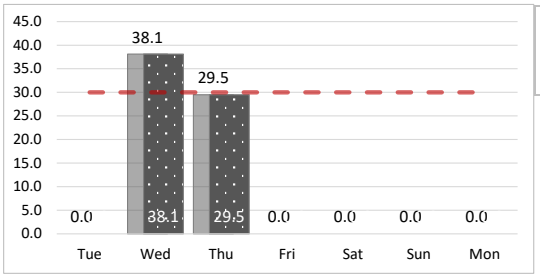


24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

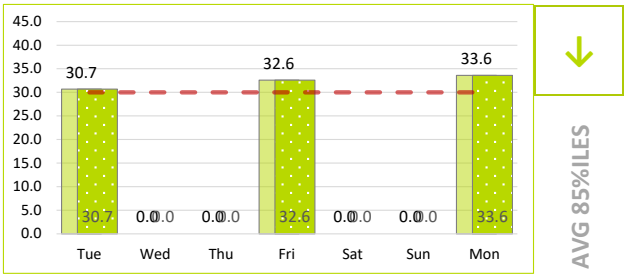


24hr (light) & 12hr daytime (dark green) average southbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

24hr & 12hr 85%ile SPEEDS

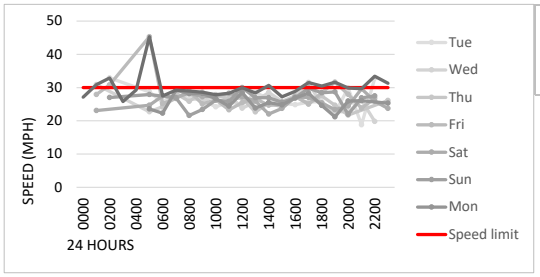


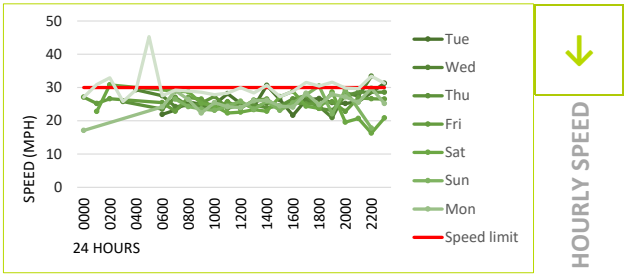
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

HOURLY SPEEDS

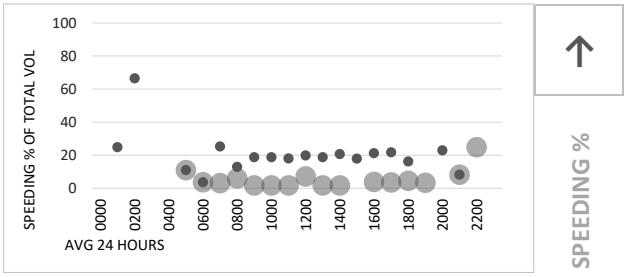


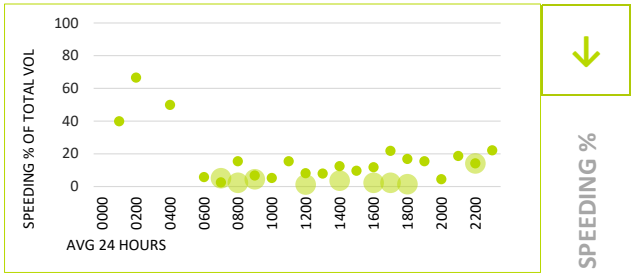


Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 37mph at 08:00 on Mon 30 Sep, whilst the peak southbound speed was 34.2mph at 16:30 on Sat 28 Sep (based on 15min averages between 0700 & 1900).

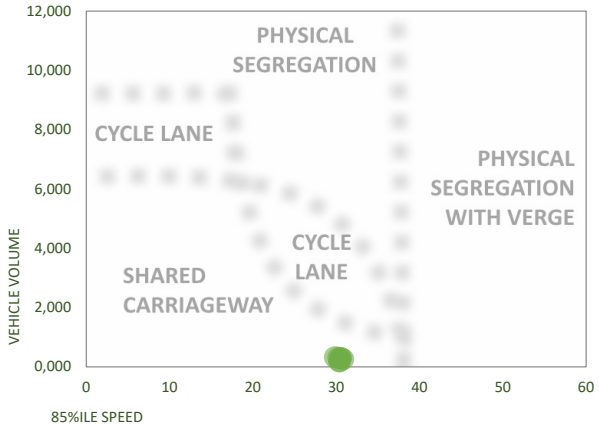
SPEEDING % EXCEEDING 30mph





7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.4	0.0	0.0	0.0	**0.4**
0200	0.0	0.4	0.0	0.0	0.0	**0.4**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.0	1.0	0.0	0.0	0.0	**1.0**
0600	0.0	2.6	2.4	0.2	0.0	**5.2**
0700	0.2	8.8	1.2	0.4	0.0	**10.6**
0800	0.0	18.0	2.2	0.6	0.0	**20.8**
0900	0.0	6.6	1.8	0.4	0.0	**8.8**
1000	0.0	5.8	1.0	0.2	0.0	**7.0**
1100	0.0	6.0	2.0	0.2	0.0	**8.2**
1200	0.0	5.6	2.4	0.0	0.2	**8.2**
1300	0.0	6.2	1.6	0.4	0.0	**8.2**
1400	0.0	7.0	1.6	0.2	0.0	**8.8**
1500	0.0	13.4	1.2	0.2	0.0	**14.8**
1600	0.2	9.4	2.0	0.0	0.0	**11.6**
1700	0.0	8.0	1.0	0.0	0.0	**9.0**
1800	0.0	6.0	0.8	0.0	0.0	**6.8**
1900	0.0	3.8	0.8	0.2	0.0	**4.8**
2000	0.0	3.8	0.2	0.0	0.0	**4.0**
2100	0.0	1.2	0.2	0.0	0.0	**1.4**
2200	0.0	1.0	0.2	0.0	0.0	**1.2**
2300	0.0	0.2	0.2	0.0	0.0	**0.4**
12hr TTL	**0.4**	**100.8**	**18.8**	**2.6**	**0.2**	**122.8**
24hr TTL	**0.4**	**115.2**	**22.8**	**3.0**	**0.2**	**141.6**
	0%	81%	16%	2%	0%	

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	**0.4**
0100	0.0	0.8	0.0	0.0	0.0	**0.8**
0200	0.0	0.4	0.0	0.0	0.0	**0.4**
0300	0.0	0.2	0.0	0.0	0.0	**0.2**
0400	0.0	0.4	0.0	0.0	0.0	**0.4**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	2.4	0.6	0.4	0.0	**3.4**
0700	0.2	6.2	0.4	0.0	0.0	**6.8**
0800	0.0	19.4	2.8	0.4	0.0	**22.6**
0900	0.6	5.2	1.2	0.2	0.0	**7.2**
1000	0.2	5.0	1.6	0.0	0.2	**7.0**
1100	0.0	6.2	0.8	0.4	0.0	**7.4**
1200	0.2	6.8	2.0	0.6	0.0	**9.6**
1300	0.0	5.4	1.0	0.2	0.0	**6.6**
1400	0.0	9.4	1.2	0.4	0.0	**11.0**
1500	0.0	13.0	2.0	0.0	0.0	**15.0**
1600	0.6	11.0	1.8	0.0	0.0	**13.4**
1700	0.2	12.4	1.2	0.0	0.0	**13.8**
1800	0.0	9.4	1.2	0.0	0.0	**10.6**
1900	0.0	5.4	2.2	0.0	0.0	**7.6**
2000	0.0	3.6	0.0	0.0	0.0	**3.6**
2100	0.0	2.6	0.4	0.0	0.0	**3.0**
2200	0.0	1.0	0.0	0.0	0.0	**1.0**
2300	0.0	0.6	0.2	0.0	0.0	**0.8**
12hr TTL	**2.0**	**109.4**	**17.2**	**2.2**	**0.2**	**131.0**
24hr TTL	**2.0**	**127.2**	**20.6**	**2.6**	**0.2**	**152.6**
	1%	83%	13%	2%	0%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

Appendix E Site Layout

Masterplan

Knob Hill, Warnham

Scale:1:500 @ A1
Drawing Number: 6294-PL101 Rev | 2024/06| Drawn By: LL/CB

ADAM ARCHITECTURE
www.adamarchitecture.com contact@adamarchitecture.com

Appendix F Stage 1 Road Safety Audit

Road Safety Audit Stage 1

Tillets Lane, Horsham

Client: Bright Plan

Road Safety Answers reference no: RSA874

Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA
www.roadsafetyanswers.co.uk paulmartin@roadsafetyanswers.co.uk
VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	07/06/2024	
Checker	Kevin Seymour	10/06/2024	
Authoriser	Paul Martin	10/06/2024	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA874	Final	10/06/2024

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for accesses onto Tillets Lane and Threestile Road, Warnham, for Bright Plan, at the request of the Overseeing Organisation, West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during June 2024.

1.2 The audit team members were as follows:

Team Leader
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member
Kevin Seymour - BSc, PG Dip TS, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A,** and included the drawings supplied by Alex Budd of Bright Plan. The site was visited by the Audit Team, together, on 7th June, 2024, between 09.40 and 10.40 hours. The weather was fine and the road surface was dry. Traffic flows were very light in Tillets Lane and light in Threestile Road. Pedestrian and cycle flows were very light in both roads.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2), with the exceptions being that a road safety audit brief has not been received (or deemed necessary by the Audit Team Leader), and a section dealing with out-of-scope safety issues has been included for the convenience of the Design Organisation and the Overseeing Organisation, West Sussex County Council. The 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 design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the accesses and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access from a proposed residential development of between 45 and 55 dwellings onto Tillets Lane (15 to 20

dwellings) and Threestile Road (30 to 35 dwellings), Warnham, near Horsham.

1.7 The scheme consists of the following elements:

On Tillets Lane

- A simple priority junction on the east side, approximately 240m south of Threestile Road and 130m north of the Tillets Lane cul-de-sac parking area where the footway on the east side of Tillets Lane commences and heads south to join the footway on Lucan Road;
- The priority junction to have 8m radius shoulders;
- Visibility splays onto Tillets Lane of 2.4m x 43m in each direction, the 'y' distance being in accordance with Manual for Streets for the posted 30mph speed limit (*Note: no measured speeds available at this stage although the auditors observed speeds somewhat less than the 30mph speed limit due to the bendy road alignment and upward gradient, circa 10%, from south to north in the vicinity of the proposed access*);
- The priority junction to have a local widening over a distance of approximately 20m, to the south of the access junction, to allow service vehicles to turn into the relatively narrow lane (single lane with no formal passing places) without overrunning the opposite verge, a note on the drawing suggesting that a mature tree may be compromised by the road widening (*Note: no swept path analysis drawings have been provided at this stage*);
- The priority junction to serve a 6m wide access road into the development.

On Threestile Road

- A simple priority junction on the west side, approximately 120m north-west of Knob Hill, with 6m radius shoulders, serving a 6m wide access road;
- Visibility splays onto Threestile Road of 2.4m x 43m in each direction, the 'y' distance being in accordance with Manual for Streets for the posted 30mph speed limit, although the actual visibility will be far greater than this in each direction due to the access being on the outside of a bend (photos 1 and 2)(*Note: no measured speeds available at this stage although the auditors observed speeds in accordance with the 30mph speed limit due to the bendy road alignment in the vicinity of the proposed access – see photos 1 and 2*);
- On the proposed access road, approximately 11m back from the western edge of the carriageway of Threestile Road, an uncontrolled pedestrian crossing, with dropped kerbs and tactile paving;
- Extending into the development from a point 3m west of the uncontrolled pedestrian crossing, a 3m wide shared cycle/footway on

the northern side of the access road, the termination point accompanied with shared route signing and corduroy paving;

- Extending towards the highway from the uncontrolled pedestrian crossing along the southern side of the access road, a 2m wide footway, changing direction at the tangent point away from Threestile Road and heading into Warnham Village Green, its ultimate direction unknown at this stage.

Photo 1: Looking south-east from the proposed access on Threestile Road

Photo 2: Looking north from the proposed access on Threestile Road

1.8 No details of street lighting, surface water drainage or advanced signing have been provided at this relatively early stage of the design process. These issues are not, therefore, considered further in this report.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Tillets Lane development access junction (Dwg. 2024-6645-001).

Summary: Risk of loss of control collisions if large vehicles drag detritus on the carriageway of Tillets Lane.

No swept path analysis has been provided to demonstrate that large vehicles can turn out of the development access, onto the narrow carriageway of Tillets Lane, without overrunning the opposite verge. Lorries doing so could drag mud and detritus onto the carriageway, increasing the risk of loss of control collisions for vehicle passing the development access, and especially for two-wheeled users.

RECOMMENDATION

A swept path analysis should be carried out and, if it shows service and delivery vehicles overrunning the western verge of Tillets Lane, the carriageway of Tillets Lane should be widening accordingly over an appropriate distance.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – Proposed development access road onto Threestile Road (Dwg. 2024-6645-101).

Summary: Risk of vehicle/vehicle collisions on Threestile Road if exiting vehicles overshoot the give way lines.

The current land on which the access road will be located has a downward gradient of circa 10% onto Threestile Road, with a consequent risk of an exiting vehicle overshooting the give way lines and colliding with a passing vehicle. The drawing does not indicate the surface finish of the access road, which is currently a loose, shingle surface, increasing the risk of an overshoot collision of Threestile Road.

RECOMMENDATION

The gradient of the access road approach to Threestile Road should be appropriately shallow, and the surface should be metalled with an appropriate skid resistance.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – Northern side of the development access onto Threestile Road (Dwg. 2024-6645-101).

Summary: Risk of injuries to users of the development access road and Threestile Road if the stability of the mature tree is compromised.

The drawing shows the construction of the access road to pass within 1.5m of the trunk of the mature tree on the northern side of the access. If the tree roots are removed by the construction, the stability of the tree could be compromised, increasing the risk of it falling onto the access road or Threestile Road during severe adverse weather conditions such as heavy rain and high winds.

RECOMMENDATION

An arboriculturist should be consulted to determine whether the mature tree can be retained or should be removed, and their recommendation implemented accordingly.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – The uncontrolled pedestrian crossing on the development access onto Threestile Road (Dwg. 2024-6645-101).

Summary: Risk of cycle/pedestrian collisions as cyclist transition onto and off the carriageway of the access road.

No cycle transition to/from the shared cycle/footway has been proposed. Cyclists are likely, therefore, to use the dropped kerbs of the pedestrian crossing to access/egress the carriageway, increasing the risk of cycle/pedestrian collisions.

RECOMMENDATION

A flush transition to the carriageway for cyclists should be provided, away from the uncontrolled pedestrian crossing.

Design Team Response:

Client Officer Response:

3. Issues identified during the Stage 1 Road Safety Audit that are outside the Terms of Reference

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

3.1 Issue

Location: E – Tillets Lane between the development access and Threestile Road.

Reason considered to be outside the Terms of Reference: Outside the geographical scope of the scheme's off-site highway works.

Tillets Lane, between the Tillets Lane parking cul-de-sac and Threestile Road, is a single track road that shows signs of considerable overrun on each side, the relatively flat verges showing signs of informal passing places in several places over this 370m stretch. The increase in vehicular flow, particularly north of the development access due to residents wishing to access Horsham and destination beyond Horsham, without travelling through the urban area of Warnham, will increase the destruction of the verges at the informal passing places, dragging mud and detritus onto the carriageway. This will increase the risk of loss of control collisions and should be mitigated by the creation of formal places at regular intervals on Tillets Lane, between the development access and Threestile Road.

Design Team Response:

Client Officer Response:

3.2 Issue

Location: F – Eastern side of Tillets Lane between the development access and Tillets Lane parking cul-de-sac to the south.

Reason considered to be outside the Terms of Reference: Outside the geographical scope of the scheme's off-site highway works and lack of information provided.

Pedestrians from the development, wishing to walk south on Tillets Lane to reach the existing footway into Warnham that starts at the Tillets Lane parking cul-de-sac, may have to do so on the narrow carriageway, increasing their risk of a collision with a passing vehicle. This risk should be mitigated by the construction of a suitable off-road facility for pedestrians to access Warnham village centre and destinations on Friday Street such as The Greets Inn.

Design Team Response:

Client Officer Response:

3.3 Issue

Location: G – Threestile Road between the development access and School Hill (Dwg. 2024-6645-101).

Reason considered to be outside the Terms of Reference: Outside the geographical scope of the scheme's off-site highway works and lack of information provided.

The drawing shows the indicative route of a footpath leading to the village green, but does not indicate whether its ultimate destination is School Hill and the village centre beyond. Without a suitably surfaced footpath leading to the village centre, pedestrians and other vulnerable users (such as the sight-impaired, wheelchair users and those with pushchairs) are likely to walk along the carriageway of Threestile Road, increasing their risk of a collision with a passing vehicle. This risk should be mitigated by the footpath accessing the village centre across the village green.

Design Team Response:

Client Officer Response:

4. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, a section included for out-of-scope issues, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

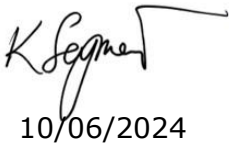
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 10/06/2024

Audit Team Member

Kevin Seymour - BSc, PG Dip TS, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Road Safety Consultant

Signed 

Date 10/06/2024

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5. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

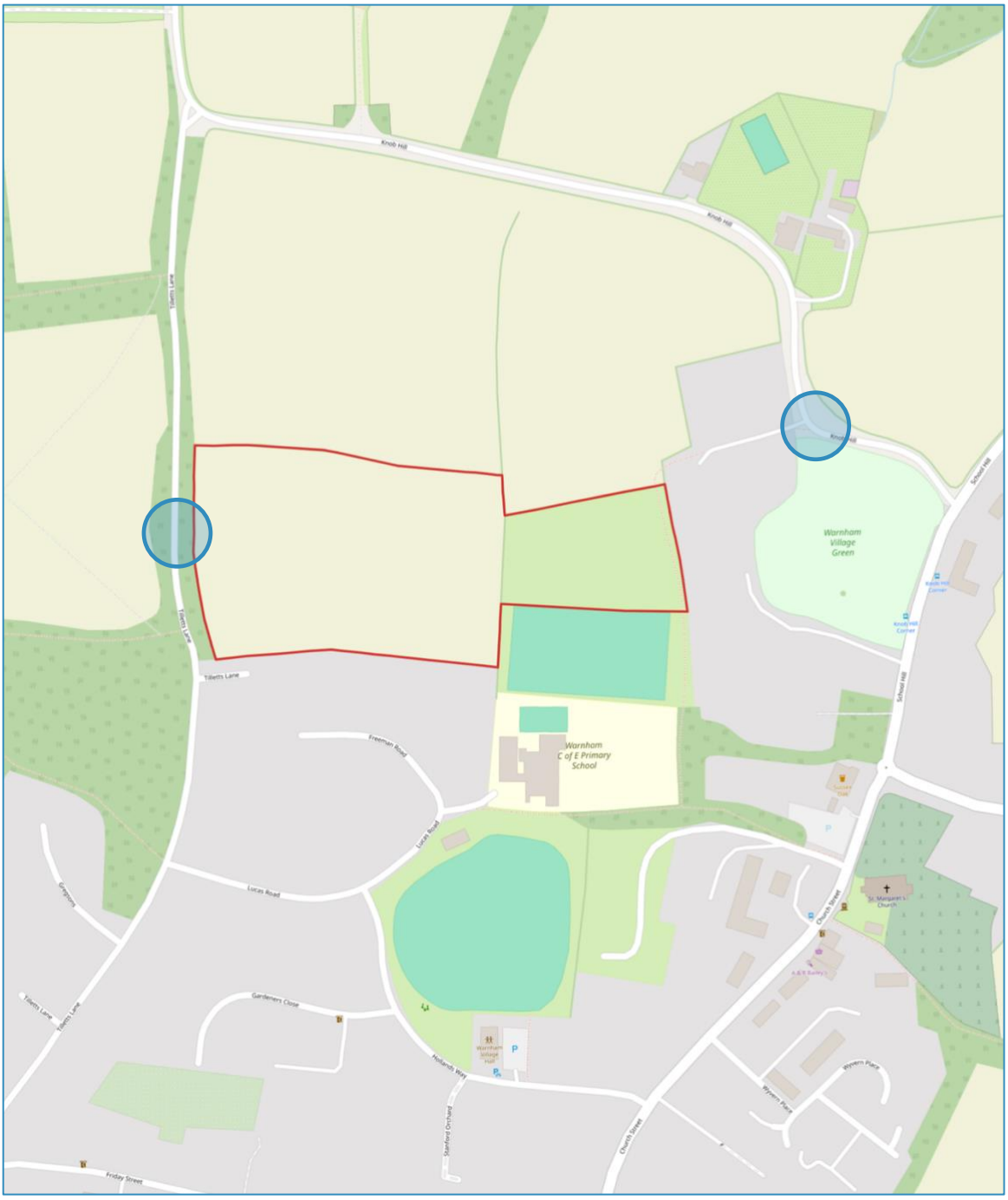
2024-6645-001 Rev -.pdf

2024-6645-101 Rev -.pdf

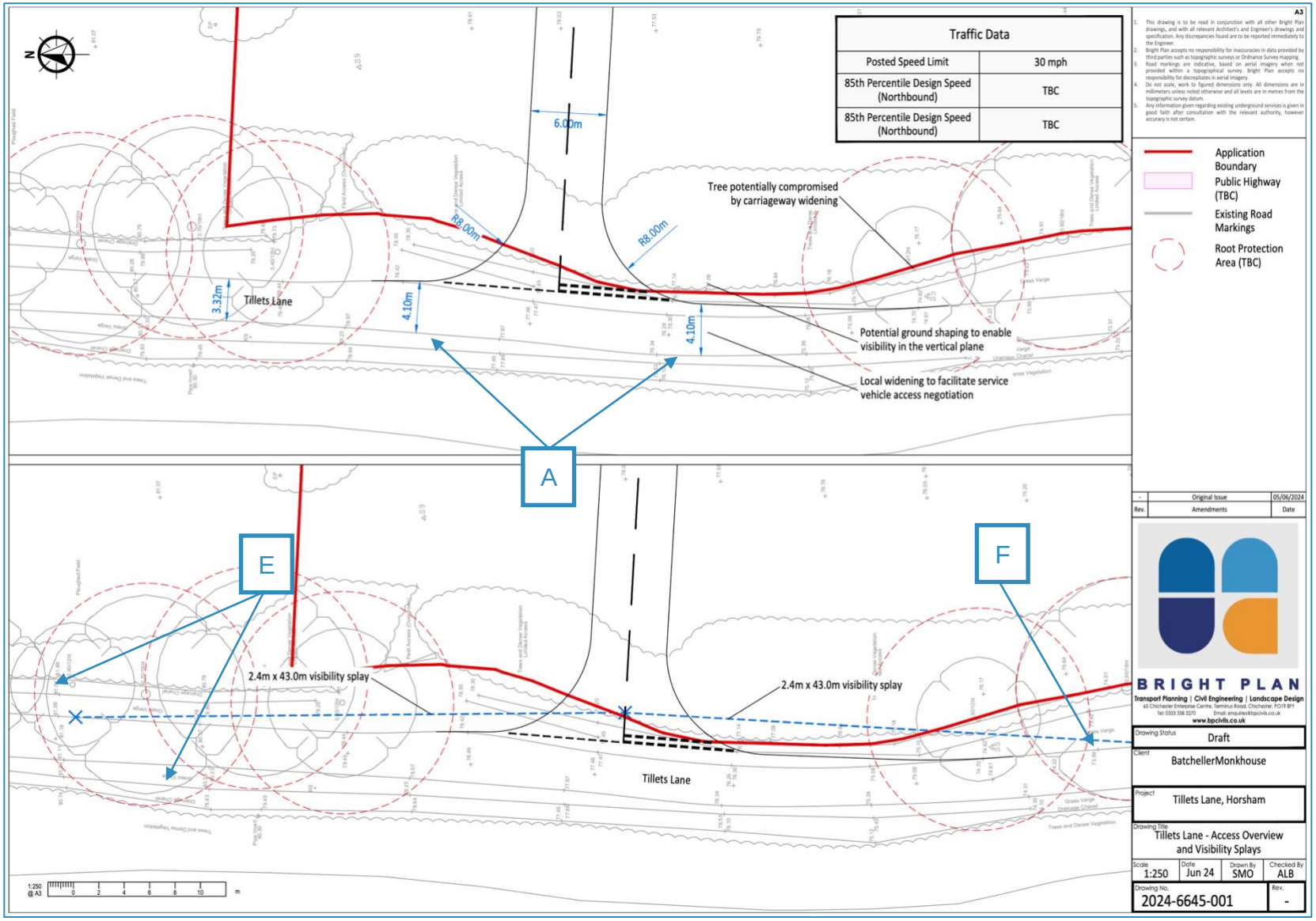
Tillets Lane - Location Plan

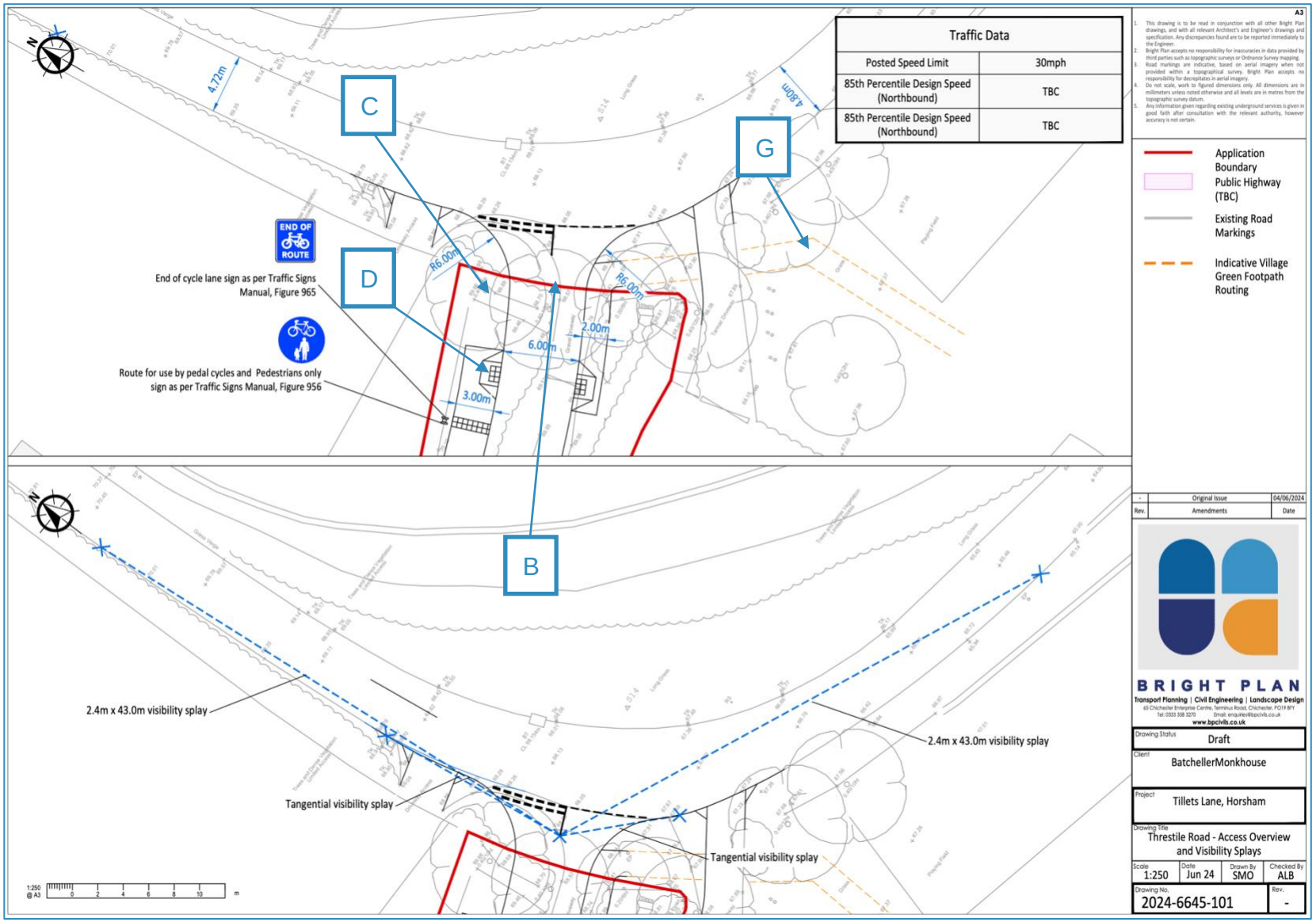
Appendix B

The following plan shows the locations of the scheme



Problems Location Plans




Traffic Data
Posted Speed Limit 30mph
85th Percentile Design Speed (Northbound) TBC
85th Percentile Design Speed (Northbound) TBC
A3
Application Boundary
Public Highway (TBC)
Existing Road Markings
Indicative Village Green Footpath Routing
C
D
G
B
4.72m
4.80m
R6.00m
R6.00m
2.00m
6.00m
3.00m
End of cycle lane sign as per Traffic Signs Manual, Figure 965
Route for use by pedal cycles and Pedestrians only sign as per Traffic Signs Manual, Figure 956
2.4m x 43.0m visibility splay
2.4m x 43.0m visibility splay
Tangential visibility splay
Tangential visibility splay
Original Issue 04/06/2024
Amendments Date
BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
www.bpclvlls.co.uk
Drawing Status Draft
Client BatchellerMonkhouse
Project Tillets Lane, Horsham
Drawing Title Threstile Road - Access Overview and Visibility Splays
Scale 1:250
Date Jun 24
Drawn By SMO
Checked By ALB
Drawing No. 2024-6645-101
Rev. -

ROAD SAFETY AUDIT RESPONSE REPORT

BRIGHT PLAN

TILLETS LANE, WARNHAM, HORSHAM
RESIDENITAL PROPOSAL

Client: The Broadbridge Heath Trust
Reference: 6645/RSARR01

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

PROJECT DETAILS

Project	Tillets Lane, Warnham, Horsham		
RSA Stage	Stage 1		
RSA Report Title	Tillets Lane, Horsham		
RSA Report Reference	RSA874		
RSA Date	10/06/2024		
Document Reference	6645/RSARR01	**Revision**	-
Prepared By	Bright Plan		
On Behalf Of	West Sussex County Council		

AUTHORISATION SHEET

Prepared By	
Name	Sam O'Halloran
Position	Consultant
Signed	
Organisation	Bright Plan
Date	17/06/2024

Approved By	
Name	Philip Russell
Position	Director
Signed	
Organisation	Bright Plan
Date	17/06/2024

KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
Design Organisation	Bright Plan Ltd
RSA Organisation	Road Safety Answers Ltd
RSA Team Leader	Paul Martin
RSA Team Member	Kevin Seymour

Road Safety Audit Decision Log

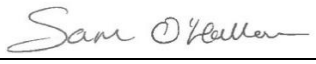
RSA Problem	2.1- Tillets Lane development access junction (Dwg. 2024-6645-001). Summary: Risk of loss of control collisions if large vehicles drag detritus on the carriageway of Tillets Lane. No swept path analysis has been provided to demonstrate that large vehicles can turn out of the development access, onto the narrow carriageway of Tillets Lane, without overrunning the opposite verge. Lorries doing so could drag mud and detritus onto the carriageway, increasing the risk of loss of control collisions for vehicle passing the development access, and especially for two-wheeled users .
RSA Recommendation	A swept path analysis should be carried out and, if it shows service and delivery vehicles overrunning the western verge of Tillets Lane, the carriageway of Tillets Lane should be widening accordingly over an appropriate distance.
Design Organisation Response	A vehicle swept path analysis of a large 11.2m refuse freighter has been undertaken demonstrating that no overrun of the opposite verge would occur.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.2 - Proposed development access road onto Threestile Road (Dwg. 2024-6645-101). Summary: Risk of vehicle/vehicle collisions on Threestile Road if exiting vehicles overshoot the give way lines. The current land on which the access road will be located has a downward gradient of circa 10% onto Threestile Road, with a consequent risk of an exiting vehicle overshooting the give way lines and colliding with a passing vehicle. The drawing does not indicate the surface finish of the access road, which is currently a loose, shingle surface, increasing the risk of an overshoot collision of Threestile Road.
RSA Recommendation	The gradient of the access road approach to Threestile Road should be appropriately shallow, and the surface should be metalled with an appropriate skid resistance.
Design Organisation Response	A 1:20 gradient would be provided for the first 20.0m at the access to Threestile Road (Knob Hill). A metalled surface with skid resistance covering would be provided.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.3 - Northern side of the development access onto Threestile Road (Dwg. 2024-6645-101). Summary: Risk of injuries to users of the development access road and Threestile Road if the stability of the mature tree is compromised. The drawing shows the construction of the access road to pass within 1.5m of the trunk of the mature tree on the northern side of the access. If the tree roots are removed by the construction, the stability of the tree could be compromised, increasing the risk of it falling onto the access road or Threestile Road during severe adverse weather conditions such as heavy rain and high winds.
RSA Recommendation	An arboriculturist should be consulted to determine whether the mature tree can be retained or should be removed, and their recommendation implemented accordingly.
Design Organisation Response	The projects arboriculturist has considered this within their arboriculture report. The report identifies that given the proximity of the access, and the adoptable standards required, it would be best to remove the trees. The small cat C blackthorn will also have to be removed.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	Location: D – The uncontrolled pedestrian crossing on the development access onto Threestile Road (Dwg. 2024-6645-101). Summary: Risk of cycle/pedestrian collisions as cyclist transition onto and off the carriageway of the access road. No cycle transition to/from the shared cycle/footway has been proposed. Cyclists are likely, therefore, to use the dropped kerbs of the pedestrian crossing to access/egress the carriageway, increasing the risk of cycle/pedestrian collisions.
RSA Recommendation	A flush transition to the carriageway for cyclists should be provided, away from the uncontrolled pedestrian crossing.
Design Organisation Response	As per the recommendation a transition kerb and cycle markings have been provided to allow cyclists to enter the carriageway prior to the end of the cycle route.
Overseeing Organisation response	
Agreed RSA Action	

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

On behalf of the design organisation I certify that: 1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Sam O'Halloran
Signed	
Position	Consultant
Organisation	Bright Plan
Date	21/06/2024

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

Appendix G TRICS Trip Generation Assessment

Bright Plan 2 West Barn Chichester Licence No: 305901

Calculation Reference: AUDIT-305901-240812-0857

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	6 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	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: 32 to 86 (units:)
Range Selected by User: 30 to 90 (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 27/03/24

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

Selected survey days:

Monday	1 days
Tuesday	9 days
Wednesday	7 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	25 days
Directional ATC Count	2 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)	3
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	12

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	14
Village	12
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	36 days - Selected

Secondary Filtering selection:

Use Class:

C3	27 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	7 days
5,001 to 10,000	11 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	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	5 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	6 days
100,001 to 125,000	4 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	5 days
1.1 to 1.5	19 days
1.6 to 2.0	3 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	17 days
No	10 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	27 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-05 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

2 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

3 CA-03-A-08 DETACHED & SEMI-DETACHED CAMBRIDGESHIRE
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

4 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

7 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 16/11/21 Survey Type: MANUAL

9 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY 07/10/22 Survey Type: MANUAL

10 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

11 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY 28/06/18 Survey Type: MANUAL

12 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

13 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

14 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY 27/09/22 Survey Type: MANUAL

15 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY 27/09/22 Survey Type: MANUAL

16 NF-03-A-40 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: TUESDAY 11/10/16 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

17 NF-03-A-50 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 75
Survey date: FRIDAY *14/10/16* *Survey Type: DIRECTIONAL ATC COUNT*

18 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

19 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

20 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

21 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY *16/09/20* *Survey Type: MANUAL*

22 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

23 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

24 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

26 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

27 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	27	55	0.085	27	55	0.322	27	55	0.407
08:00 - 09:00	27	55	0.163	27	55	0.338	27	55	0.501
09:00 - 10:00	27	55	0.157	27	55	0.186	27	55	0.343
10:00 - 11:00	27	55	0.148	27	55	0.181	27	55	0.329
11:00 - 12:00	27	55	0.147	27	55	0.165	27	55	0.312
12:00 - 13:00	27	55	0.165	27	55	0.178	27	55	0.343
13:00 - 14:00	27	55	0.190	27	55	0.175	27	55	0.365
14:00 - 15:00	27	55	0.178	27	55	0.195	27	55	0.373
15:00 - 16:00	27	55	0.274	27	55	0.183	27	55	0.457
16:00 - 17:00	27	55	0.280	27	55	0.186	27	55	0.466
17:00 - 18:00	27	55	0.340	27	55	0.158	27	55	0.498
18:00 - 19:00	27	55	0.264	27	55	0.148	27	55	0.412
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.415			4.806

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

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

Parameter summary

Trip rate parameter range selected:	32 - 86 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Appendix H Census Data

WF01BEW - Location of usual residence and place of work (OA level)

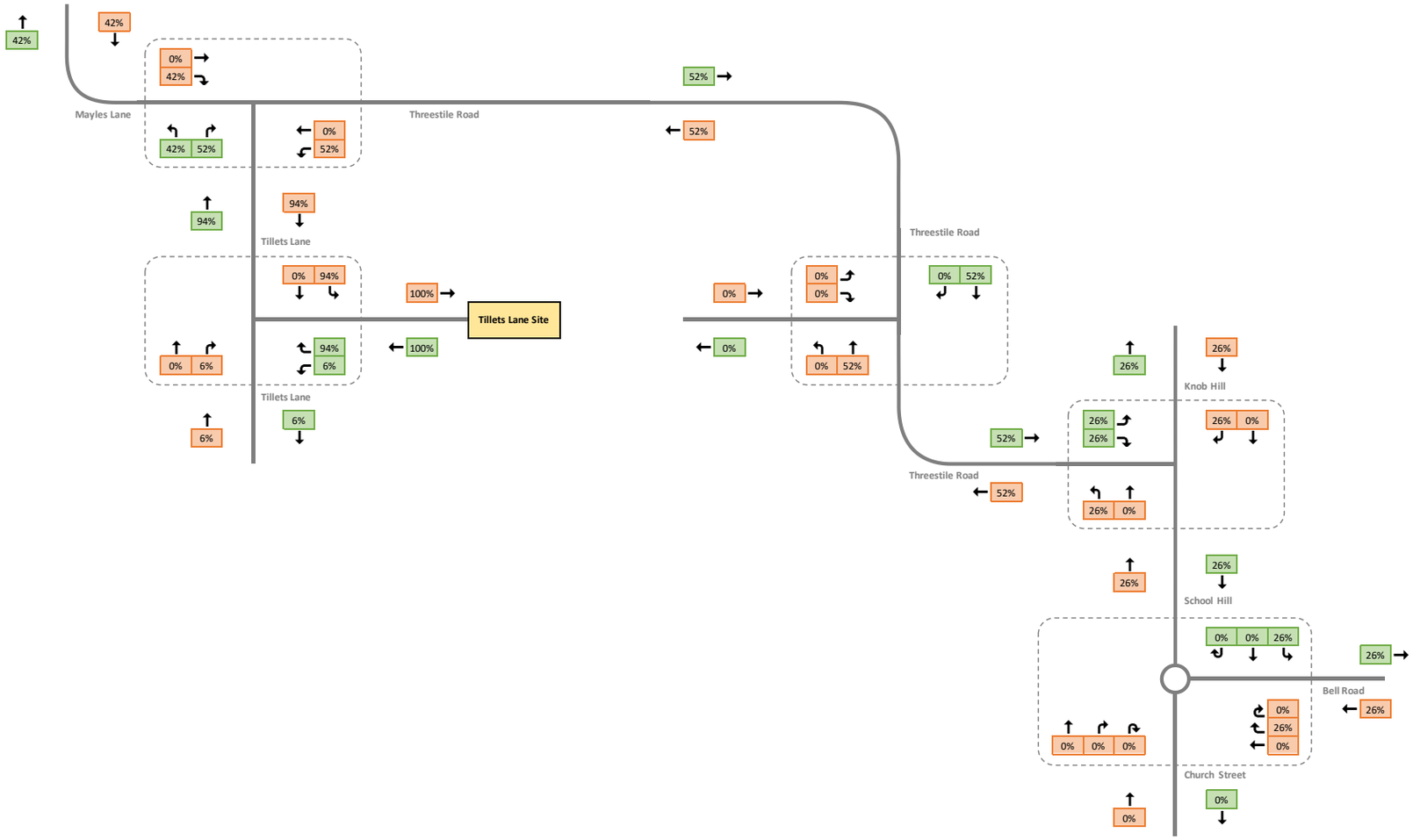
	Units	Percentage
Tilletts Lane Access	19	32%
Threestile Road Access	40	68%

population: All usual residents ages 16 and over in employment the week before the census
units: Persons
date: 2011

Traffic heading southbound on A24 split 50/50 between Knob Hill and Bell Road

place of work	**currently residing in**					**Traffic Assignment - Tillets Lane Access**					**Traffic Assignment - Tillets Lane Access (Percentage)**					**Traffic Assignment - Threestile Road Access**					**Traffic Assignment - Threestile Road Access (Percentage)**				
Lower Layer	**E01031658 : Horsham 003D**	**Driving %**	**Total**	**Drivers**	**% of Dev Flows**	**Tilletts Lane (S)**	**Mayes Lane**	**Knob Hill**	**Bell Road**	**Church Street**	**Tilletts Lane (S)**	**Mayes Lane**	**Knob Hill**	**Bell Road**	**Church Street**	**Tilletts Lane (S)**	**Mayes Lane**	**Knob Hill**	**Bell Road**	**Church Street**	**Tilletts Lane (S)**	**Mayes Lane**	**Knob Hill**	**Bell Road**	**Church Street**
E01031658 : Horsham 003D	50	44.9%	50	22	4.8%																				
E01031620 : Horsham 003A	25	44.9%	25	11	2.4%	1					2.4%									1					2.4%
E01031648 : Horsham 003B	2	44.9%	2	1	0.2%			0.5	0.5				0.1%	0.1%				0.5	0.5				0.1%	0.1%	
E01031651 : Horsham 003C	2	44.9%	2	1	0.2%			0.5	0.5				0.1%	0.1%				0.5	0.5				0.1%	0.1%	
E01031689 : Horsham 003E	1	44.9%	1	0	0.1%			0.5	0.5				0.0%	0.0%				0.5	0.5				0.0%	0.0%	
E01031657 : Horsham 005A	18	76.4%	18	14	3.0%	1					3.0%									1					3.0%
E01031659 : Horsham 005B	2	76.4%	2	2	0.3%	1					0.3%									1					0.3%
E01031674 : Horsham 005C	1	76.4%	1	1	0.2%		1					0.2%					1					0.2%			
E01031675 : Horsham 005D	4	76.4%	4	3	0.7%		1					0.7%					1					0.7%			
E01031611 : Horsham 010A	6	85.5%	6	5	1.1%			0.5	0.5				0.6%	0.6%				0.5	0.5				0.6%	0.6%	
E01031612 : Horsham 010B	1	85.5%	1	1	0.2%		1					0.2%					1					0.2%			
E01031613 : Horsham 010C	7	85.5%	7	6	1.3%		1					1.3%					1					1.3%			
E01031614 : Horsham 010D	6	85.5%	6	5	1.1%		1					1.1%					1					1.1%			
E01031615 : Horsham 010E	2	85.5%	2	2	0.4%		1					0.4%					1					0.4%			
E01031621 : Horsham 012A	0	92.3%	0	0	0.0%			0.5	0.5									0.5	0.5						
E01031623 : Horsham 012B	0	92.3%	0	0	0.0%			0.5	0.5									0.5	0.5						
E01031627 : Horsham 012C	0	92.3%	0	0	0.0%			0.5	0.5									0.5	0.5						
E01031664 : Horsham 012D	4	92.3%	4	4	0.8%		1					0.8%					1					0.8%			
E01031626 : Horsham 013A	0	94.7%	0	0	0.0%			0.5	0.5									0.5	0.5						
E01031630 : Horsham 013B	1	94.7%	1	1	0.2%			0.5	0.5				0.1%	0.1%				0.5	0.5				0.1%	0.1%	
E01031631 : Horsham 013C	1	94.7%	1	1	0.2%			0.5	0.5				0.1%	0.1%				0.5	0.5				0.1%	0.1%	
E01031662 : Horsham 013D	1	94.7%	1	1	0.2%		1					0.2%					1					0.2%			
E01031663 : Horsham 013E	1	94.7%	1	1	0.2%		1					0.2%					1					0.2%			
E01031665 : Horsham 013F	2	94.7%	2	2	0.4%		1					0.4%					1					0.4%			
Lower Layer Total	87	-	87	61	13.1%																				
Mid Layer																									
E02006590 : Horsham 003	80	44.9%	80	36	7.7%																				
E02006592 : Horsham 005	25	76.4%	25	19	4.1%																				
E02006597 : Horsham 010	22	85.5%	22	19	4.1%																				
E02006599 : Horsham 012	4	92.3%	4	4	0.8%																				
E02006600 : Horsham 013	6	94.7%	6	6	1.2%																				
E02006588 : Horsham 001	17	88.7%	17	15	3.3%			0.5	0.5				1.6%	1.6%				0.5	0.5				1.6%	1.6%	
E02006589 : Horsham 002	20	44.0%	20	9	1.9%			0.5	0.5				0.9%	0.9%				0.5	0.5				0.9%	0.9%	
E02006591 : Horsham 004	16	63.1%	16	10	2.2%			0.5	0.5				1.1%	1.1%				0.5	0.5				1.1%	1.1%	
E02006593 : Horsham 006	102	42.0%	102	43	9.2%			0.5	0.5				4.6%	4.6%				0.5	0.5				4.6%	4.6%	
E02006594 : Horsham 007	5	72.1%	5	4	0.8%			0.5	0.5				0.4%	0.4%				0.5	0.5				0.4%	0.4%	
E02006595 : Horsham 008	14	77.1%	14	11	2.3%			0.5	0.5				1.2%	1.2%				0.5	0.5				1.2%	1.2%	
E02006596 : Horsham 009	7	80.7%	7	6	1.2%			0.5	0.5				0.6%	0.6%				0.5	0.5				0.6%	0.6%	
E02006598 : Horsham 011	7	96.3%	7	7	1.5%			0.5	0.5				0.7%	0.7%				0.5	0.5				0.7%	0.7%	
E02006601 : Horsham 014	3	88.9%	3	3	0.6%			0.5	0.5				0.3%	0.3%				0.5	0.5				0.3%	0.3%	
E02006602 : Horsham 015	2	80.0%	2	2	0.3%			0.5	0.5				0.2%	0.2%				0.5	0.5				0.2%	0.2%	
E02006603 : Horsham 016	1	100.0%	1	1	0.2%			0.5	0.5				0.1%	0.1%				0.5	0.5				0.1%	0.1%	
Mid Layer Total	194	-	194	109	23.5%																				
Merged Local Authority																									
Horsham	331	55.5%	331	184	39.6%																				
Crawley	93	85.9%	93	80	17.2%			0.5	0.5				8.6%	8.6%				0.5	0.5				8.6%	8.6%	
Mole Valley	44	91.2%	44	40	8.6%		1					8.6%								1					8.6%
Westminster,City of London	30	7.2%	30	2	0.5%		1					0.5%								1					0.5%
Reigate and Banstead	27	88.9%	27	24	5.2%		1					5.2%								1					5.2%
Mid Sussex	23	94.9%	23	22	4.7%			0.5	0.5				2.4%	2.4%				0.5	0.5				2.4%	2.4%	
Guildford	18	90.9%	18	16	3.5%		1					3.5%					1					3.5%			
Waverley	16	88.8%	16	14	3.1%		1					3.1%					1					3.1%			
Elmbridge	9	95.0%	9	9	1.8%		1					1.8%								1					1.8%
Hillingdon	7	95.2%	7	7	1.4%		1					1.4%								1					1.4%
Kingston upon Thames	7	91.3%	7	6	1.4%		1					1.4%								1					1.4%
Chichester	7	94.9%	7	7	1.4%		1					1.4%								1					1.4%
Worthing	7	83.9%	7	6	1.3%			0.5	0.5				0.6%	0.6%				0.5	0.5				0.6%	0.6%	
Hounslow	6	70.6%	6	4	0.9%		1					0.9%								1					0.9%
Lewes	6	92.3%	6	6	1.2%			0.5	0.5				0.6%	0.6%				0.5	0.5				0.6%	0.6%	
Lambeth	5	27.3%	5	1	0.3%		1					0.3%								1					0.3%
Epsom and Ewell	5	80.0%	5	4	0.9%		1					0.9%								1					0.9%
Adur	5	92.9%	5	5	1.0%			0.5	0.5				0.5%	0.5%				0.5	0.5				0.5%	0.5%	
Islington	4	5.9%	4	0.2	0.1%		1					0.1%								1					0.1%
Sutton	4	78.9%	4	3	0.7%		1					0.7%								1					0.7%
Brighton and Hove	4	80.5%	4	3	0.7%			0.5	0.5				0.3%	0.3%				0.5	0.5				0.3%	0.3%	
Tandridge	4	86.4%	4	3	0.7%			0.5	0.5				0.4%	0.4%				0.5	0.5				0.4%	0.4%	
Croydon	3	44.0%	3	1	0.3%		1					0.3%								1					0.3%
Merton	3	100.0%	3	3	0.6%		1					0.6%								1					0.6%
Tower Hamlets	3	15.4%	3	0.5	0.1%		1					0.1%								1					0.1%
Luton	2	100.0%	2	2	0.4%		1					0.4%								1					0.4%
Richmond upon Thames	2	66.7%	2	1	0.3%		1					0.3%								1					0.3%
Dartford	2	100.0%	2	2	0.4%		1					0.4%								1					0.4%
Woking	2	100.0%	2	2	0.4%		1					0.4%					1					0.4%			
North Warwickshire	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Wolverhampton	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Bromley	1	50.0%	1	1	0.1%		1					0.1%								1					0.1%
Greenwich	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Hammersmith and Fulham	1	14.3%	1	0.1	0.0%		1					0.0%								1					0.0%
Wandsworth	1	40.0%	1	0.4	0.1%		1					0.1%								1					0.1%
Bracknell Forest	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
West Berkshire	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Slough	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Windsor and Maidenhead	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Wokingham	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Basingstoke and Deane	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
East Hampshire	1	100.0%	1	1	0.2%		1					0.2%					1					0.2%			
Hart	1	100.0%	1	1	0.2%		1					0.2%					1					0.2%			
Havant	1	66.7%	1	1	0.1%		1					0.1%								1					0.1%
Rushmoor	1	100.0%	1	1	0.2%		1					0.2%					1					0.2%			
Runnymede	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Spelthorne	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Surrey Heath	1	100.0%	1	1	0.2%		1					0.2%					1					0.2%			
Arun	1	100.0%	1	1	0.2%			0.5	0.5				0.1%	0.1%				0.5	0.5				0.1%	0.1%	
Stroud	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Newport	1	100.0%	1	1	0.2%		1					0.2%								1					0.2%
Sub Total	370	-	370	294	63.4%						5.7%	41.8%	26.2%	26.2%	0.0%	100.0%					0.0%	13.3%	26.2%	26.2%	34.2%	100.0%
Total	**651**	**-**	**651**	**464**	**1**																				

Appendix I Traffic Distribution and Assignment Model



Legend

This diagram may include discrepancies as a result of rounding

Arrivals

Departures

All Vehicles

- Arrivals
- Departures

HGVs

- Arrivals
- Departures

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65 Chichester Enterprise Centre, Terminus Road,
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www.bpcivils.co.uk

Title:

Tillets Lane Access
Percentage Distribution

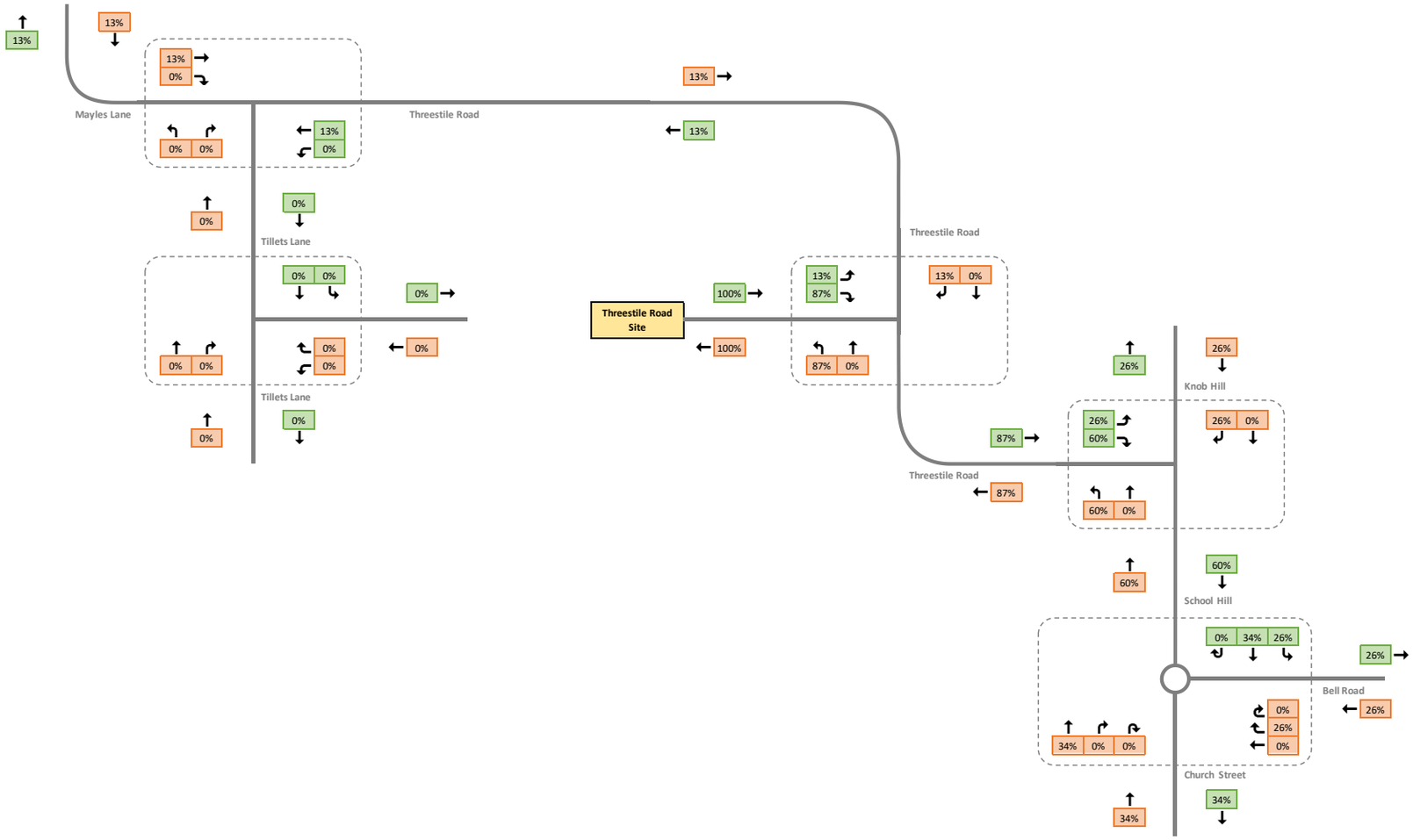
Project:

Land at Tillets Lane, Warnham

Client:

The Broadbridge Heath Trust

Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arrivals

Departures

All Vehicles

- Arrivals
- Departures

HGVs

- Arrivals
- Departures

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Title:

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Percentage Distribution

Project:

Land at Tillets Lane, Warnham

Client:

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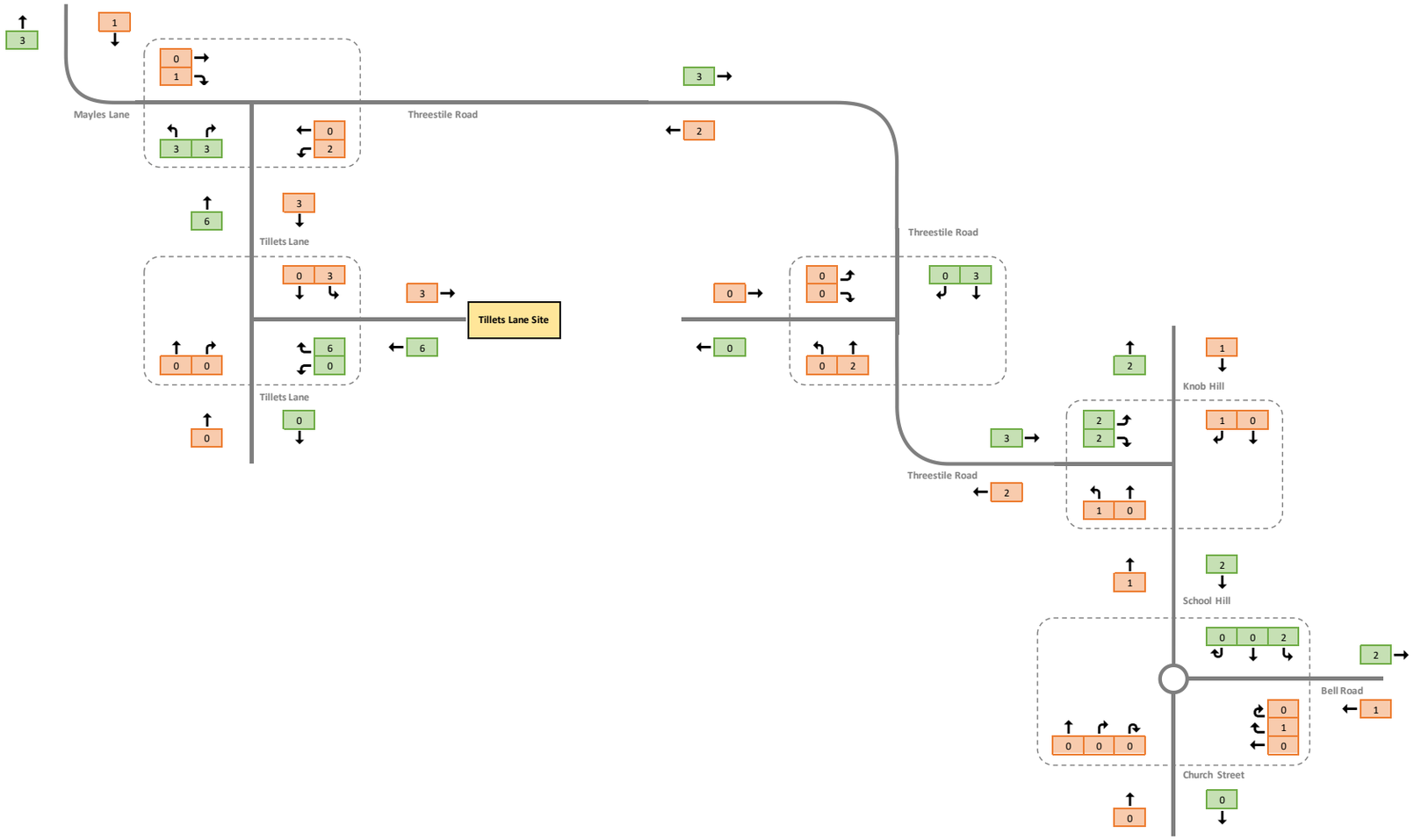
Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arrivals

Departures

All Vehicles

3 Arrivals

6 Departures

HGVs

\- Arrivals

\- Departures

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Title:

Tillet's Lane Access
AM Peak Hour Flows

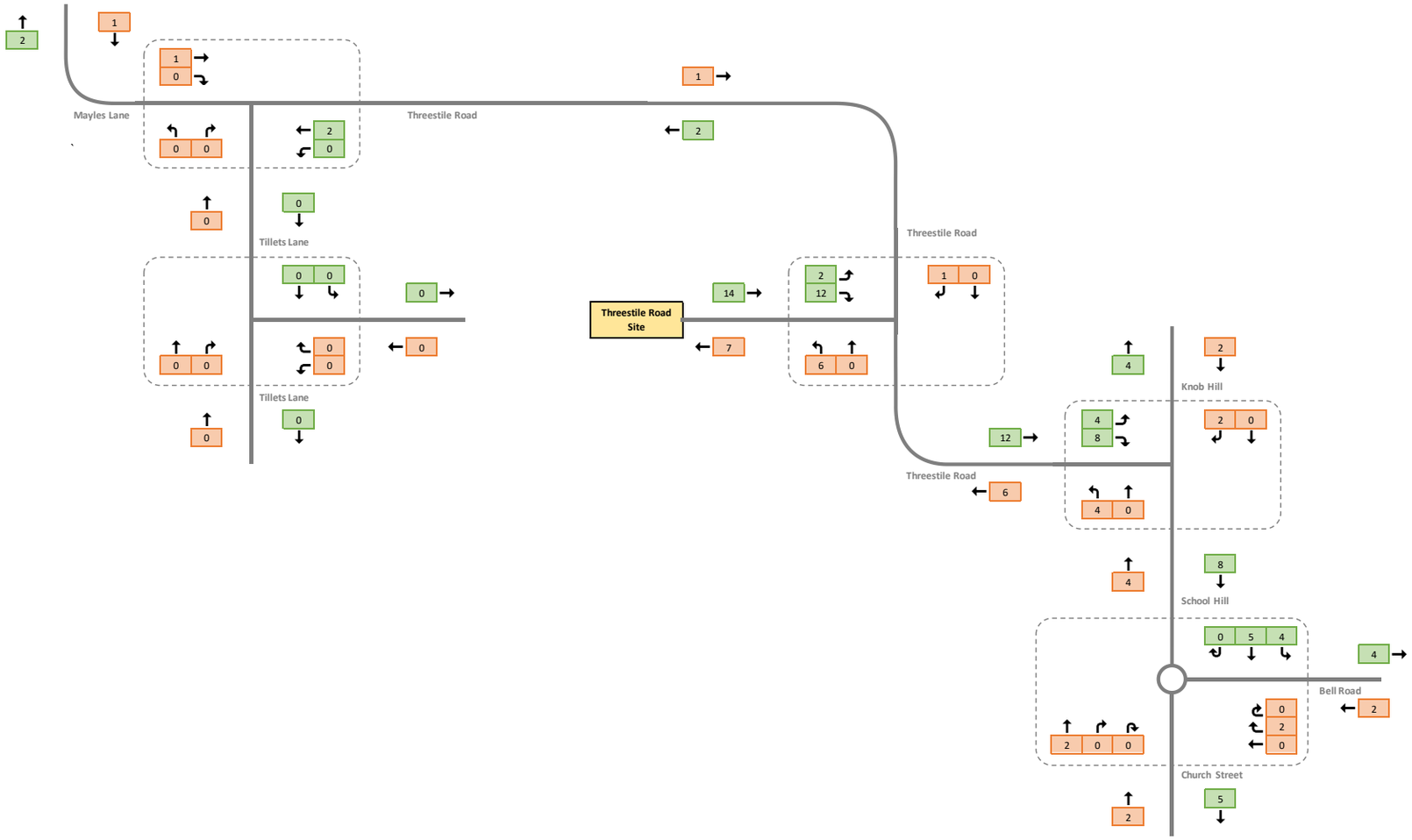
Project:

Land at Tillets Lane, Warnham

Client:

The Broadbridge Heath Trust

Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arrivals

Departures

All Vehicles

7 Arrivals

14 Departures

HGVs

- Arrivals

- Departures

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Title:

Threestile Road Access
AM Peak Hour Flows

Project:

Land at Tillets Lane, Warnham

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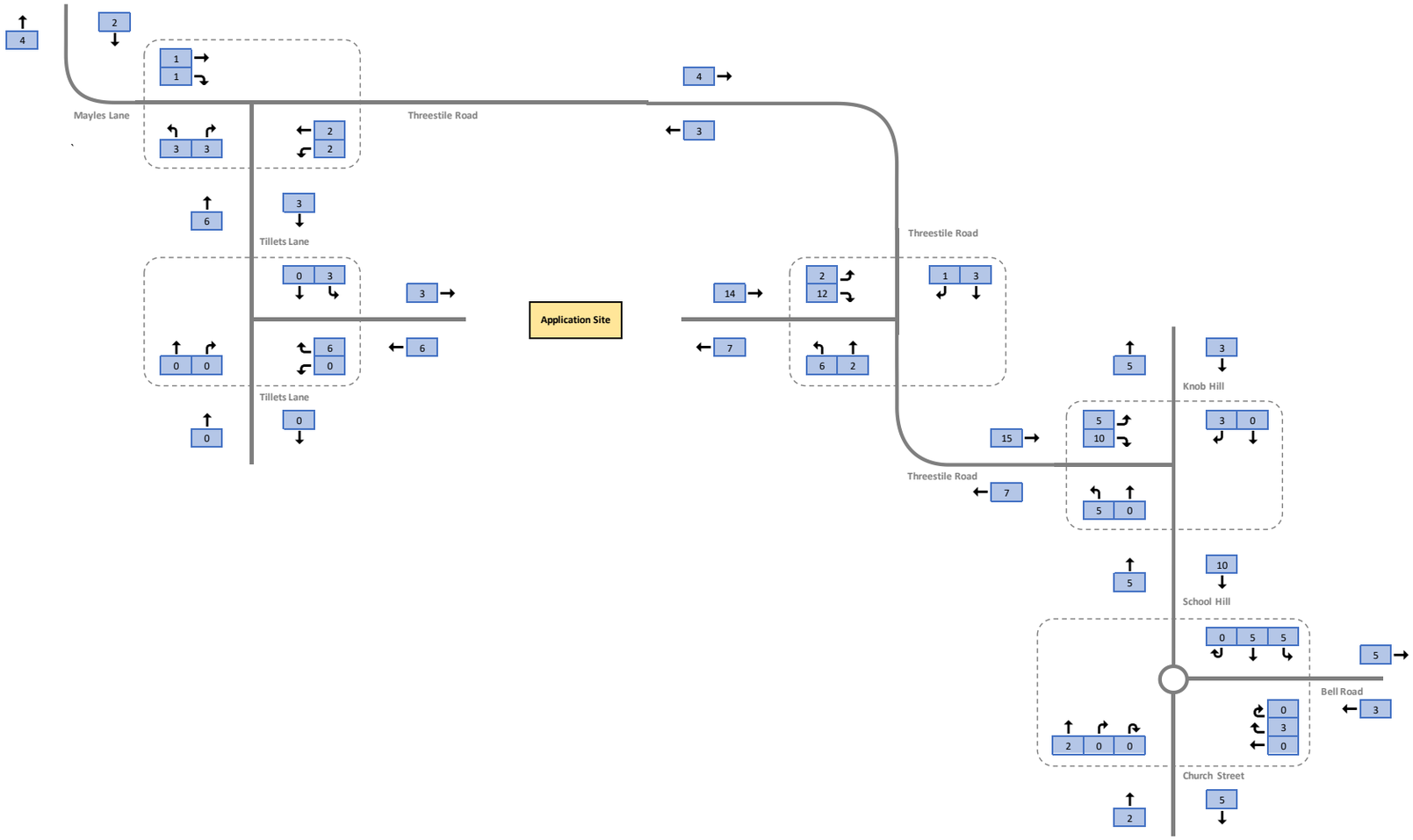
Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arr/Dep

All Vehicles

10 Arrivals

20 Departures

HGVs

- Arrivals

- Departures

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Title:

Total Site
AM Peak Hour Flows

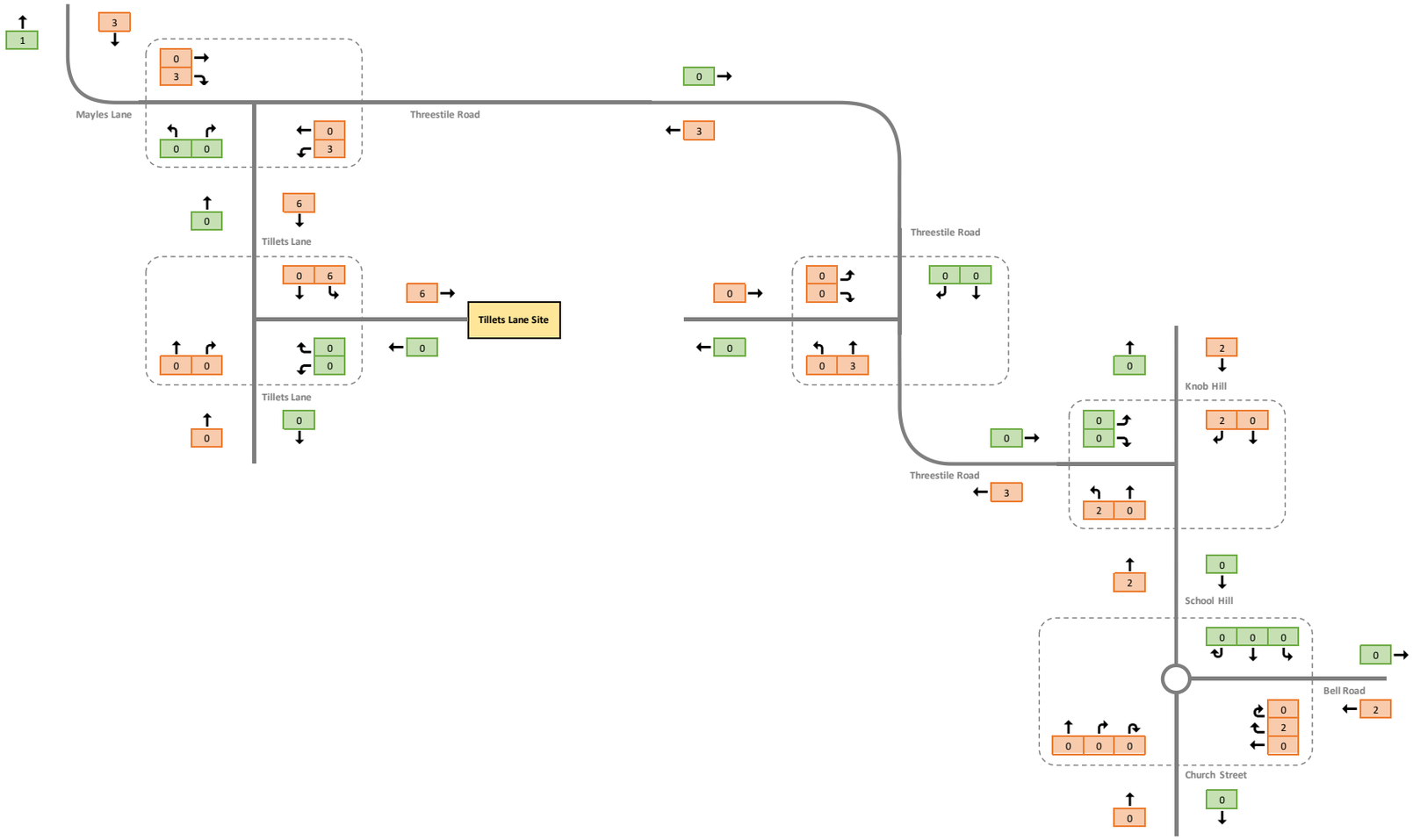
Project:

Land at Tillets Lane, Warnham

Client:

The Broadbridge Heath Trust

Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arrivals

Departures

All Vehicles

6 Arrivals

3 Departures

HGVs

- Arrivals

- Departures

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Title:

Tillet's Lane Access
PM Peak Hour Flows

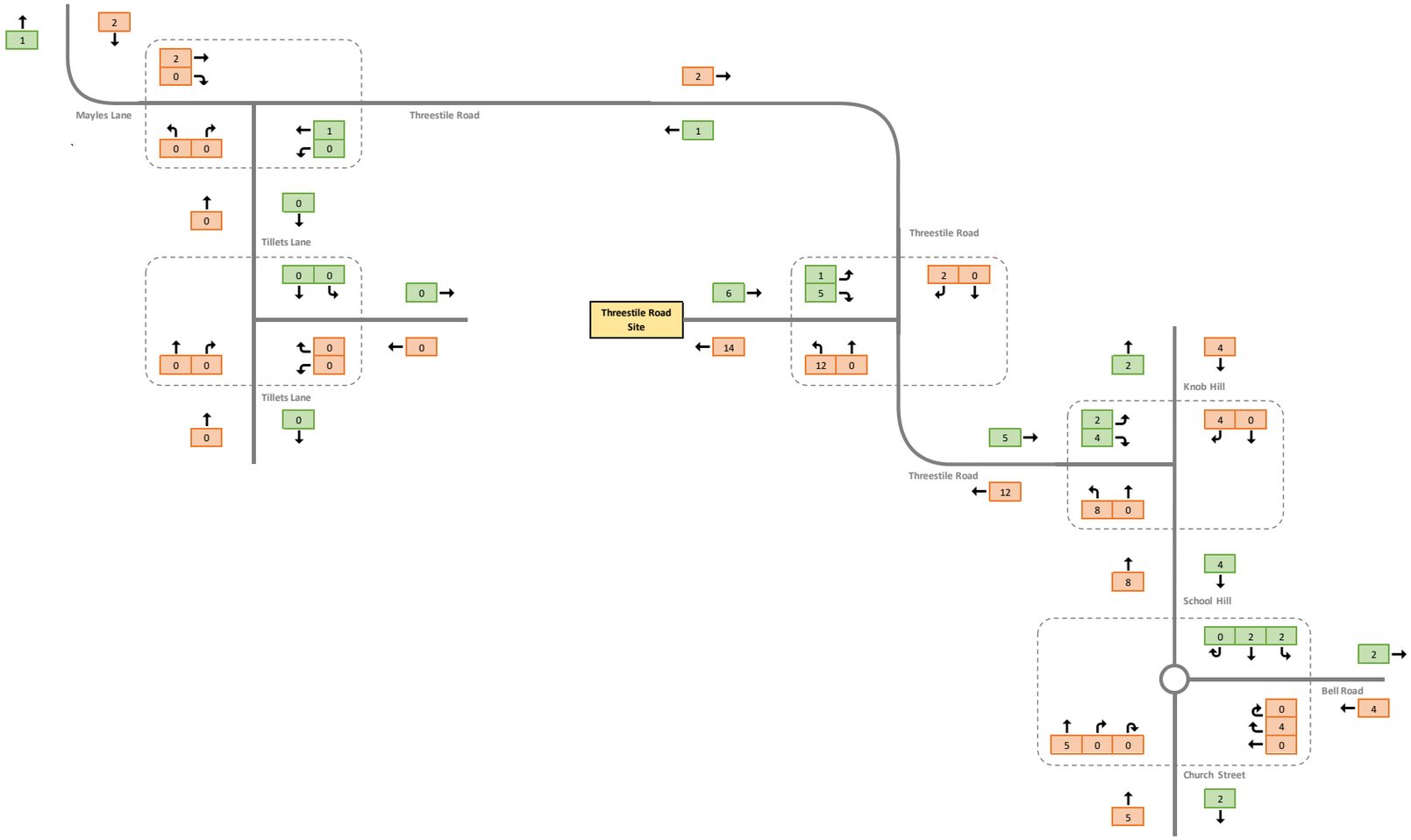
Project:

Land at Tillets Lane, Warnham

Client:

The Broadbridge Heath Trust

Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arrivals

Departures

All Vehicles

14 Arrivals

6 Departures

HGVs

\- Arrivals

\- Departures

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Title:

Threestile Road Access
PM Peak Hour Flows

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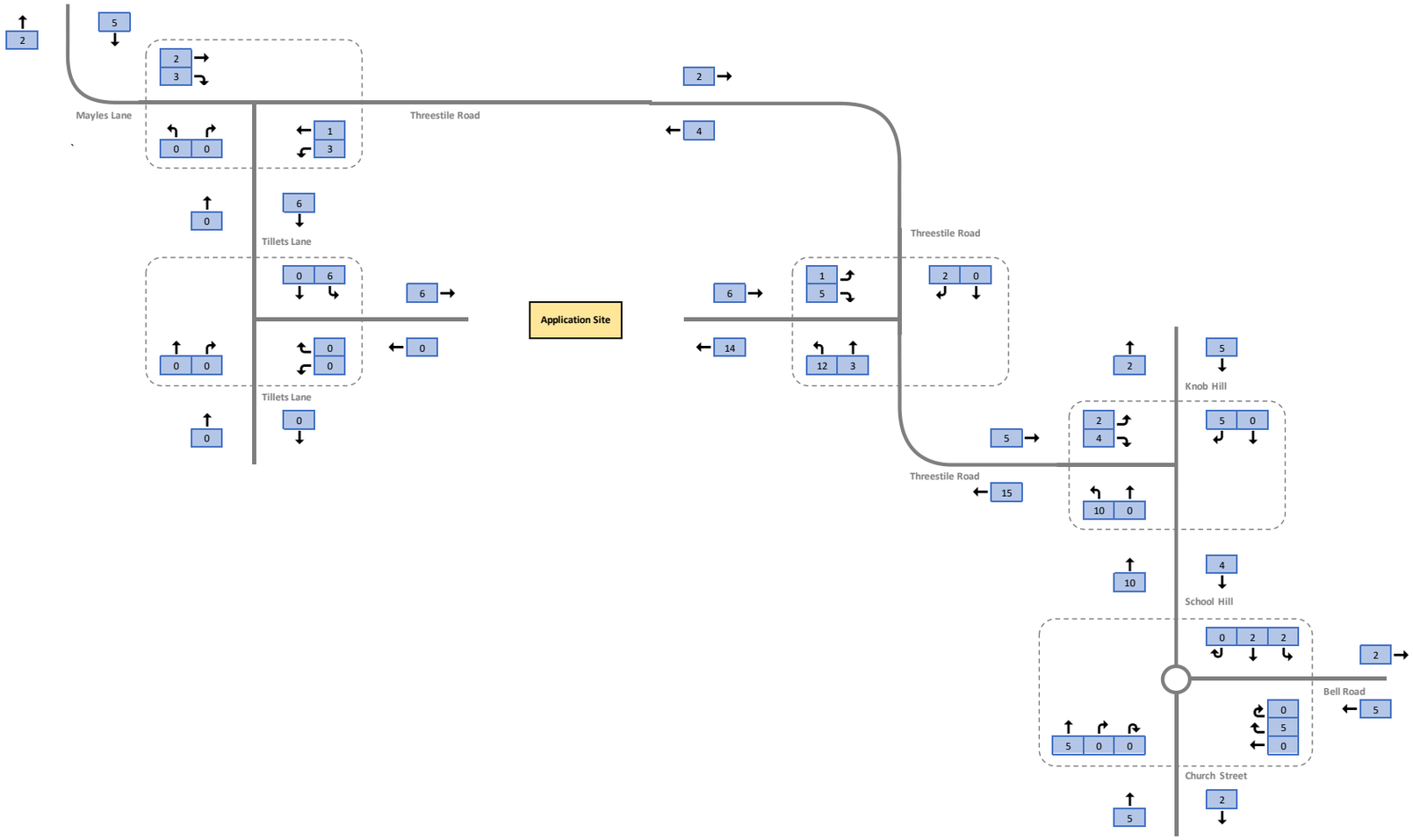
Job No:	Rev:
6645	-



Legend

This diagram may include discrepancies as a result of rounding

Arr/Dep

All Vehicles

20 Arrivals

9 Departures

HGVs

- Arrivals

- Departures

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Title:

Total Site
PM Peak Hour Flows

Project:

Land at Tillets Lane, Warnham

Client:

The Broadbridge Heath Trust

Job No:	Rev:
6645	-

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