

# Transport Report

The Fords,  
Bonfire Hill,  
Southwater,  
RH13 9BU



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Issue	Issue date	Compiled	Checked	Authorised
1	05-02-2025	RS	RW	RW
2	23-04-2025	RS	RW	RW

## 1 Introduction

- 1.1 This report has been prepared for Mrs Rixon 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 & Transport Ltd has been commissioned by Mrs Rixon to prepare a Transport Report in connection with the proposed development of two chalet style houses on the land associated with the existing property, The Forde, at Bonfire Hill, Southwater.

### Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:
  - National Planning Policy Guidance (NPPG);
  - National Planning Policy Framework (NPPF);
  - Manual for Streets (1 & 2)
  - West Sussex County Council Local Transport Plan 2011-2026 (2011);
  - West Sussex Guidance on Parking at New Developments (2020);
  - Horsham District Planning Framework 2015-2031 (2015);
  - Horsham District Draft Local Plan 2019-2036 (2020).

## 2 Policy Context

### Horsham District Planning Framework (2015)

- 2.1 The site is located outside of the defined built-up area boundary and is not allocated for housing development within the Horsham District Planning Framework (HDPF).
- 2.2 The HDPF acknowledges that the district as a whole is car reliant with reference to 2011 Census travel to work data with approximately 76% travelling to work by car.
- 2.3 With regards to Sustainable Transport Policy 40, paragraph 11.6 recognises the high reliance on private car journeys in relation to the dispersed rural nature of the district as a whole, it states:  
*'the dispersed rural settlements combined with limited public transport result in a population which is highly reliant on the car and is likely to continue to do so because the dispersed nature of the district settlements makes public transport economically difficult to sustain'.*
- 2.4 Policy 40 aims to achieve 'people living healthier lives' through increased sustainable travel and safe access, and states development will be supported if it accords with the various reasons listed, those relating to this application are as follows:  
*4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*  
*5. Is located in areas where there are, or will be a choice in the modes of transport available.*
- 2.5 Policies 2, 3, 4 & 26 of the HDPF 2015 document seek to focus development within the main settlements of the district, with other growth in accordance with a settlement hierarchy.
- 2.6 Policy 2 of the Horsham District Planning Framework (HDPF) sets out the main growth strategy, focusing development in the main settlements. The application site is situated outside of any of the defined settlements as categorised under Policy 3 of the HDPF, and therefore is considered to be in a countryside location in policy terms.
- 2.7 Policy 4 allows for some growth outside of built-up areas subject to certain criteria:

#### *Policy 4 Strategic Policy:*

*Settlement Expansion The growth of settlements across the District will continue to be supported in order to meet identified local housing, employment and community needs. Outside built-up area boundaries, the expansion of settlements will be supported where;*

- 1. The site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge.*
- 2. The level of expansion is appropriate to the scale and function of the settlement type.*

3. *The development is demonstrated to meet the identified local housing needs and/or employment needs or will assist the retention and enhancement of community facilities and services.*
4. *The impact of the development individually or cumulatively does not prejudice comprehensive long term development, in order not to conflict with the development strategy; and*
5. *The development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced.*

- 2.8 Southwater falls within the settlement type defined as 'small towns and larger villages' in the HDPF, "These are settlements with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and / or bus services. The settlements act as hubs for smaller villages to meet their daily needs, but also have some reliance on larger settlements / each other to meet some of their requirements".
- 2.9 The sustainability credentials of Southwater are confirmed by the fact that Policy 2 of the HDPF allocates a strategic site for 600 dwellings on its western edge. This development, which is now partially built, lies within the direct vicinity of the application site.
- 2.10 Policy 26 seeks to protect the rural character and undeveloped nature of the countryside against inappropriate development:

*Policy 26 Strategic Policy:*

*Countryside Protection Outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to its countryside location, and in addition meet one of the following criteria:*

1. *Support the needs of agriculture or forestry;*
2. *Enable the extraction of minerals or the disposal of waste;*
3. *Provide for quiet informal recreational use; or*
4. *Enable the sustainable development of rural areas.*

*In addition, proposals must be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, and/or conserves, and/or enhances, the key features and characteristics of the landscape character area in which it is located, including;*

1. *The development pattern of the area, its historical and ecological qualities, tranquillity and sensitivity to change;*
2. *The pattern of woodlands, fields, hedgerows, trees, waterbodies and other features; and*
3. *The landform of the area.*

## Emerging Horsham Local Plan 2023-2040

- 2.11 The Horsham District Local Plan 2023-2040 Regulation 19 period of representation closed at 5pm Friday 1 March 2024. The plan aims to deliver the social, economic and environmental needs of Horsham district.
- 2.12 The plan preparation was undertaken during the period of the Covid-19 pandemic and the publication of a number of Government consultations proposing changes to the planning system both in the shorter and longer term. These issues have combined to set the context in which the Council has considered the level of development that can be accommodated in the district. This process has taken account of the standard housing methodology target set by National Policy, environmental constraints and the need to maintain healthy and happy communities.
- 2.13 The ELP recognises '*public transport provision within the District is poor and there is a high reliance on the car to travel over longer distances in particular*'... '*Any growth and change which takes place will need to consider **reducing the reliance on the private car, including through the delivery of active travel (walking and cycling)***'. (Chapter 3, paragraph 3.8).
- 2.14 The ELP revisits the development hierarchy approach of the HDPF, and supports development in smaller settlements to enable local services and facilities to remain viable, it states:  
*'The historic pattern of development in Horsham District has traditionally focused on the growth of existing towns and villages. Most growth has taken place in and around the largest settlements. These towns and villages have more services and facilities and have traditionally been able to accommodate a larger level of growth. **Smaller settlements have tended to grow more organically, with growth in these settlements enabling local services and facilities to remain viable***'.
- 2.15 The following emerging policies are considered relevant to the proposal:
- Policy 1: Sustainable Development;
  - Policy 2: Development Hierarchy and Settlement Expansion;
  - Policy 3: Settlement Expansion;
  - Policy 24: Sustainable Transport;
  - Policy 25: Parking;
  - Policy 27: Inclusive Communities, Health and Wellbeing.
- 2.16 Active/healthy travel remains a key aspiration of the emerging Horsham Local Plan (Policy 24 of the ELP), stating that active travel modes should be the natural first choice for short trips.
- 2.17 In regards to sustainable transport, specifically cycling, the Council supports the 20-minute neighbourhood concept:

*Policy 24 and the wider spatial strategy seek to establish patterns of development that improve opportunities for home working, local journeys within neighbourhoods, walking, cycling, wheeling and the use of public transport. This includes electrically assisted pedal cycles (e-cycles) and scooters. The Council supports the 20 minute neighbourhood concept'.*

- 2.18 The idea of '20 minute neighbourhoods' has grown as the COVID-19 pandemic lockdowns put a spotlight on the importance of the liveability of neighbourhoods, with people spending more time locally, working at home if possible, using public green space, cycling and walking instead of using cars and connecting with neighbours.
- 2.19 This 20 minute neighbourhood concept, together with recognition of neighbouring smaller villages and settlements providing for day-to-day basic needs, supports that the site should not be considered an unsustainable location from a transport perspective, despite its rural location. There are facilities within walking distance of the site, and a wider range of local amenities and essential services within cycling distance of the site.
- 2.20 Relative car dependency would not make the site unsustainable in transport terms. Given the sites proximity to large nearby villages and towns which offer a significant range of services, it should be recognised that the very low number of private car trips would be for short journeys.

### 3 Existing Site Details

- 3.1 The application site comprises the side garden of existing dwelling, 'The Fords', located on the north side of Bonfire Hill. Bonfire Hill serves a number of residential dwellings.
- 3.2 The site lies within the countryside and is less than 1km west of the centre of Southwater. The area centred around Lintot Square, contains a wide range of services and facilities which include shops, a public house, library and health centre.
- 3.3 An aerial view of the site is shown below in **Figure 3.1** with an approximate red line boundary highlighting the approximate site area. A larger aerial map of the site is included in **Appendix A**.

Figure 3.1 – Aerial View of Existing Site



## 4 Local Highway Network

- 4.1 The site is accessed from Bonfire Hill, and the application site will be served via the existing vehicle access that serves the residential property called 'The Fords'. Bonfire Hill is subject to a 60mph speed limit, which lowers to 30mph approximately 250metres east of the site on the approach into the centre of Southwater.
- 4.2 At its western end, Bonfire Hill connects to Marlpost Road at a priority junction. To the east Bonfire Hill connects to Worthing Road via Church Lane. Worthing Road is a main road through the centre of Southwater, with links to the A24 at each end.
- 4.3 The A24 forms part of the strategic highway network and is a major road that runs for 85.6km from Clapham in South-West London to Worthing in West Sussex. The A24 is subject to speed limits of 50 and 60 at various points in Southwater.
- 4.4 The nearest bus stops are located on Church Lane adjacent the Village Hall, circa 600m east of the site, and is served by bus route 98. Additional services are available at the Topsy Fox bus stops located approximately 810m east of the site. These stops are served by service numbers 23, 398 and 690. These services provide frequent connections to a number of key destinations as outlined in **Section 5** of this report.

### Traffic Survey (ATC)

- 4.5 A traffic survey was undertaken from Thursday 23<sup>rd</sup> – Wednesday 29<sup>th</sup> January 2025 for a period of 1 week within close proximity of the site access.
- 4.6 This revealed the following summary 85<sup>th</sup>ile traffic speed and flow data:
  - Eastbound – 32.3 mph (average 7-day 85<sup>th</sup> percentile)
  - Westbound – 32.7 mph (average 7-day 85<sup>th</sup> percentile)
- 4.7 The full survey is included at **Appendix B**.

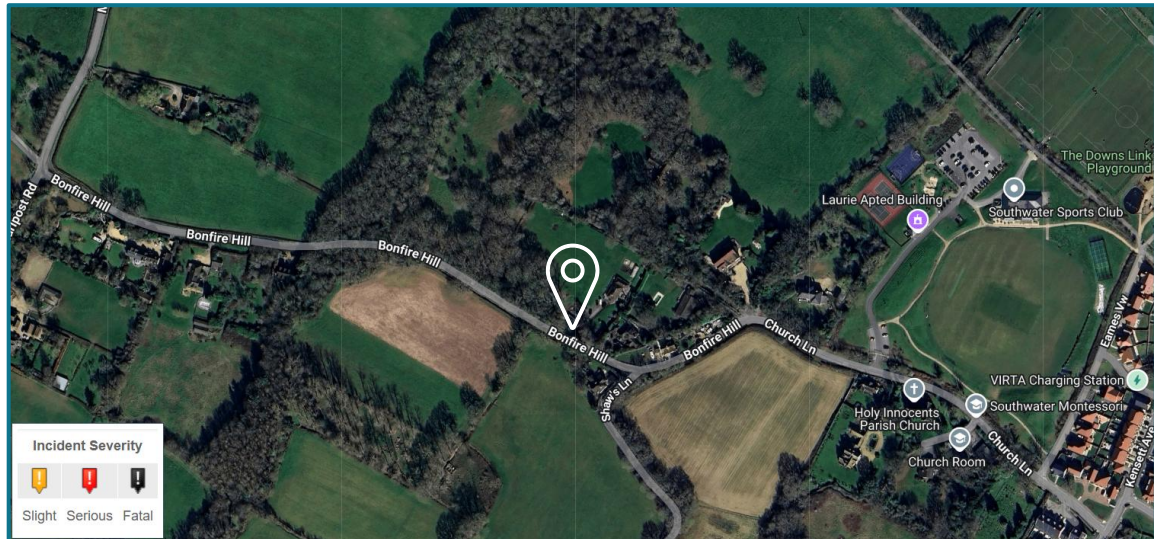
### Accident Data

- 4.8 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.9 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Bonfire Hill within the vicinity of the site access. Within this

time period there were no recorded accidents within the area surrounding the site (circa 300m radius around the site access).

4.10 **Figure 4.1** shows an extract of Crashmaps for the surrounding area.

**Figure 4.1 – Extract of Crashmaps within the site vicinity**



4.11 There are no recorded incidents, and given no alterations to the highway are proposed, it is reasonable to conclude that the proposed development will not result in an increase in the risk of accidents.

## 5 Modal Choices

- 5.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

### Bus Services

- 5.2 The nearest bus stops are located on Church Lane adjacent the Village Hall, circa 600m east of the site, and is served by bus route 98.
- 5.3 Additional services are available at the Topsy Fox bus stops located approximately 810m east of the site. These stops are served by service numbers 23, 398 and 690.
- 5.4 The bus services are detailed below in **Table 5.1**. These services are operated by Sussex Coaches and Metrobus, and provide connections to a number of key destinations such as Horsham Railway Station, Horsham Bus Station, Steyning, Shoreham-by-sea, Worthing and other neighbouring towns/villages.

**Table 5.1 – Local bus services and frequencies**

Service No.	Route	Weekday Frequency	Weekend Frequency
23	Crawley – Horsham – Ashington – Worthing	1 per hour	SAT: 1 per hour SUN: 1 every 2 hours
98	Roffey – Horsham Railway Station – Southwater	1-3 per hour	SAT: 1-3 per hour SUN: 1-2 per hour
398	Southwater – Horsham – Crawley Schools	1 service at school start/finish times only	N/A
690	Oakhill Millais School – Horsham – Southwater	1 service at school start/finish times only	N/A

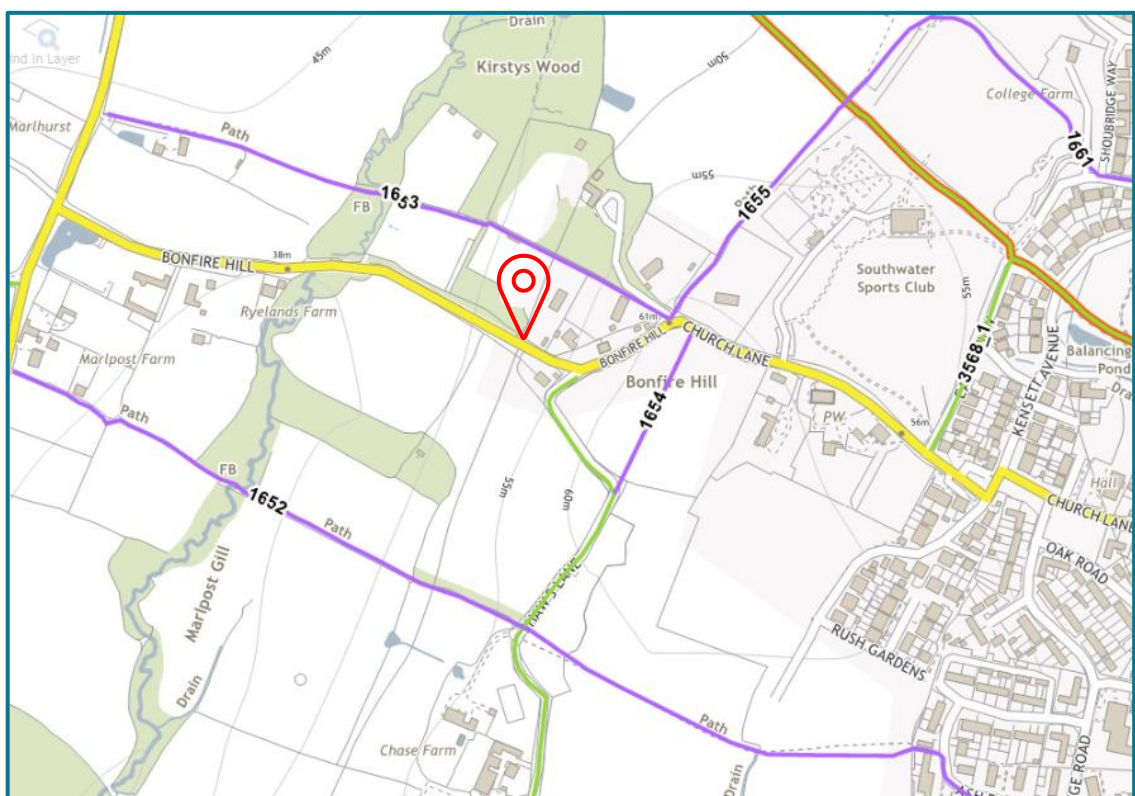
## Rail Services

- 5.5 The nearest railway station is Christs Hospital Station, it is located around 4.1km from the site. This equates to a 12-minute cycle journey. The services from this station are run by Southern and provide frequent direct links to Bognor Regis and London Victoria.
- 5.6 The typical off peak service in trains per hour (tph) is:
- 2tph to London Victoria via Gatwick Airport;
  - 2tph to Bognor Regis.
- 5.7 In peak hours, the station is served by a single service between Bognor and London Bridge

## PROW

- 5.8 There is a network of Public Rights of Way (PROW) within the site vicinity. An extract of the WSCC PROW iMap tool is shown below.

Figure 5.1 – PROW



## Accessibility by Foot

- 5.9 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).
- 5.10 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)
- 5.11 Examples of key destinations and their proximity to the site are listed below in **Table 5.1**. 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.
- 5.12 There are a number of facilities and services available to future residents this including (but is not limited to):

**Table 5.1 – Distance and Travel Times to Key Destinations**

Location	Distance (metres)	Walking Time (minutes)	Cycling Time (minutes)
Parish Church	300	4.6	1.2
Southwater Sports Club	450	6.4	1.7
Southwater Village Hall	635	8.6	2.5
Tipsy Fox Pub & Restaurant	785	10.3	3.0
Fast food	805	10.6	3.1
Budgens & Post Office	815	10.7	3.2
The Village Doctors Surgery	845	11.1	3.3
Lintot Pub	890	11.6	3.4
Co-Operative Food	945	12.3	3.7

Natwest ATM	965	12.5	3.7
Charity Shop	1000	12.9	3.9
Southwater Library	1006	13	3.9
The Ghyll Community Centre	1270	16.1	4.9
Southwater Infant & Day Nursery	1290	16.4	5.0
Southwater Junior Academy	1420	17.9	5.5

The above list includes some examples of local amenities and facilities, and is not exhaustive

- 5.13 The footways into the village begin approximately 440m east of the site, there are wide grassed verges on both side of the road in this area. PROW route 1653 also runs along the northern boundary of the site, providing a direct link to Church Lane.
- 5.14 It should be recognised that residential developments further west of Southwater than the application site have recently been approved, specifically in relation to the development of a single dwelling at Marlpost Meadows, located 460m west of the site access, which was allowed at appeal and was considered to not be an unsustainable location for development by the Planning Inspector.

## 6 Proposed Development

- 6.1 The proposed development is for the erection of two chalet style houses adjacent to The Fords and will utilise the existing access.
- 6.2 The proposed layout plan is shown in **Appendix C**.

### Proposed Access

- 6.3 MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4m is the appropriate X distance for most roads.
- 6.4 On the basis of recorded vehicle speeds of 32.3mph eastbound and 32.7mph westbound, in accordance with MfS1, visibility splays of 2.4m x 48m (eastbound) and 2.4m x 49m (westbound) are achievable as shown on the access plan at **Appendix D**.
- 6.5 The existing verge overgrowth within the highway boundary along the site frontage will be cut back and maintained to ensure adequate visibility splays remain achievable with no solid obstruction above 0.6m. The highway boundary plan is included at **Appendix E**.
- 6.6 Therefore, adequate visibility to meet the Manual for Streets standards is achievable.

### Proposed Parking

- 6.7 On-site parking is laid out in accordance with West Sussex County Council's 'Guidance on Parking at New Developments' (September 2020) document which suggests a total requirement for 4 parking spaces and each dwelling is provided with 2 garage spaces plus space for atleast 2 parked cars in front of the garages. **Table 5.1** details the parking standards below.

**Table 6.1 – WSCC Residential Parking Demand (spaces per dwelling)**

<b>Number of Bedrooms</b>	<b>Number of Habitable Rooms</b>	<b>PBZ1</b>	<b>PBZ2</b>	<b>PBZ3</b>	<b>PBZ4</b>	<b>PBZ5</b>
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

- 6.8 Based on the WSCC Parking Standards, the proposed development is located in Behaviour Zone 2 and requires the following parking provision below:
  - 2 x 3-bedroom houses (2.1 per dwelling) = 4.2 spaces

- 6.9 The WSCC parking guidance states 'no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling'. Therefore, on this basis up to 0.4 visitor parking spaces are required for a development of 2 dwellings and have been provided.
- 6.10 The WSCC parking guidance states 'garages should be at least 6m x 3m internally. Each dwelling has a double garage provided with additional space in front of the garages to accommodate any visitor demands.
- 6.11 Parking is provided on driveways and/or within garages consistent with the WSCC parking guidance and is considered adequate to accommodate the demands.
- 6.12 The WSCC guidance also states 'Active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide passive provision'. With the guidance applied to an estimated occupancy year of 2024, the standards recommend 45% active provision.
- 6.13 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), each new dwelling will be provided with 1 active EV charging point per house within garages.

### Servicing and Emergency Vehicle Access

- 6.14 Bins will be moved adjacent to the site access for kerbside collection therefore a refuse vehicle will not be required to enter the site.
- 6.15 The site will be designed in accordance with Manual for Streets (MfS1) standards which states within paragraph 6.8.9 that '*residents should not be required to carry waste more than 30m to the storage point*' and '*waste collection vehicles should be able to get within 25m of the storage point and the gradient between the two should not exceed 1:12*'.
- 6.16 Based on the site layout, a fire appliance is able to reach within 45metres of all dwelling entrances in accordance with Manual for Streets guidance.

## 7 Trip Generation

- 7.1 No existing vehicle trip generations associated with the sites former use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

### Proposed Trip Generation – TRICS Analysis

- 7.2 The proposed development is for two dwellings. The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:
- Post 2014 surveys;
  - All regions in England, with the exception of London;
  - Weekdays only;
  - Edge of Town, Neighbourhood Centre and Suburban area location types;
  - Number of units (6-30 units);
  - Car ownership from 0.6 to 2.0.
- 7.3 **Table 7.1** below provides TRICS trip rate data for a privately owned dwelling, based on the site selection criteria and a 1-unit calculation and resultant trips based on a 2-unit development. The full details of the TRICS assessment can be seen in **Appendix F**.

**Table 7.1 – Privately Owned Houses (per 1 unit) – Weekday Trip Rates**

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.2	0.374	0.574	0.343	0.204	0.547	2.726	2.855	5.581
Cycles	0	0.013	0.013	0.009	0.004	0.013	0.078	0.069	0.147
Pedestrians	0.07	0.174	0.244	0.057	0.057	0.114	0.868	0.98	1.848
Public Transport	0.009	0.039	0.048	0.026	0.013	0.039	0.161	0.155	0.316
Total People	0.326	0.887	1.213	0.648	0.361	1.009	4.887	5.165	10.052

Table 7.2 – Privately Owned Houses (per 2 units) – Weekday Trips

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0	1	1	1	0	1	5	6	11
Cycles	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	2	2	4
Public Transport	0	0	0	0	0	0	0	0	1
Total People	1	2	2	1	1	2	10	10	20

\* Resultant trips rounded to the nearest whole number

### Summary of Trips

- 7.4 Using the information from the TRICS database, the proposed development is likely to lead to:
- Around 1 two-way vehicle trips in the weekday AM peak period (0800-0900);
  - Around 1 two-way vehicle trips in the weekday PM peak period (1700-1800);
  - Overall, around 11 two-way daily weekday vehicle trips are forecast.
- 7.5 The resultant generated vehicle trips would therefore not have a material impact and could be readily accommodated on the local highway network.

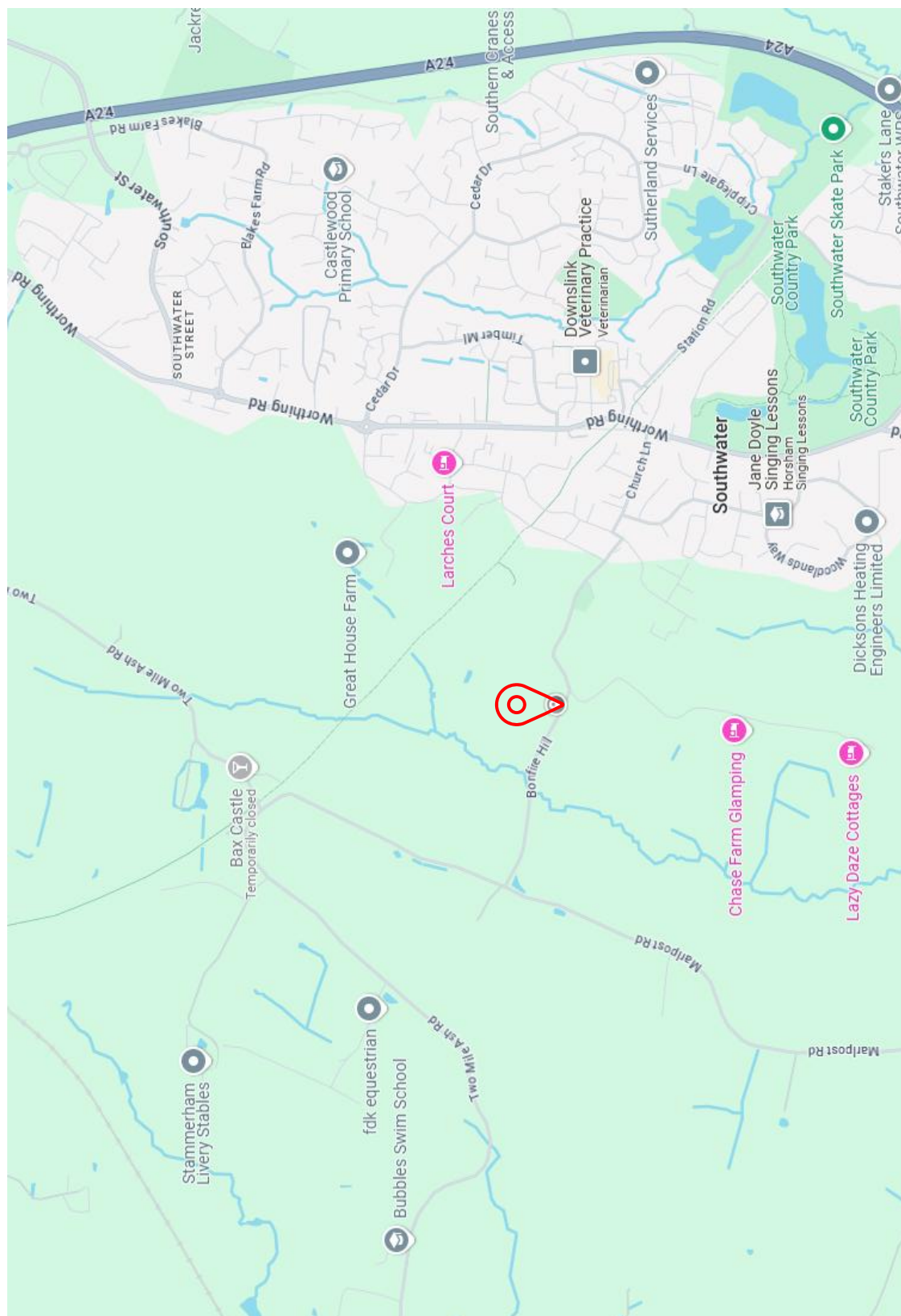
## 8 Conclusion

- 8.1 The site lies on the land adjacent to The Fords, an existing residential property accessed off of Bonfire Hill, Southwater. The proposed development is for the erection of two new dwellings with associated parking and landscaping, and will utilise the existing access from Bonfire Hill.
- 8.2 The site is located within walking and cycling distance of a number of nearby amenities and services, compliant with recommended guidelines for walking and cycling journeys. This including bus services providing access further afield.
- 8.3 The development of two dwellings will:
- Provide cycle parking within sheds or garages at each dwelling compliant with WSCC guidance;
  - Provide 2+ car parking spaces for the new dwellings consistent with WSCC guidance;
  - Provide EV charging at each dwelling;
  - Achieve visibility splays consistent with the MfS1 requirements based on recorded vehicle speeds;
  - Allow for emergency vehicle access within 45m of all dwelling entrances compliant with MfS1.
- 8.4 The development of two dwellings will result in trips over the course of an average weekday as follows:
- 1 additional two-way vehicle trips in the morning peak hour (0800-0900);
  - 1 additional two-way vehicle trips in the evening peak hour (1700-1800).
- 8.5 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network. In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

## Appendix A

### Site Location



## Appendix B

### ATC Speed Survey

## AUTOMATIC TRAFFIC COUNT REPORT

Report Id: TW3-22012501

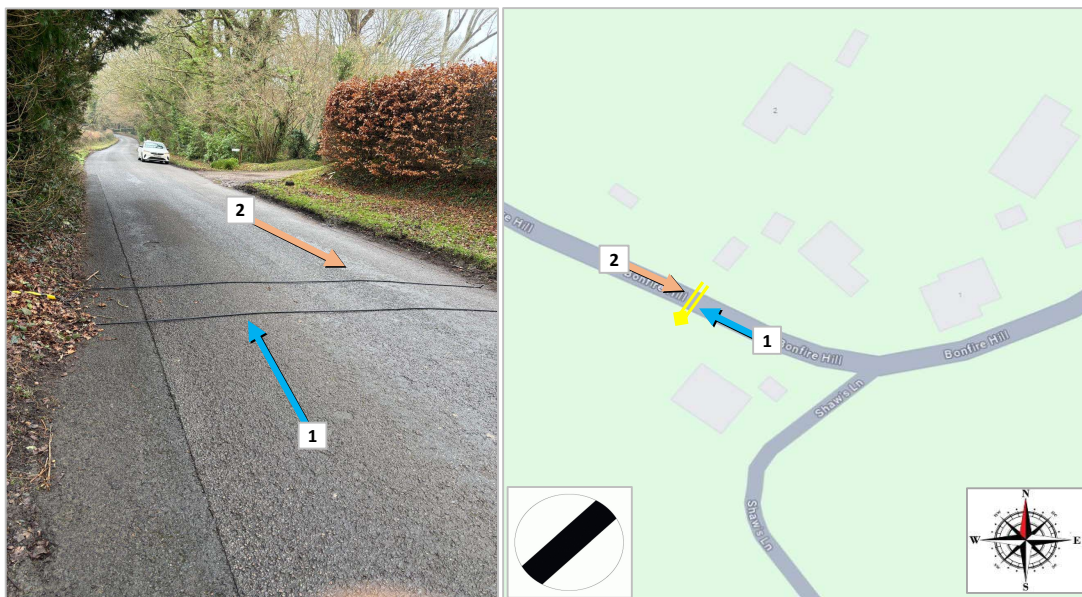
SITE LOCATION: Bonfire Hill, Southwater, RH13 9BU

[Coordinates \(51.025677, -0.362378\)](#)

Client: GTA Civils

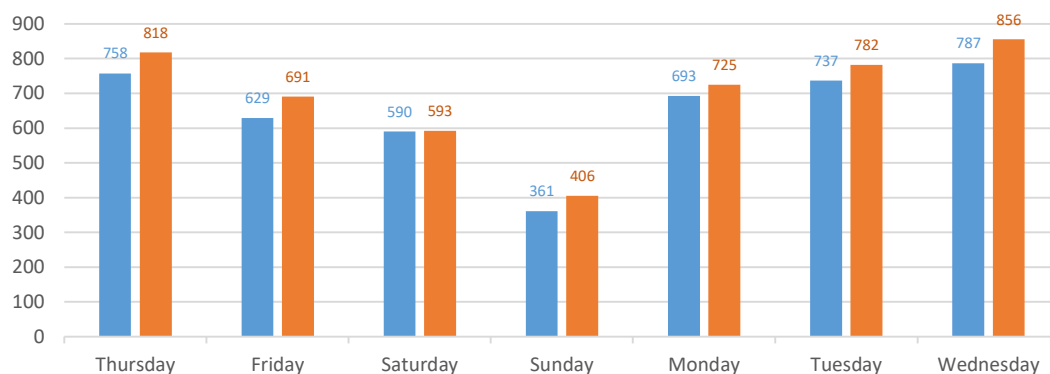
DATE: Thursday 23rd January 2025 - Wednesday 29th January 2025

Requester: Rachel Stevenson



Summary			Direction 1			Direction 2		
			West Bound			East Bound		
			Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed
Day 1	Thursday	23/01/2025	758	28.6	32.4	818	28.4	32.7
Day 2	Friday	24/01/2025	629	28.7	32.7	691	27.9	32.2
Day 3	Saturday	25/01/2025	590	28.8	32.9	593	28	32.8
Day 4	Sunday	26/01/2025	361	28	32.1	406	26.5	31.8
Day 5	Monday	27/01/2025	693	28.8	32.5	725	27.9	32.2
Day 6	Tuesday	28/01/2025	737	29	32.8	782	28.4	32.3
Day 7	Wednesday	29/01/2025	787	29.1	32.9	856	28.1	32.4
Week Total			3768	28.8	32.7	4015	28	32.3

Total Vehicles

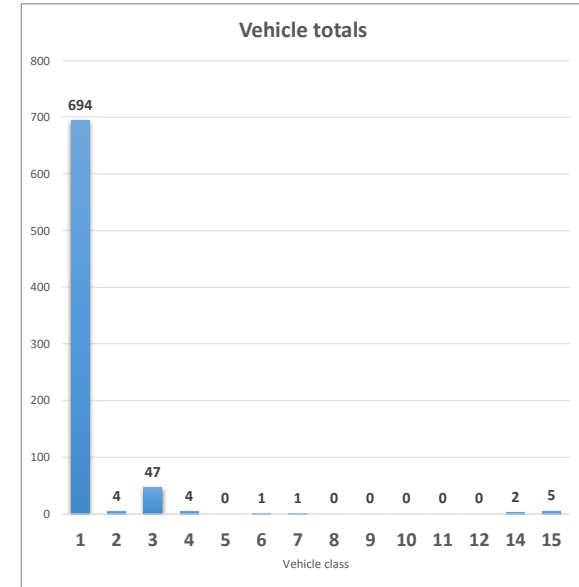


## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: West Bound

Thursday, 23 January 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	5	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	19	4	6	6	3	18	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	57	6	10	16	25	52	0	4	0	0	0	0	0	0	0	0	0	0	1	
0800	98	19	20	19	40	89	1	6	0	0	1	0	0	0	0	0	0	1	0	
0900	68	30	12	17	9	63	0	4	1	0	0	0	0	0	0	0	0	0	0	
1000	50	13	10	15	12	48	0	2	0	0	0	0	0	0	0	0	0	0	0	
1100	28	8	5	6	9	25	0	2	0	0	0	0	0	0	0	0	0	0	1	
1200	31	6	9	7	9	28	1	2	0	0	0	0	0	0	0	0	0	0	0	
1300	40	14	11	7	8	30	0	9	0	0	0	0	0	0	0	0	0	0	1	
1400	33	8	9	11	5	27	1	2	1	0	0	0	0	0	0	0	0	0	2	
1500	61	8	17	26	10	54	0	5	2	0	0	0	0	0	0	0	0	0	0	
1600	68	12	21	20	15	63	1	4	0	0	0	0	0	0	0	0	0	0	0	
1700	71	13	12	14	32	69	0	1	0	0	0	1	0	0	0	0	0	0	0	
1800	56	15	14	10	17	55	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	34	10	5	6	13	32	0	2	0	0	0	0	0	0	0	0	0	0	0	
2000	20	8	6	3	3	19	0	1	0	0	0	0	0	0	0	0	0	0	0	
2100	11	7	1	2	1	9	0	1	0	0	0	0	0	0	0	0	0	1	0	
2200	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	661	152	150	168	191	603	4	42	4	0	1	1	0	0	0	0	0	1	5	
06-22	745	181	168	185	211	681	4	47	4	0	1	1	0	0	0	0	0	2	5	
06-00	750	184	170	185	211	686	4	47	4	0	1	1	0	0	0	0	0	2	5	
00-00	758	185	171	187	215	694	4	47	4	0	1	1	0	0	0	0	0	2	5	



Thursday, 23 January 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0 ≤5mph	MPH 5 ≤10mph	MPH 10 ≤15mph	MPH 15 ≤20mph	MPH 20 ≤25mph	MPH 25 ≤30mph	MPH 30 ≤35mph	MPH 35 ≤40mph	MPH 40 ≤45mph	MPH 45 ≤50mph	MPH 50 ≤55mph	MPH 55 ≤60mph	MPH 60 ≤65mph	MPH 65 ≤70mph	MPH 70 ≤75mph	MPH 75 ≤80mph	MPH 80 ≤85mph	MPH 85 ≤90mph	MPH 90 ≤95mph	MPH 95 ≤100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
0000	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.7	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.1	-
0500	5	0	1	0	4	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.3	3.1
0600	19	4	6	6	3	0	0	0	0	2	8	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	30.4	3.8
0700	57	6	10	16	25	0	0	0	1	5	25	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	29.5	3.6
0800	98	19	20	19	40	0	0	0	4	7	49	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29.1	4.3
0900	68	30	12	17	9	0	0	0	1	8	32	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.9	3.4
1000	50	13	10	15	12	0	0	0	1	9	27	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.9	3.5
1100	28	8	5	6	9	0	0	0	0	1	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	29.1	2.7
1200	31	6	9	7	9	0	0	0	4	2	14	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	27.9	5.7
1300	40	14	11	7	8	0	0	0	2	6	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.1	4.1
1400	33	8	9	11	5	0	0	1	2	10	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	26.3	5.1
1500	61	8	17	26	10	0	0	0	0	11	37	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	27.7	2.7
1600	68	12	21	20	15	0	0	0	3	11	33	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	28	4.2
1700	71	13	12	14	32	0	0	0	1	9	34	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29	3.8
1800	56	15	14	10	17	0	0	0	1	7	25	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.9	3.7
1900	34	10	5	6	13	0	0	0	0	4	14	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	30	4.5
2000	20	8	6	3	3	0	0	1	1	1	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.2	4.7
2100	11	7	1	2	1	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	29.6	3
2200	2	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.4	12.8
2300	3	2	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.5	3.2
07-19	661	152	150	168	191	0	0	1	20	86	320	211	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.5	3.9
06-22	745	181	168	185	211	0	0	2	21	93	360	239	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.6	4
06-00	750	184	170	185	211	0	0	2	22	93	362	240	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.6	4
00-00	758	185	171	187	215	0	0	2	22	93	366	243	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.6	4

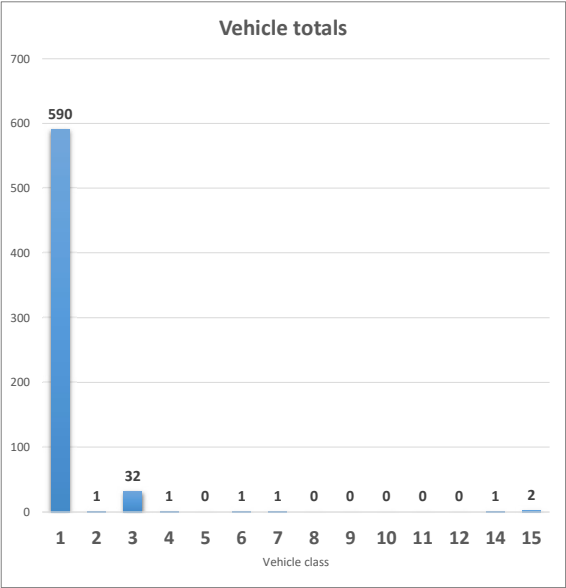


ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: West Bound

Friday, 24 January 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	14	1	4	5	4	13	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	43	5	13	4	21	40	0	3	0	0	0	0	0	0	0	0	0	0	0	
0800	51	11	7	13	20	47	0	2	0	0	0	0	0	0	0	0	0	1	1	
0900	57	20	15	13	9	53	1	3	0	0	0	0	0	0	0	0	0	0	0	
1000	41	13	11	8	9	40	0	1	0	0	0	0	0	0	0	0	0	0	0	
1100	42	12	11	9	10	39	0	2	1	0	0	0	0	0	0	0	0	0	0	
1200	42	12	14	5	11	41	0	1	0	0	0	0	0	0	0	0	0	0	0	
1300	39	10	12	11	6	35	0	4	0	0	0	0	0	0	0	0	0	0	0	
1400	33	4	9	13	7	28	0	5	0	0	0	0	0	0	0	0	0	0	0	
1500	62	2	18	23	19	57	0	3	0	0	1	0	0	0	0	0	0	0	1	
1600	52	13	11	15	13	52	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	50	16	13	14	7	47	0	2	0	0	0	1	0	0	0	0	0	0	0	
1800	40	10	9	14	7	39	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	26	10	8	4	4	23	0	3	0	0	0	0	0	0	0	0	0	0	0	
2000	19	3	8	5	3	18	0	1	0	0	0	0	0	0	0	0	0	0	0	
2100	5	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	3	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	4	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	552	128	143	142	139	518	1	27	1	0	1	1	0	0	0	0	0	1	2	
06-22	616	142	166	157	151	577	1	32	1	0	1	1	0	0	0	0	0	1	2	
06-00	623	145	167	158	153	584	1	32	1	0	1	1	0	0	0	0	0	1	2	
00-00	629	145	167	159	158	590	1	32	1	0	1	1	0	0	0	0	0	1	2	



Friday, 24 January 2025

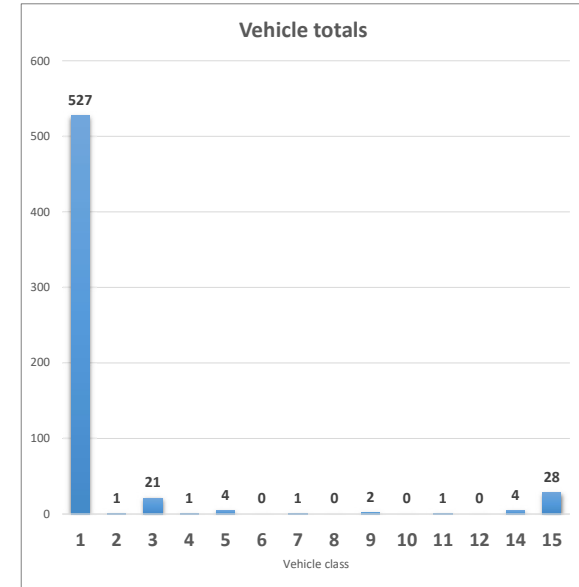
Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
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## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: West Bound

Saturday, 25 January 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	5	1	1	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	17	4	1	7	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	38	5	5	9	19	35	0	2	0	0	0	0	0	0	0	0	0	0	1	
0900	48	8	12	10	18	41	1	5	0	0	0	0	0	0	0	0	0	0	1	
1000	71	13	20	24	14	59	0	1	0	3	0	0	0	2	0	1	0	0	5	
1100	54	14	14	9	17	47	0	0	0	1	0	0	0	0	0	0	0	1	5	
1200	56	17	15	12	12	46	0	4	0	0	0	0	0	0	0	0	0	1	5	
1300	49	13	20	8	8	45	0	2	0	0	0	0	0	0	0	0	0	0	2	
1400	30	8	9	8	5	23	0	2	0	0	0	0	0	0	0	0	0	0	5	
1500	45	9	14	11	11	41	0	0	0	0	0	1	0	0	0	0	0	1	2	
1600	45	11	17	7	10	44	0	0	0	0	0	0	0	0	0	0	0	0	1	
1700	35	7	7	8	13	32	0	1	1	0	0	0	0	0	0	0	0	0	1	
1800	37	10	5	12	10	34	0	2	0	0	0	0	0	0	0	0	0	1	0	
1900	23	7	3	3	10	22	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	13	5	3	2	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	10	2	2	1	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	7	3	2	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	4	1	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	525	119	139	125	142	464	1	19	1	4	0	1	0	2	0	1	0	4	28	
06-22	576	134	148	131	163	513	1	21	1	4	0	1	0	2	0	1	0	4	28	
06-00	587	138	150	133	166	524	1	21	1	4	0	1	0	2	0	1	0	4	28	
00-00	590	139	151	133	167	527	1	21	1	4	0	1	0	2	0	1	0	4	28	



Saturday, 25 January 2025

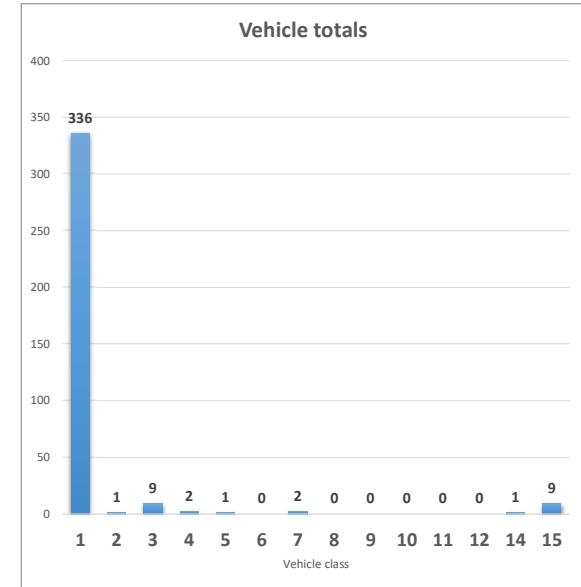
Time	Hourly Totals	15 Minute Bin Drops				MPH																			JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90						95
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph									
0000	2	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35	10.3	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26	-	
0600	5	1	1	0	3	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.9	4.9	
0700	17	4	1	7	5	0	0	0	0	4	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	28.2	3.6	
0800	38	5	5	9	19	0	0	1	0	2	21	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.1	3.5	
0900	48	8	12	10	18	0	0	0	0	5	20	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29.6	3.6	
1000	71	13	20	24	14	0	0	1	1	17	35	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	27.2	4.1	
1100	54	14	14	9	17	0	1	0	2	13	24	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.1	4.8	
1200	56	17	15	12	12	0	0	0	0	6	34	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.6	3.1	
1300	49	13	20	8	8	0	0	3	2	4	21	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	28.3	5.7	
1400	30	8	9	8	5	0	0	0	0	4	15	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	29.3	4.7	
1500	45	9	14	11	11	0	0	0	1	9	18	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	33.4	28.7	4.8	
1600	45	11	17	7	10	0	0	1	1	1	17	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	29.7	4.6	
1700	35	7	7	8	13	0	0	0	0	2	17	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	35.2	30.5	4.2	
1800	37	10	5	12	10	0	0	0	0	5	16	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	29.5	3.6	
1900	23	7	3	3	10	0	0	0	0	2	6	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	30.2	3.3	
2000	13	5	3	2	3	0	0	0	0	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	28.9	3.8	
2100	10	2	2	1	5	0	0	0	1	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.6	6.3	
2200	7	3	2	1	1	0	0	0	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.6	5.8	
2300	4	1	0	1	2	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	31.4	8.7	
07-19	525	119	139	125	142	0	1	6	7	72	246	165	25	3	0	0	0	0	0	0	0	0	0	0	0	0	32.8	28.6	4.4	
06-22	576	134	148	131	163	0	1	6	8	76	265	186	31	3	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.7	4.4	
06-00	587	138	150	133	166	0	1	6	8	78	269	188	33	4	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.7	4.4	
00-00	590	139	151	133	167	0	1	6	8	78	271	188	33	5	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.8	4.4	

## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: West Bound

Sunday, 26 January 2025

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
0100	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	4	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	9	0	2	4	3	8	0	0	0	0	0	0	0	0	0	0	0	0	1	
0800	26	5	5	4	12	22	0	0	0	1	0	0	0	0	0	0	0	1	2	
0900	24	6	3	10	5	21	1	0	0	0	0	0	0	0	0	0	0	0	2	
1000	41	11	6	12	12	37	0	1	0	0	0	0	0	0	0	0	0	0	3	
1100	33	11	13	4	5	30	0	2	0	0	0	1	0	0	0	0	0	0	0	
1200	33	9	7	10	7	33	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	32	7	7	11	7	32	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	31	9	11	3	8	28	0	1	1	0	0	1	0	0	0	0	0	0	0	
1500	30	5	8	8	9	28	0	2	0	0	0	0	0	0	0	0	0	0	0	
1600	24	9	7	5	3	21	0	1	1	0	0	0	0	0	0	0	0	0	1	
1700	20	4	4	7	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	18	2	5	4	7	18	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	12	4	6	2	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	8	2	1	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	11	4	5	2	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	321	78	78	82	83	298	1	7	2	1	0	2	0	0	0	0	0	1	9	
06-22	356	89	90	89	88	331	1	9	2	1	0	2	0	0	0	0	0	1	9	
06-00	357	89	91	89	88	332	1	9	2	1	0	2	0	0	0	0	0	1	9	
00-00	361	91	92	90	88	336	1	9	2	1	0	2	0	0	0	0	0	1	9	



Sunday, 26 January 2025

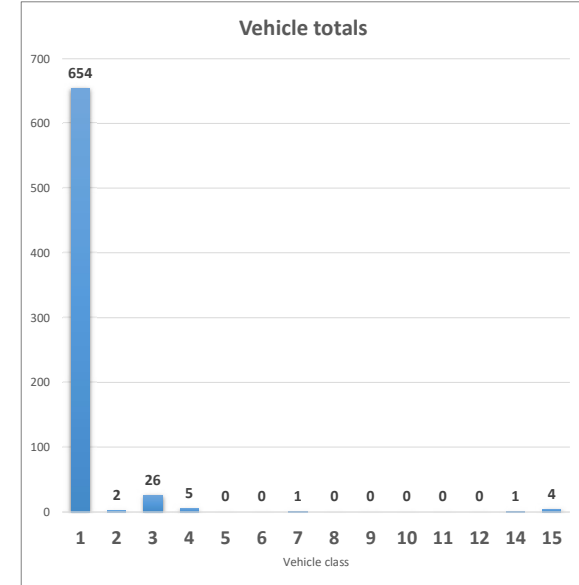
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	2	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.6	4.8
0100	2	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25	2.6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	4	1	0	0	3	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.6	3.6
0700	9	0	2	4	3	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.6	3
0800	26	5	5	4	12	0	0	0	0	6	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.3	3.6
0900	24	6	3	10	5	0	0	1	0	7	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	27.2	5.2
1000	41	11	6	12	12	0	0	0	0	6	25	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.8	3
1100	33	11	13	4	5	0	0	0	0	5	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.2	3.5
1200	33	9	7	10	7	0	0	0	0	6	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	29.3	4.4
1300	32	7	7	11	7	0	0	0	0	4	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.1	3.3
1400	31	9	11	3	8	0	0	1	2	8	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	26.2	4.9
1500	30	5	8	8	9	0	1	2	0	3	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	26.2	5.8
1600	24	9	7	5	3	0	0	0	2	3	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	26.6	3.9
1700	20	4	4	7	5	0	0	0	0	4	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.8	5.4
1800	18	2	5	4	7	0	0	0	0	2	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	30.6	3.9
1900	12	4	6	2	0	0	0	0	1	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.1	4
2000	8	2	1	3	2	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.7	3.2
2100	11	4	5	2	0	0	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	27.9	5.6
2200	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	321	78	78	82	83	0	1	4	4	54	158	90	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8	27.9	4.4
06-22	356	89	90	89	88	0	1	4	6	58	171	103	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32	28	4.4
06-00	357	89	91	89	88	0	1	4	6	59	171	103	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32	28	4.4
00-00	361	91	92	90	88	0	1	4	6	60	172	104	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28	4.4

## ATC REPORT

**Report Id:** TW3-22012501  
**Site Location:** Bonfire Hill, Southwater, RH13 9BU  
**Direction:** West Bound

**Monday, 27 January 2025**

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	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	0	0	0	0	0	0		
0500	8	2	0	2	4	7	0	1	0	0	0	0	0	0	0	0	0	0		
0600	20	3	10	4	3	19	0	1	0	0	0	0	0	0	0	0	0	0		
0700	42	2	14	11	15	38	0	3	0	0	0	0	0	0	0	0	0	0	1	
0800	79	18	8	17	36	74	0	4	0	0	0	0	0	0	0	0	0	1	0	
0900	57	26	17	8	6	55	0	2	0	0	0	0	0	0	0	0	0	0		
1000	31	13	7	3	8	26	1	0	3	0	0	0	0	0	0	0	0	0	1	
1100	30	4	4	12	10	27	0	2	0	0	0	0	0	0	0	0	0	0	1	
1200	48	9	13	9	17	44	1	2	1	0	0	0	0	0	0	0	0	0		
1300	47	11	14	8	14	46	0	1	0	0	0	0	0	0	0	0	0	0		
1400	48	12	13	12	11	47	0	1	0	0	0	0	0	0	0	0	0	0		
1500	59	6	17	18	18	58	0	0	0	0	0	1	0	0	0	0	0	0		
1600	53	7	17	6	23	46	0	6	0	0	0	0	0	0	0	0	0	0	1	
1700	69	6	10	18	35	68	0	0	1	0	0	0	0	0	0	0	0	0		
1800	47	11	8	10	18	46	0	1	0	0	0	0	0	0	0	0	0	0		
1900	37	14	9	8	6	36	0	1	0	0	0	0	0	0	0	0	0	0		
2000	8	0	4	3	1	8	0	0	0	0	0	0	0	0	0	0	0	0		
2100	5	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0		
2200	4	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0		
2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
07-19	610	125	142	132	211	575	2	22	5	0	0	1	0	0	0	0	0	1	4	
06-22	680	142	168	148	222	643	2	24	5	0	0	1	0	0	0	0	0	1	4	
06-00	685	144	170	149	222	647	2	25	5	0	0	1	0	0	0	0	0	1	4	
00-00	693	146	170	151	226	654	2	26	5	0	0	1	0	0	0	0	0	1		



**Monday, 27 January 2025**

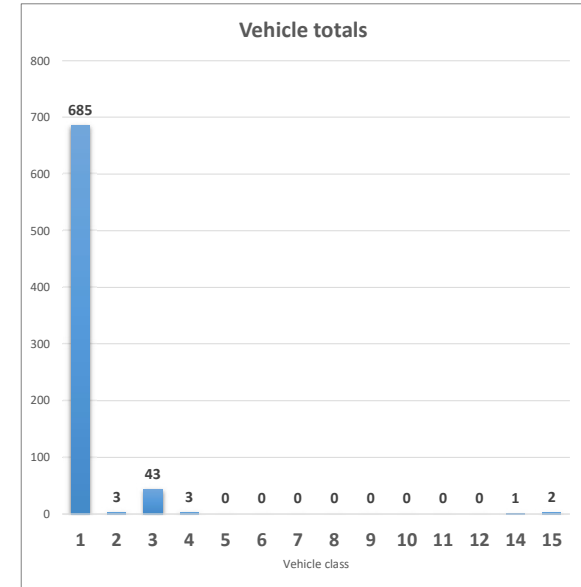
		15 Minute Bin Drops																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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## ATC REPORT

**Report Id:** TW3-22012501  
**Site Location:** Bonfire Hill, Southwater, RH13 9BU  
**Direction:** West Bound

**Tuesday, 28 January 2025**

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0500	7	1	0	2	4	7	0	0	0	0	0	0	0	0	0	0	0	0		
0600	21	2	7	7	5	18	0	3	0	0	0	0	0	0	0	0	0	0		
0700	47	6	10	13	18	42	0	3	1	0	0	0	0	0	0	0	0	0	1	
0800	87	23	19	16	29	81	0	5	1	0	0	0	0	0	0	0	0	0	0	
0900	62	23	13	14	12	59	1	2	0	0	0	0	0	0	0	0	0	0	0	
1000	39	10	7	12	10	35	0	2	1	0	0	0	0	0	0	0	0	0	1	
1100	37	4	10	9	14	35	0	1	0	0	0	0	0	0	0	0	0	1	0	
1200	48	10	13	10	15	46	0	2	0	0	0	0	0	0	0	0	0	0	0	
1300	36	7	10	7	12	31	0	5	0	0	0	0	0	0	0	0	0	0	0	
1400	37	5	8	14	10	34	0	3	0	0	0	0	0	0	0	0	0	0	0	
1500	52	7	12	23	10	50	1	1	0	0	0	0	0	0	0	0	0	0	0	
1600	84	17	17	26	24	77	0	7	0	0	0	0	0	0	0	0	0	0	0	
1700	65	11	15	17	22	61	0	4	0	0	0	0	0	0	0	0	0	0	0	
1800	45	9	13	6	17	44	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	46	19	10	7	10	43	1	2	0	0	0	0	0	0	0	0	0	0	0	
2000	10	3	3	3	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	9	3	5	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	4	3	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	639	132	147	167	193	595	2	36	3	0	0	0	0	0	0	0	0	1	2	
06-22	725	159	172	185	209	674	3	42	3	0	0	0	0	0	0	0	0	1	2	
06-00	729	162	172	185	210	677	3	43	3	0	0	0	0	0	0	0	0	1	2	
00-00	737	163	172	188	214	685	3	43	3	0	0	0	0	0	0	0	0	1	2	



**Tuesday, 28 January 2025**

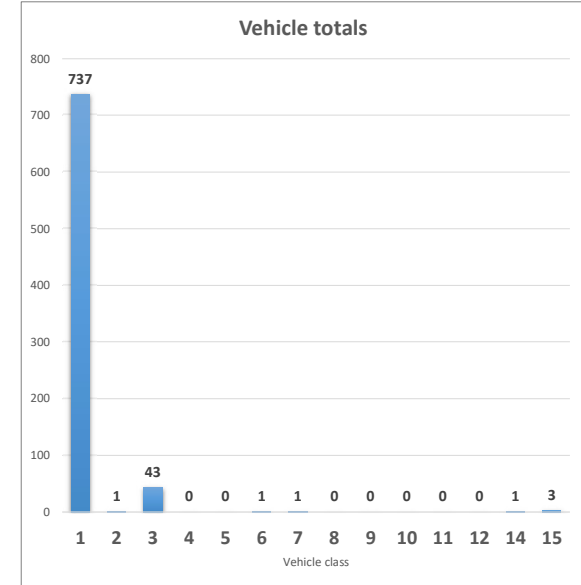
		15 Minute Bin Drops																													
Time	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
						<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.5	-	
0500	7	1	0	2	4	0	0	0	0		6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.1	1.5	
0600	21	2	7	7	5	0	0	0	0	4	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	28.9	4.2	
0700	47	6	10	13	18	0	0	0	0	7	21	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29	3.5	
0800	87	23	19	16	29	0	0	0	2	5	37	36	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	29.9	3.9	
0900	62	23	13	14	12	0	0	1	0	7	31	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.5	3.6	
1000	39	10	7	12	10	0	0	0	0	8	18	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	28.5	3.3	
1100	37	4	10	9	14	0	0	0	0	2	13	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	30.7	3.5	
1200	48	10	13	10	15	0	0	0	3	7	23	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	27.9	4.2	
1300	36	7	10	7	12	0	0	0	1	9	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.4	3.7	
1400	37	5	8	14	10	0	0	0	3	3	14	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	28.8	5	
1500	52	7	12	23	10	0	0	1	0	2	26	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	29.7	4.2	
1600	84	17	17	26	24	0	0	1	0	2	46	31	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	29.6	3.7	
1700	65	11	15	17	22	0	0	0	3	14	33	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	27.2	3.9	
1800	45	9	13	6	17	0	0	0	0	6	25	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	28.3	2.8	
1900	46	19	10	7	10	0	0	0	0	5	17	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	30.4	4.2	
2000	10	3	3	3	1	0	0	0	1	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.7	3.8	
2100	9	3	5	1	0	0	0	0	0	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.2	4.9	
2200	4	3	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.1	4.9	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
07-19	639	132	147	167	193	0	0	3	12	72	306	220	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.9	3.9
06-22	725	159	172	185	209	0	0	3	13	82	342	251	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29	4
06-00	729	162	172	185	210	0	0	3	13	83	343	253	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29	4
00-00	737	163	172	188	214	0	0	3	13	83	349	255	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29	3.9

## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: West Bound

Wednesday, 29 January 2025

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0500	6	2	1	1	2	4	0	2	0	0	0	0	0	0	0	0	0	0		
0600	22	3	11	6	2	20	0	2	0	0	0	0	0	0	0	0	0	0		
0700	45	4	10	14	17	42	0	2	0	0	0	0	0	0	0	0	0	0	1	
0800	98	21	26	17	34	94	0	4	0	0	0	0	0	0	0	0	0	0		
0900	55	23	15	7	10	46	0	6	0	0	1	0	0	0	0	0	0	0	2	
1000	54	21	10	12	11	49	1	4	0	0	0	0	0	0	0	0	0	0		
1100	60	19	12	10	19	55	0	5	0	0	0	0	0	0	0	0	0	0		
1200	48	9	16	7	16	47	0	1	0	0	0	0	0	0	0	0	0	0		
1300	48	15	22	3	8	44	0	4	0	0	0	0	0	0	0	0	0	0		
1400	41	10	11	9	11	38	0	2	0	0	0	1	0	0	0	0	0	0		
1500	60	11	16	22	11	58	0	2	0	0	0	0	0	0	0	0	0	0		
1600	66	14	17	18	17	63	0	2	0	0	0	0	0	0	0	0	0	1	0	
1700	66	11	10	16	29	64	0	2	0	0	0	0	0	0	0	0	0	0		
1800	44	7	12	15	10	43	0	1	0	0	0	0	0	0	0	0	0	0		
1900	29	5	5	12	7	27	0	2	0	0	0	0	0	0	0	0	0	0		
2000	23	5	10	3	5	22	0	1	0	0	0	0	0	0	0	0	0	0		
2100	11	3	7	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0		
2200	6	3	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0		
2300	3	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	685	165	177	150	193	643	1	35	0	0	1	1	0	0	0	0	0	1	3	
06-22	770	181	210	171	208	723	1	40	0	0	1	1	0	0	0	0	0	1	3	
06-00	779	185	214	171	209	731	1	41	0	0	1	1	0	0	0	0	0	1	3	
00-00	787	187	215	174	211	737	1	43	0	0	1	1	0	0	0	0	0	1		



Wednesday, 29 January 2025

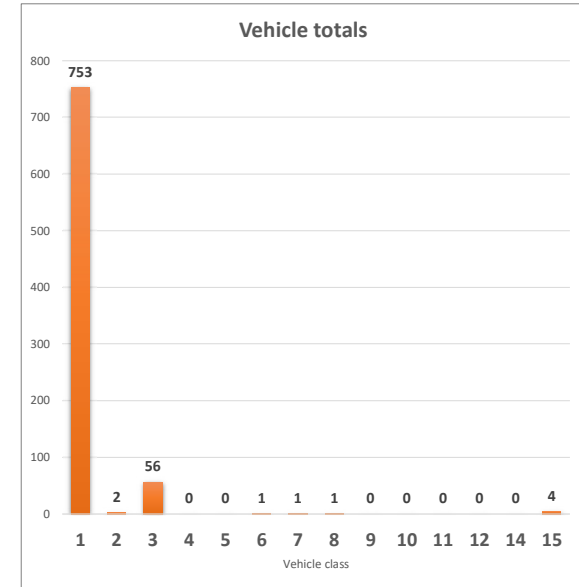
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.7	-
0500	6	2	1	1	2	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28	2.4
0600	22	3	11	6	2	0	0	0	0	2	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	29.5	3.1
0700	45	4	10	14	17	0	0	0	0	3	16	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	30.7	4.1
0800	98	21	26	17	34	0	0	0	0	7	42	39	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	30.3	3.7
0900	55	23	15	7	10	0	0	0	1	7	26	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	28.9	4
1000	54	21	10	12	11	0	0	1	0	9	29	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28	3.9
1100	60	19	12	10	19	0	0	0	0	5	35	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	28.7	3.2
1200	48	9	16	7	16	0	0	0	0	4	28	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29.2	3.2
1300	48	15	22	3	8	0	0	1	1	8	17	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	28.8	4.7
1400	41	10	11	9	11	0	0	0	0	5	21	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.8	3.7
1500	60	11	16	22	11	0	1	0	1	9	25	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	28.5	4.7
1600	66	14	17	18	17	0	0	0	2	5	36	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	29.2	4
1700	66	11	10	16	29	0	0	0	1	10	35	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	28	3.3
1800	44	7	12	15	10	0	0	1	0	4	26	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.1	4
1900	29	5	5	12	7	0	0	0	0	2	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	28.2	4
2000	23	5	10	3	5	0	0	0	0	1	10	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	31.7	4.9
2100	11	3	7	0	1	0	0	0	0	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	30.3	4.3
2200	6	3	3	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.8	5.6
2300	3	1	1	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.1	4.8
07-19	685	165	177	150	193	0	1	3	6	76	336	225	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29	3.9
06-22	770	181	210	171	208	0	1	3	8	81	377	255	38	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29.1	4
06-00	779	185	214	171	209	0	1	3	8	81	380	258	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	29.1	4
00-00	787	187	215	174	211	0	1	3	8	82	384	260	40	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	29.1	4

## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: East Bound

Thursday, 23 January 2025

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	12	1	3	4	4	9	0	2	0	0	0	1	0	0	0	0	0	0	0	
0700	31	2	2	12	15	27	0	3	0	0	0	0	1	0	0	0	0	0	0	
0800	77	19	24	18	16	72	0	5	0	0	0	0	0	0	0	0	0	0	0	
0900	56	19	15	8	14	49	2	5	0	0	0	0	0	0	0	0	0	0	0	
1000	49	9	12	13	15	47	0	2	0	0	0	0	0	0	0	0	0	0	0	
1100	58	16	11	16	15	52	0	5	0	0	0	0	0	0	0	0	0	0	1	
1200	45	13	17	7	8	38	0	7	0	0	0	0	0	0	0	0	0	0	0	
1300	50	11	17	7	15	44	0	4	0	0	1	0	0	0	0	0	0	0	1	
1400	58	14	11	11	22	56	0	2	0	0	0	0	0	0	0	0	0	0	0	
1500	67	26	9	15	17	61	0	5	0	0	0	0	0	0	0	0	0	0	1	
1600	85	35	19	13	18	78	0	7	0	0	0	0	0	0	0	0	0	0	0	
1700	48	11	14	10	13	46	0	1	0	0	0	0	0	0	0	0	0	0	1	
1800	52	15	13	10	14	51	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	55	21	15	8	11	54	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	39	13	12	10	4	36	0	3	0	0	0	0	0	0	0	0	0	0	0	
2100	24	7	14	2	1	22	0	2	0	0	0	0	0	0	0	0	0	0	0	
2200	5	1	1	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	676	190	164	140	182	621	2	47	0	0	1	0	1	0	0	0	0	0	4	
06-22	806	232	208	164	202	742	2	55	0	0	1	1	1	0	0	0	0	0	4	
06-00	814	235	210	166	203	749	2	56	0	0	1	1	1	0	0	0	0	0	4	
00-00	818	237	210	168	203	753	2	56	0	0	1	1	1	0	0	0	0	0	4	



Thursday, 23 January 2025

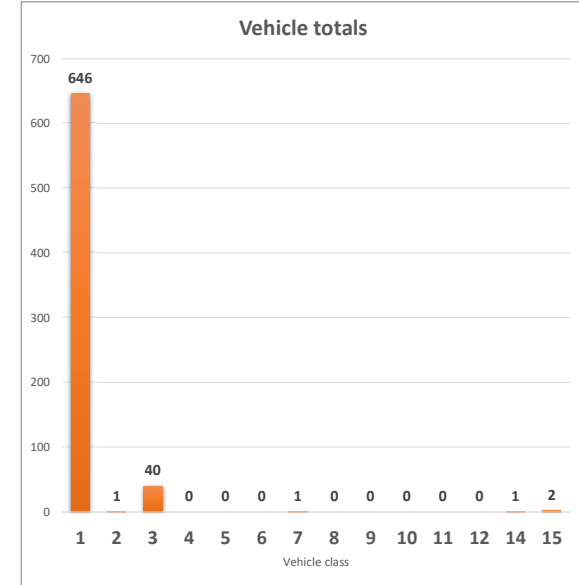
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	2	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.4	0.8
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.3	-
0600	12	1	3	4	4	0	0	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	29.3	5.2
0700	31	2	2	12	15	0	0	0	0	4	13	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	29.5	3.7
0800	77	19	24	18	16	0	0	0	0	11	37	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29	3.8
0900	56	19	15	8	14	0	2	4	3	3	25	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	27.1	6.9
1000	49	9	12	13	15	0	0	0	0	9	25	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.6	3.4
1100	58	16	11	16	15	0	1	0	2	9	31	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	27.4	4.7
1200	45	13	17	7	8	0	0	0	2	8	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	27.7	4.1
1300	50	11	17	7	15	0	1	0	0	7	25	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.5	5.3
1400	58	14	11	11	22	0	0	0	2	3	33	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.8	3.7
1500	67	26	9	15	17	1	0	3	0	4	27	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	29.3	6.1
1600	85	35	19	13	18	0	0	0	2	10	49	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.3	3.6
1700	48	11	14	10	13	0	1	0	3	9	20	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	27.7	5.9
1800	52	15	13	10	14	0	0	0	1	13	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	28.1	4.6
1900	55	21	15	8	11	0	1	0	0	6	29	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.4	29	5
2000	39	13	12	10	4	0	0	1	1	11	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26.7	4.3
2100	24	7	14	2	1	0	0	0	0	4	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.5	4.8
2200	5	1	1	2	1	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.5	3.8
2300	3	2	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.1	5.4
07-19	676	190	164	140	182	1	5	7	15	90	326	192	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.3	4.8
06-22	806	232	208	164	202	1	6	8	17	113	388	224	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.3	4.8
06-00	814	235	210	166	203	1	6	8	17	113	390	227	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.4	4.8
00-00	818	237	210	168	203	1	6	8	17	114	392	228	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.4	4.8

## ATC REPORT

**Report Id:** TW3-22012501  
**Site Location:** Bonfire Hill, Southwater, RH13 9BU  
**Direction:** East Bound

Friday, 24 January 2025

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	6	0	0	1	5	4	0	1	0	0	0	1	0	0	0	0	0	0	0	
0700	25	3	7	4	11	22	0	3	0	0	0	0	0	0	0	0	0	0	0	
0800	61	15	18	20	8	59	0	2	0	0	0	0	0	0	0	0	0	0	0	
0900	44	16	9	9	10	43	0	1	0	0	0	0	0	0	0	0	0	0	0	
1000	30	5	9	8	8	28	1	1	0	0	0	0	0	0	0	0	0	0	0	
1100	45	8	9	17	11	42	0	3	0	0	0	0	0	0	0	0	0	0	0	
1200	65	25	12	12	16	60	0	5	0	0	0	0	0	0	0	0	0	0	0	
1300	63	14	14	11	24	59	0	4	0	0	0	0	0	0	0	0	0	0	0	
1400	59	10	12	14	23	54	0	5	0	0	0	0	0	0	0	0	0	0	0	
1500	73	19	13	15	26	67	0	5	0	0	0	0	0	0	0	0	0	0	1	
1600	51	14	12	11	14	46	0	3	0	0	0	0	0	0	0	0	0	1	1	
1700	54	15	13	11	15	52	0	2	0	0	0	0	0	0	0	0	0	0	0	
1800	31	5	14	5	7	31	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	26	10	8	7	1	22	0	4	0	0	0	0	0	0	0	0	0	0	0	
2000	22	7	6	6	3	21	0	1	0	0	0	0	0	0	0	0	0	0	0	
2100	13	6	1	3	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	15	0	7	7	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	5	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	601	149	142	137	173	563	1	34	0	0	0	0	0	0	0	0	0	1	2	
06-22	668	172	157	154	185	623	1	40	0	0	0	1	0	0	0	0	0	1	2	
06-00	688	172	166	164	186	643	1	40	0	0	0	1	0	0	0	0	0	1	2	
00-00	691	174	166	165	186	646	1	40	0	0	0	1	0	0	0	0	0	1		



Friday, 24 January 2025

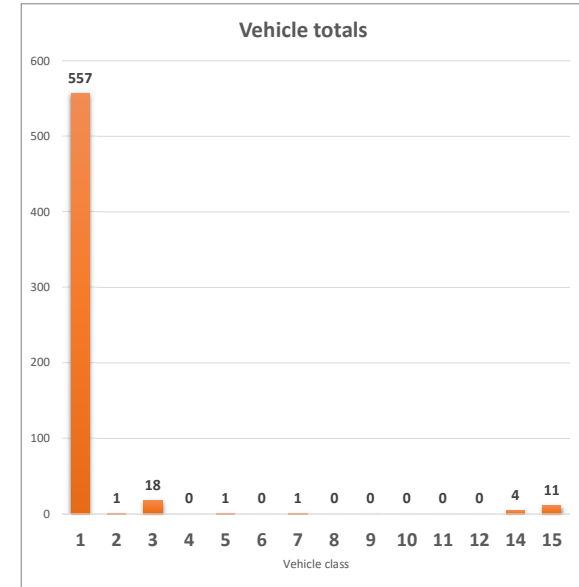
		15 Minute Bin Drops																														
Time	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0 0 <5mph	MPH 5 5 <10mph	MPH 10 10 <15mph	MPH 15 15 <20mph	MPH 20 20 <25mph	MPH 25 25 <30mph	MPH 30 30 <35mph	MPH 35 35 <40mph	MPH 40 40 <45mph	MPH 45 45 <50mph	MPH 50 50 <55mph	MPH 55 55 <60mph	MPH 60 60 <65mph	MPH 65 65 <70mph	MPH 70 70 <75mph	MPH 75 75 <80mph	MPH 80 80 <85mph	MPH 85 85 <90mph	MPH 90 90 <95mph	MPH 95 95 <100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.8	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	2	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29	1.7	
0600	6	0	0	1	5	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.5	4.8	
0700	25	3	7	4	11	0	0	0	1	2	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.6	3.2	
0800	61	15	18	20	8	0	0	0	0	13	32	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	27.9	3.6	
0900	44	16	9	9	10	0	0	2	1	14	15	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26.5	4.8	
1000	30	5	9	8	8	0	0	0	0	6	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	27.6	3.1	
1100	45	8	9	17	11	0	0	1	0	7	21	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	28.7	5.3	
1200	65	25	12	12	16	0	0	0	0	10	31	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	29	4.1	
1300	63	14	14	11	24	0	0	0	1	10	33	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	28.2	3.6	
1400	59	10	12	14	23	0	0	1	0	10	33	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28	4.1	
1500	73	19	13	15	26	0	1	0	4	13	30	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.4	5.2	
1600	51	14	12	11	14	0	1	2	3	8	28	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	26.4	5.9	
1700	54	15	13	11	15	0	0	0	1	14	19	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.3	4.1	
1800	31	5	14	5	7	0	0	0	1	7	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	27.6	4.5	
1900	26	10	8	7	1	0	0	1	1	4	11	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	28.9	6.1	
2000	22	7	6	6	3	0	0	0	0	2	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.9	3.6	
2100	13	6	1	3	3	0	0	0	0	1	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	29.6	4.1	
2200	15	0	7	7	1	0	0	0	0	2	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	27	3	
2300	5	0	2	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.6	2.4	
07-19	601	149	142	137	173	0	2	6	12	114	291	146	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.8	4.5	
06-22	668	172	157	154	185	0	2	7	14	122	322	163	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	27.9	4.5	
06-00	688	172	166	164	186	0	2	7	14	125	337	165	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.5	
00-00	691	174	166	165	186	0	2	7	14	125	338	166	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.5	

## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: East Bound

Saturday, 25 January 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	7	2	1	2	2	6	0	0	0	0	0	1	0	0	0	0	0	0	0	
0800	27	5	4	9	9	24	0	3	0	0	0	0	0	0	0	0	0	0	0	
0900	49	12	10	19	8	48	0	1	0	0	0	0	0	0	0	0	0	0	0	
1000	62	15	19	15	13	56	1	3	0	0	0	0	0	0	0	0	0	0	2	
1100	72	13	19	19	21	67	0	2	0	1	0	0	0	0	0	0	0	0	2	
1200	58	16	13	14	15	56	0	1	0	0	0	0	0	0	0	0	0	1	0	
1300	62	16	13	17	16	55	0	4	0	0	0	0	0	0	0	0	0	1	2	
1400	25	5	6	6	9	23	0	0	0	0	0	0	0	0	0	0	0	0	2	
1500	55	13	15	11	16	50	0	1	0	0	0	0	0	0	0	0	0	1	3	
1600	43	10	9	6	18	42	0	1	0	0	0	0	0	0	0	0	0	0	0	
1700	45	17	12	12	4	45	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	22	10	3	0	9	20	0	2	0	0	0	0	0	0	0	0	0	0	0	
1900	16	3	3	7	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	13	2	2	7	2	12	0	0	0	0	0	0	0	0	0	0	0	1	0	
2100	12	2	4	3	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	17	4	9	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	6	1	3	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	527	134	123	130	140	492	1	18	0	1	0	1	0	0	0	0	0	3	11	
06-22	569	141	133	147	148	533	1	18	0	1	0	1	0	0	0	0	0	4	11	
06-00	592	146	145	152	149	556	1	18	0	1	0	1	0	0	0	0	0	4	11	
00-00	593	146	146	152	149	557	1	18	0	1	0	1	0	0	0	0	0	4	11	



Saturday, 25 January 2025

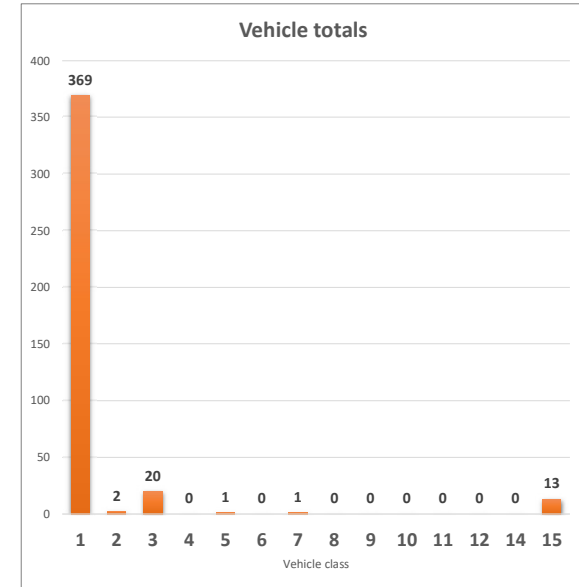
Time	Hourly Totals	15 Minute Bin Drops												MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35																		
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph																		<65mph
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	46.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	-	
0700	7	2	1	2	2	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.1	1.7	
0800	27	5	4	9	9	0	0	0	0	4	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	28.4	3	
0900	49	12	10	19	8	0	0	0	0	5	22	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	29.7	4	
1000	62	15	19	15	13	0	3	1	3	12	24	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	26.5	6.6	
1100	72	13	19	19	21	0	4	1	1	8	37	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.3	6.4	
1200	58	16	13	14	15	0	0	1	1	7	26	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	29	4.7	
1300	62	16	13	17	16	0	2	0	2	4	32	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	28.5	5.4	
1400	25	5	5	6	9	0	2	0	1	5	7	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	28.2	7.5	
1500	55	13	15	11	16	1	2	0	1	12	31	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	25.9	6.2	
1600	43	10	9	6	18	0	0	1	0	7	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	27.5	4	
1700	45	17	12	12	4	0	0	0	1	8	24	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	27.9	4.3	
1800	22	10	3	0	9	0	0	0	0	5	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.4	4.1	
1900	16	3	3	7	3	0	0	0	0	1	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	29.2	3.4	
2000	13	2	2	7	2	0	0	0	1	4	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	29.3	6.1	
2100	12	2	4	3	3	0	0	0	1	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	30.5	6.5	
2200	17	4	9	4	0	0	0	0	0	5	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	28.1	4.7	
2300	6	1	3	1	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.3	3.3	
07-19	527	134	123	130	140	1	13	4	10	78	258	130	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	27.8	5.4
06-22	569	141	133	147	148	1	13	4	12	85	270	143	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	27.9	5.4
06-00	592	146	145	152	149	1	13	4	12	91	278	151	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	27.9	5.4
00-00	593	146	146	152	149	1	13	4	12	91	278	151	40	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	28	5.4

## ATC REPORT

**Report Id:** TW3-22012501  
**Site Location:** Bonfire Hill, Southwater, RH13 9BU  
**Direction:** East Bound

**Sunday, 26 January 2025**

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
0100	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	3	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	11	3	0	5	3	8	0	1	0	0	0	1	0	0	0	0	0	0	1	
0900	25	6	7	5	7	23	0	0	0	0	0	0	0	0	0	0	0	0	2	
1000	43	14	12	4	13	33	1	3	0	1	0	0	0	0	0	0	0	0	5	
1100	48	10	20	8	10	40	1	2	0	0	0	0	0	0	0	0	0	0	5	
1200	49	12	8	14	15	44	0	5	0	0	0	0	0	0	0	0	0	0	0	
1300	29	14	5	3	7	27	0	2	0	0	0	0	0	0	0	0	0	0	0	
1400	33	6	10	10	7	33	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	40	16	5	11	8	39	0	1	0	0	0	0	0	0	0	0	0	0	0	
1600	36	8	7	9	12	34	0	2	0	0	0	0	0	0	0	0	0	0	0	
1700	30	9	9	7	5	27	0	3	0	0	0	0	0	0	0	0	0	0	0	
1800	20	7	5	3	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	12	4	1	4	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	10	2	2	2	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	5	0	1	3	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	367	106	88	79	94	331	2	19	0	1	0	1	0	0	0	0	0	0	13	
06-22	396	112	93	89	102	359	2	20	0	1	0	1	0	0	0	0	0	0	13	
06-00	399	114	94	89	102	362	2	20	0	1	0	1	0	0	0	0	0	0	13	
00-00	406	117	96	90	103	369	2	20	0	1	0	1	0	0	0	0	0	0	13	



**Sunday, 26 January 2025**

Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	3	2	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	4.2
0100	3	1	2	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.5	6.6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.6	-
0600	2	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	7.6
0700	3	1	0	0	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.9	4.5
0800	11	3	0	5	3	0	0	3	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	25.2	8.4
0900	25	6	7	5	7	1	1	0	0	1	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	26.6	6.8
1000	43	14	12	4	13	1	7	1	1	7	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	23.7	8.7
1100	48	10	20	8	10	0	3	2	0	16	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	24.8	6.5
1200	49	12	8	14	15	0	0	0	6	7	21	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	27.1	5.1
1300	29	14	5	3	7	0	0	0	1	6	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.3	4.3
1400	33	6	10	10	7	0	0	1	3	7	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	26.6	5
1500	40	16	5	11	8	0	0	0	3	7	18	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	27.9	4.8
1600	36	8	7	9	12	0	1	0	0	10	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	26.9	4.9
1700	30	9	9	7	5	0	0	2	0	4	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	27.2	5.2
1800	20	7	5	3	5	0	0	0	2	4	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	27.1	4.4
1900	12	4	1	4	3	0	0	0	1	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	26.8	4.2
2000	10	2	2	2	4	0	1	0	0	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.7	8.9
2100	5	0	1	3	1	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.4	5.7
2200	3	2	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	4.6
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	367	106	88	79	94	2	12	9	16	72	161	82	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	26.4	6
06-22	396	112	93	89	102	2	13	9	18	77	172	89	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	26.5	6
06-00	399	114	94	89	102	2	13	9	18	79	173	89	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	26.5	6
00-00	406	117	96	90	103	2	13	9	20	81	174	90	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	26.5	6.1

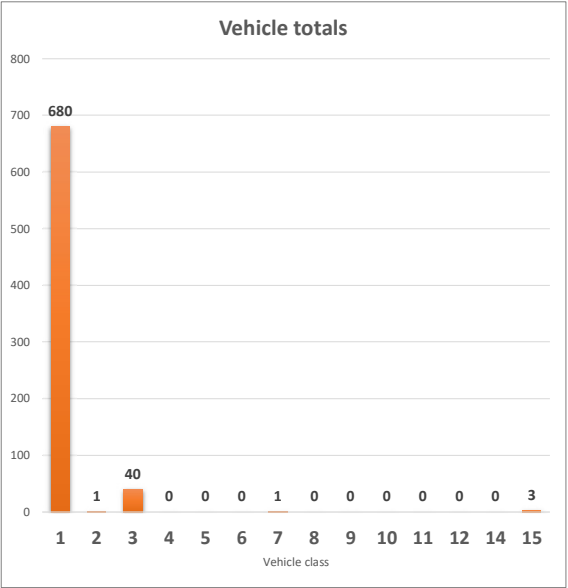


ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: East Bound

Monday, 27 January 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	11	0	2	3	6	10	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	39	8	9	11	11	34	0	3	0	0	0	1	0	0	0	0	0	0	1	
0800	56	10	17	20	9	52	0	4	0	0	0	0	0	0	0	0	0	0	0	
0900	34	7	6	14	7	32	0	2	0	0	0	0	0	0	0	0	0	0	0	
1000	45	9	12	10	14	39	1	5	0	0	0	0	0	0	0	0	0	0	0	
1100	43	7	7	14	15	40	0	3	0	0	0	0	0	0	0	0	0	0	0	
1200	62	14	26	12	10	59	0	3	0	0	0	0	0	0	0	0	0	0	0	
1300	58	16	17	6	19	57	0	1	0	0	0	0	0	0	0	0	0	0	0	
1400	53	7	15	12	19	51	0	2	0	0	0	0	0	0	0	0	0	0	0	
1500	55	20	12	11	12	54	0	1	0	0	0	0	0	0	0	0	0	0	0	
1600	60	17	15	14	14	55	0	5	0	0	0	0	0	0	0	0	0	0	0	
1700	63	23	10	12	18	56	0	6	0	0	0	0	0	0	0	0	0	0	1	
1800	40	12	12	8	8	39	0	0	0	0	0	0	0	0	0	0	0	0	1	
1900	62	14	25	12	11	58	0	4	0	0	0	0	0	0	0	0	0	0	0	
2000	32	5	6	18	3	32	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	4	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	4	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	608	150	158	144	156	568	1	35	0	0	0	1	0	0	0	0	0	0	3	
06-22	717	171	191	179	176	672	1	40	0	0	0	1	0	0	0	0	0	0	3	
06-00	722	174	192	180	176	677	1	40	0	0	0	1	0	0	0	0	0	0	3	
00-00	725	175	193	180	177	680	1	40	0	0	0	1	0	0	0	0	0	0	3	



Monday, 27 January 2025

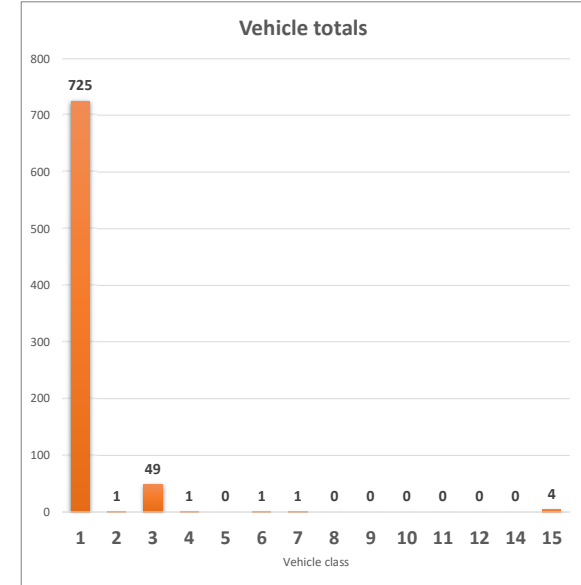
15 Minute Bin Drops					MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
Time	Hourly Totals	00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph				
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	44	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8	2.5
0600	11	0	2	3	6	0	0	1	1	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	24.6	6.1
0700	39	8	9	11	11	0	1	0	2	8	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	26.7	4.8
0800	56	10	17	20	9	0	0	0	2	6	31	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.2	3.7
0900	34	7	6	14	7	0	0	0	1	4	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	28.1	3.8
1000	45	9	12	10	14	0	0	1	1	9	19	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	27.6	4.6
1100	43	7	7	14	15	0	0	2	1	2	18	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	28.9	4.9
1200	62	14	26	12	10	0	0	1	4	12	27	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.2	5
1300	58	16	17	6	19	0	0	1	1	13	16	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.5	28.4	5.1
1400	53	7	15	12	19	0	0	1	2	9	22	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	28.4	4.9
1500	55	20	12	11	12	0	0	1	0	6	32	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.1	4
1600	60	17	15	14	14	0	0	0	2	6	30	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	28.7	4
1700	63	23	10	12	18	0	1	3	1	13	38	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	25.9	4.9
1800	40	12	12	8	8	0	1	2	0	7	18	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.1	27.1	6.5
1900	62	14	25	12	11	0	0	1	1	12	34	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28	4.8
2000	32	5	6	18	3	0	0	0	0	0	18	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	29.9	3.1
2100	4	2	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.6	2.2
2200	4	2	1	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.6	3.2
2300	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.9	-
07-19	608	150	158	144	156	0	3	12	17	95	287	176	15	3	0	0	0	0	0	0	0	0	0	0	0	0	32.1	27.8	4.7
06-22	717	171	191	179	176	0	3	14	19	111	343	201	22	4	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.7
06-00	722	174	192	180	176	0	3	14	20	111	343	204	23	4	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.8
00-00	725	175	193	180	177	0	3	14	20	111	345	204	23	5	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.8

## ATC REPORT

**Report Id:** TW3-22012501  
**Site Location:** Bonfire Hill, Southwater, RH13 9BU  
**Direction:** East Bound

**Tuesday, 28 January 2025**

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	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	0	0	0	0	0	0		
0500	5	0	1	1	3	4	0	0	1	0	0	0	0	0	0	0	0	0		
0600	12	0	6	2	4	10	0	2	0	0	0	0	0	0	0	0	0	0		
0700	30	4	6	11	9	27	0	2	0	0	0	1	0	0	0	0	0	0		
0800	70	22	16	21	11	67	0	3	0	0	0	0	0	0	0	0	0	0		
0900	43	15	16	7	5	41	0	2	0	0	0	0	0	0	0	0	0	0		
1000	42	13	10	10	9	38	0	3	0	0	0	0	0	0	0	0	0	0	1	
1100	56	11	17	13	15	55	1	0	0	0	0	0	0	0	0	0	0	0		
1200	49	23	9	8	9	44	0	5	0	0	0	0	0	0	0	0	0	0		
1300	53	16	16	8	13	46	0	6	0	0	1	0	0	0	0	0	0	0		
1400	68	13	18	14	23	65	0	2	0	0	0	0	0	0	0	0	0	0	1	
1500	54	13	10	14	17	48	0	6	0	0	0	0	0	0	0	0	0	0		
1600	67	24	15	15	13	60	0	6	0	0	0	0	0	0	0	0	0	0	1	
1700	64	26	9	17	12	60	0	3	0	0	0	0	0	0	0	0	0	0	1	
1800	56	24	9	8	15	53	0	3	0	0	0	0	0	0	0	0	0	0		
1900	51	18	15	8	10	49	0	2	0	0	0	0	0	0	0	0	0	0		
2000	35	6	16	7	6	33	0	2	0	0	0	0	0	0	0	0	0	0		
2100	20	9	5	6	0	20	0	0	0	0	0	0	0	0	0	0	0	0		
2200	4	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0		
2300	2	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0		
07-19	652	204	151	146	151	604	1	41	0	0	1	1	0	0	0	0	0	0	4	
06-22	770	237	193	169	171	716	1	47	0	0	1	1	0	0	0	0	0	0	4	
06-00	776	239	195	170	172	721	1	48	0	0	1	1	0	0	0	0	0	0	4	
00-00	782	239	196	171	176	725	1	49	1	0	1	1	0	0	0	0	0	0		



**Tuesday, 28 January 2025**

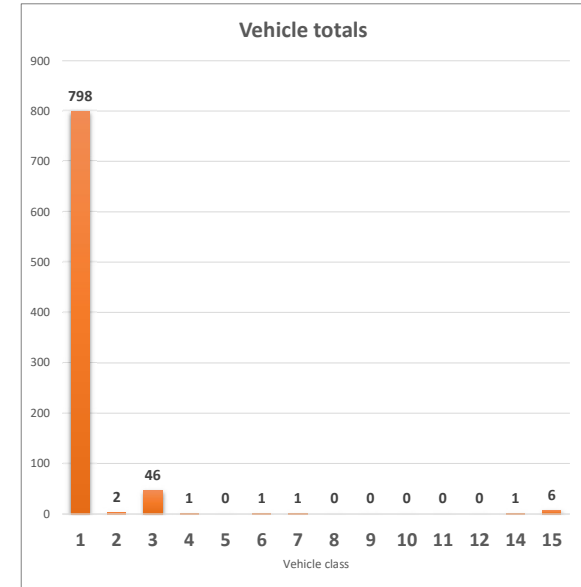
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	5	0	1	1	3	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.3	3.5
0600	12	0	6	2	4	0	0	0	0	1	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	30.3	3.3
0700	30	4	6	11	9	0	0	0	0	7	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.9	4.2
0800	70	22	16	21	11	0	0	0	1	8	30	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29.3	4
0900	43	15	16	7	5	0	0	1	0	8	21	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	28	4.5
1000	42	13	10	10	9	0	1	0	1	8	19	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	27.7	4.8
1100	56	11	17	13	15	0	0	1	2	7	29	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	27.9	4.2
1200	49	23	9	8	9	0	0	0	0	4	19	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30	4
1300	53	16	16	8	13	0	0	0	0	9	25	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	28.8	4.1
1400	68	13	18	14	23	0	1	1	0	10	35	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.1	4.8
1500	54	13	10	14	17	0	0	0	1	3	28	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	29.3	3.3
1600	67	24	15	15	13	0	1	2	1	5	31	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.2	5.1
1700	64	26	9	17	12	0	1	1	1	12	31	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	27.2	4.9
1800	56	24	9	8	15	0	0	0	1	13	30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.4	3.5
1900	51	18	15	8	10	0	0	0	1	10	30	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.7	4
2000	35	6	16	7	6	0	0	0	0	6	17	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.7	3.8
2100	20	9	5	6	0	0	0	0	0	3	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.9	4.6
2200	4	2	1	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.4	2
2300	2	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.7	3.2
07-19	652	204	151	146	151	0	4	6	8	94	315	195	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.3	4.4
06-22	770	237	193	169	171	0	4	6	9	114	377	224	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.4	4.3
06-00	776	239	195	170	172	0	4	6	9	114	381	226	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.4	4.3
00-00	782	239	196	171	176	0	4	6	9	115	384	228	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.4	4.3

## ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: East Bound

Wednesday, 29 January 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
0500	4	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	9	1	2	1	5	8	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	27	4	4	10	9	24	1	2	0	0	0	0	0	0	0	0	0	0	0	
0800	78	16	14	32	16	73	0	4	0	0	0	0	0	0	0	0	0	0	1	
0900	46	8	8	12	18	44	0	2	0	0	0	0	0	0	0	0	0	0	0	
1000	44	9	16	9	10	34	0	9	0	0	0	0	0	0	0	0	0	0	1	
1100	52	7	9	16	20	46	1	3	0	0	0	0	0	0	0	0	0	0	2	
1200	65	13	15	20	17	63	0	1	0	0	0	1	0	0	0	0	0	0	0	
1300	60	19	11	15	15	58	0	2	0	0	0	0	0	0	0	0	0	0	0	
1400	93	23	16	20	34	87	0	6	0	0	0	0	0	0	0	0	0	0	0	
1500	58	21	11	14	12	51	0	6	0	0	0	0	0	0	0	0	0	0	1	
1600	86	24	21	20	21	83	0	2	0	0	1	0	0	0	0	0	0	0	0	
1700	70	14	19	19	18	67	0	3	0	0	0	0	0	0	0	0	0	0	0	
1800	53	12	11	15	15	51	0	1	0	0	0	0	0	0	0	0	0	0	1	
1900	63	23	15	20	5	58	0	4	1	0	0	0	0	0	0	0	0	0	0	
2000	22	12	7	1	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	18	4	7	1	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	5	3	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	3	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
07-19	732	170	155	202	205	681	2	41	0	0	1	1	0	0	0	0	0	0	6	
06-22	844	210	186	225	223	787	2	46	1	0	1	1	0	0	0	0	0	0	6	
06-00	852	214	186	227	225	794	2	46	1	0	1	1	0	0	0	0	0	1	6	
00-00	856	214	187	228	227	798	2	46	1	0	1	1	0	0	0	0	0	1	6	



Wednesday, 29 January 2025

Time	Hourly Totals	15 Minute Bin Drops												MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35																		
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<60mph	<65mph																		<70mph
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	4	0	1	1	2	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.3	4
0600	9	1	2	1	5	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.1	4.2
0700	27	4	4	10	9	0	0	0	0	3	9	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	29.9	3.3
0800	78	16	14	32	16	0	1	1	0	9	36	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	28.8	5
0900	46	8	8	12	18	0	0	0	3	5	15	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	29.5	5
1000	44	9	16	9	10	0	1	0	4	8	19	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	27.1	5.8
1100	52	7	9	16	20	0	2	1	1	4	32	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	27.4	6.3
1200	65	13	15	20	17	0	0	1	1	18	33	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	26.9	3.9
1300	60	19	11	15	15	0	0	0	0	10	32	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	28.6	4.3
1400	93	23	16	20	34	0	0	0	2	19	55	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	27.3	3.7
1500	58	21	11	14	12	0	2	0	2	11	20	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	28	6.2
1600	86	24	21	20	21	0	0	1	0	13	39	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	28.6	3.7
1700	70	14	19	19	18	0	0	0	1	12	39	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	28.1	3.8
1800	53	12	11	15	15	0	1	1	2	5	30	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	27.6	5.3
1900	63	23	15	20	5	0	0	1	2	19	27	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	27.1	5.1
2000	22	12	7	1	2	0	0	0	0	2	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29.5	3.6
2100	18	4	7	1	6	0	0	0	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	30.4	3
2200	5	3	0	1	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28	9.2
2300	3	1	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.6	2.1
07-19	732	170	155	202	205	0	7	5	16	117	359	186	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.1	4.7
06-22	844	210	186	225	223	0	7	6	18	139	406	219	45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.1	4.7
06-00	852	214	186	227	225	0	7	7	18	140	410	220	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.1	4.7
00-00	856	214	187	228	227	0	7	7	18	141	412	221	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.1	4.7



ATC REPORT

Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: West Bound

Thursday 23rd January 2025 - Wednesday 29th January 2025

Day	Day Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 8 Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
Mon	693	146	170	151	226	654	2	26	5	0	0	1	0	0	0	0	0	1	4	
Tue	737	163	172	188	214	685	3	43	3	0	0	0	0	0	0	0	0	1	2	
Wed	787	187	215	174	211	737	1	43	0	0	1	1	0	0	0	0	0	1	3	
Thu	758	185	171	187	215	694	4	47	4	0	1	1	0	0	0	0	0	2	5	
Fri	629	145	167	159	158	590	1	32	1	0	1	1	0	0	0	0	0	1	2	
JSat	590	139	151	133	167	527	1	21	1	4	0	1	0	2	0	1	0	4	28	
JSun	361	91	92	90	88	336	1	9	2	1	0	2	0	0	0	0	0	1	9	
--	4555	1056	1138	1082	1279	4223	13	221	16	5	3	7	0	2	0	1	0	11	53	

Thursday 23rd January 2025 - Wednesday 29th January 2025

Day	Day Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
Mon	693	146	170	151	226	0	0	3	17	75	350	215	31	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.8	4
Tue	737	163	172	188	214	0	0	3	13	83	349	255	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29	3.9
Wed	787	187	215	174	211	0	1	3	8	82	384	260	40	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	29.1	4
Thu	758	185	171	187	215	0	0	2	22	93	366	243	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.6	4
Fri	629	145	167	159	158	0	2	4	19	70	300	188	41	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.7	4.4
JSat	590	139	151	133	167	0	1	6	8	78	271	188	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.8	4.4
JSun	361	91	92	90	88	0	1	4	6	60	172	104	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28	4.4
--	4555	1056	1138	1082	1279	0	5	25	93	541	2192	1453	217	27	2	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.8	4.2
						0.00%	0.11%	0.55%	2.04%	11.88%	48.12%	31.90%	4.76%	0.59%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					



ATC REPORT











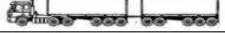



Report Id: TW3-22012501  
Site Location: Bonfire Hill, Southwater, RH13 9BU  
Direction: East Bound

Thursday 23rd January 2025 - Wednesday 29th January 2025

Day	Day Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
Mon	725	175	193	180	177	680	1	40	0	0	0	1	0	0	0	0	0	0	3	
Tue	782	239	196	171	176	725	1	49	1	0	1	1	0	0	0	0	0	0	4	
Wed	856	214	187	228	227	798	2	46	1	0	1	1	0	0	0	0	0	1	6	
Thu	818	237	210	168	203	753	2	56	0	0	1	1	1	0	0	0	0	0	4	
Fri	691	174	166	165	186	646	1	40	0	0	0	1	0	0	0	0	0	1	2	
[Sat	593	146	146	152	149	557	1	18	0	1	0	1	0	0	0	0	0	4	11	
[Sun	406	117	96	90	103	369	2	20	0	1	0	1	0	0	0	0	0	0	13	
--	4871	1302	1194	1154	1221	4528	10	269	2	2	3	7	1	0	0	0	0	6	43	

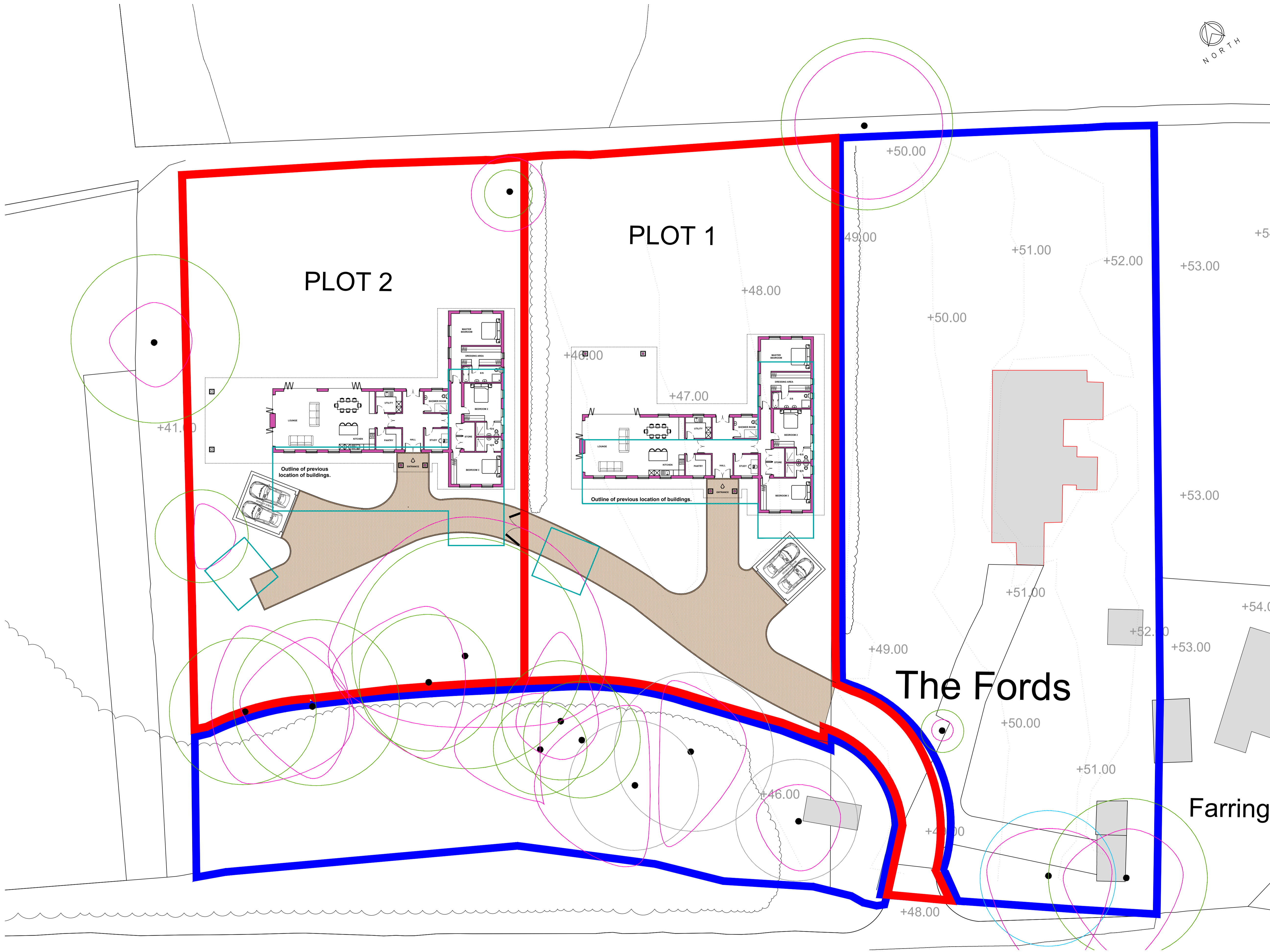
Thursday 23rd January 2025 - Wednesday 29th January 2025

Day	Day Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
Mon	725	175	193	180	177	0	3	14	20	111	345	204	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.8
Tue	782	239	196	171	176	0	4	6	9	115	384	228	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.4	4.3
Wed	856	214	187	228	227	0	7	7	18	141	412	221	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.1	4.7
Thu	818	237	210	168	203	1	6	8	17	114	392	228	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.4	4.8
Fri	691	174	166	165	186	0	2	7	14	125	338	166	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.9	4.5
[Sat	593	146	146	152	149	1	13	4	12	91	278	151	40	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32.8	28	5.4
[Sun	406	117	96	90	103	2	13	9	20	81	174	90	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	26.5	6.1
--	4871	1302	1194	1154	1221	4	48	55	110	778	2323	1288	237	26	2	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.0	4.9
						0.08%	0.99%	1.13%	2.26%	15.97%	47.69%	26.44%	4.87%	0.53%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					

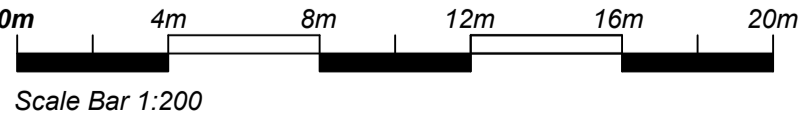
Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m$ , $d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m$ , $d(1) \leq 3.2m$ , $d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m$ , axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m$ , $d(1) \leq 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

## Appendix C

### Proposed Site Layout



PROPOSED BLOCK PLAN  
SCALE - 1:200



This drawing is to be read in conjunction with all other relevant drawings & specifications. Do not scale from this drawing. Use figured dimensions only. All levels & dimensions to be checked on site. All dimensional discrepancies are to be brought to the immediate attention of DMA BUILDING DESIGNS.

Responsibility cannot be accepted for alteration and/or deviation from this design without prior knowledge of DMA BUILDING DESIGNS.

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Prior to any works commencing on site, DMA BUILDING DESIGNS is to be contacted regarding the current status, revision or regulatory approval of this drawing.

#### NOTES

P7	ISSUED FOR APPROVAL	08.04.2025
P6	ISSUED FOR APPROVAL	27.03.2025
P5	ISSUED FOR APPROVAL	19.03.2025
P4	LOCATION OF UNITS MOVED	27.02.2025
P3	SCALE BAR ADDED	06.02.2025
P2	ISSUED FOR APPROVAL	07.01.2025
P1	ISSUED FOR APPROVAL	20.12.2024

REV	DESCRIPTION	DATE
-----	-------------	------

**DMA**  
**BUILDING DESIGNS**

UNIT 4B, RUDGWICK BRICKWORKS, LYNNWICK ST  
RUDGWICK, HORSHAM, WEST SUSSEX, RH12 3DH.  
TEL: No 01403 822220 Mobile 07730 523447  
Email - admin@dmabuildingdesigns.co.uk

CLIENT  
PAULA RIXON

PROJECT  
DEVELOPMENT ON LAND AT THE FORDS.

DRAWING  
PROPOSED SITE PLAN  
THE FORDS, BONFIRE HILL,  
SOUTHWATER, RH13 9BU

STATUS  
**PLANNING**


SCALE @ A1	DATE	ORG No	REVISION
1:200	APRIL 2025	DE1284 / 06	P7

## Appendix D

### Access Plan

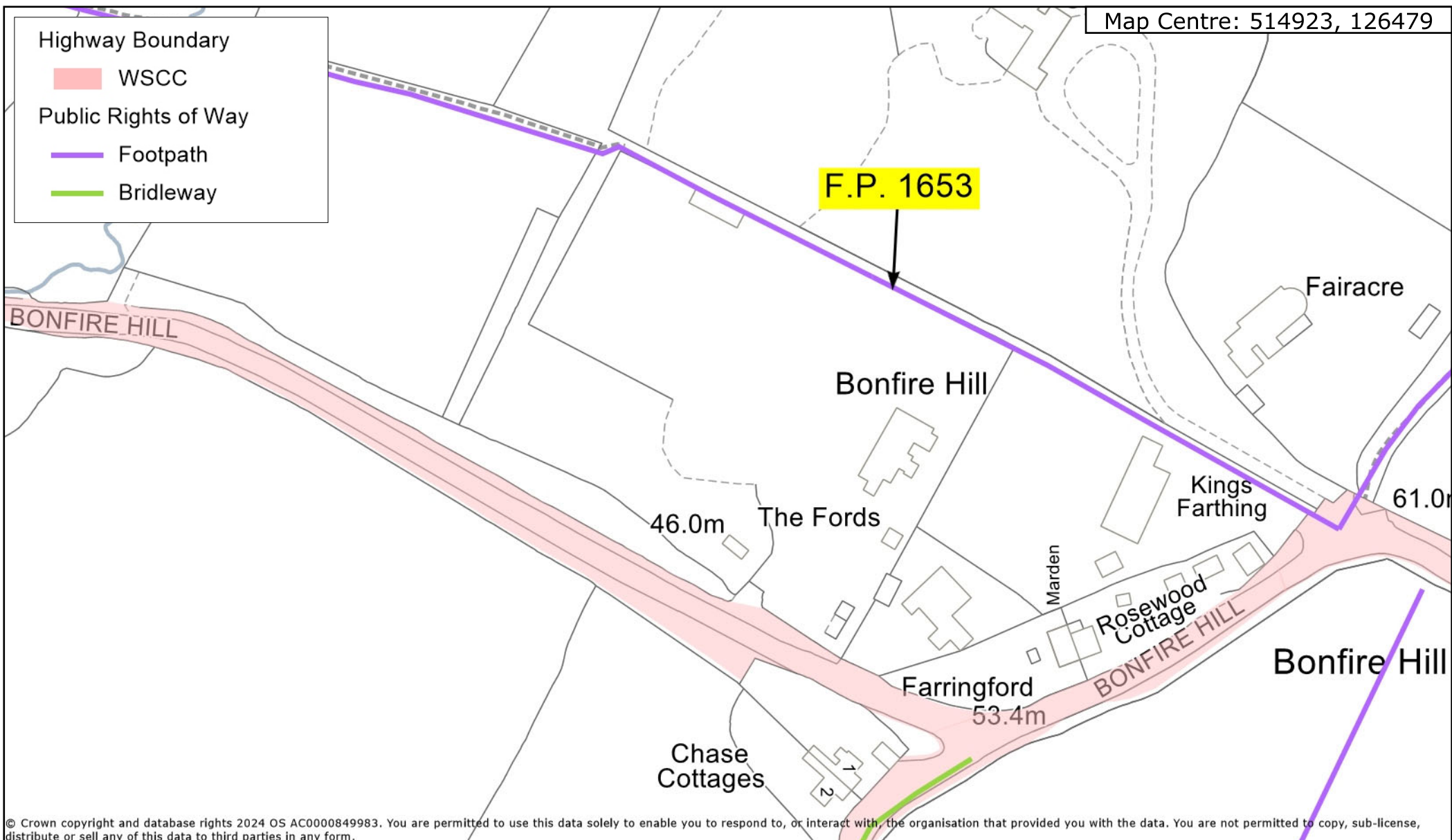


- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
  2. Tender or billing drawings shall not be used for construction or the ordering of materials.
  3. Do not scale. All dimensions and levels to be site confirmed.
  4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
  5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
  6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

P1	INITIAL ISSUE	31.01.2025	JMW	RS	
Rev	Amendments	Date	Dsn	Chk	
Status	PRELIMINARY				
Client	PAULA RIXON				
Architect					
Project	THE FORDS, BONFIRE HILL SOUHWATER				
Title	ACCESS PLAN				
Date	JAN 2025	Scale @ A1	1:200		
Clients Ref.			Project Ref.	13534	
<div><div>gta</div><div>Civils &amp; Transport</div><div>Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel 01444 871444 Web: www.gtacivils.co.uk</div></div>					
Drawing Number			Rev.		
13534/2100			P1		

## Appendix E

### Highway Boundary Plan



## Appendix F

### TRICS Output Data

Calculation Reference: AUDIT-349901-250131-0156

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	IM ISLE OF MAN	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 27 (units: )  
 Range Selected by User: 6 to 30 (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: 01/01/13 to 18/09/24

*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  
 Wednesday 7 days  
 Thursday 2 days

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

#### Selected survey types:

Manual count 9 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 undertaken using machines.*

#### Selected Locations:

Suburban Area (PPS6 Out of Centre) 1  
 Edge of Town 8  
 Neighbourhood Centre (PPS6 Local Centre) 1

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

#### Selected Location Sub Categories:

Residential Zone 9  
 Village 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 4 days - Selected  
 Servicing vehicles Excluded 25 days - Selected

#### Secondary Filtering selection:

#### Use Class:

C3 10 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:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	1 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:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	9 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	10 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
2	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE EAST
	Edge of Town Residential Zone Total No of Dwellings:		24	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
3	IM-03-A-02 SHORE ROAD KIRK MICHAEL	MIXED HOUSES		ISLE OF MAN
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		27	
	Survey date: THURSDAY		23/05/24	Survey Type: MANUAL
4	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
5	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT
6	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
7	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		10	
	Survey date: WEDNESDAY		10/05/17	Survey Type: MANUAL
8	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
10	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-04	N/A

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	10	20	0.096	10	20	0.315	10	20	0.411
08:00 - 09:00	10	20	0.127	10	20	0.376	10	20	0.503
09:00 - 10:00	10	20	0.142	10	20	0.249	10	20	0.391
10:00 - 11:00	10	20	0.132	10	20	0.142	10	20	0.274
11:00 - 12:00	10	20	0.152	10	20	0.142	10	20	0.294
12:00 - 13:00	10	20	0.162	10	20	0.183	10	20	0.345
13:00 - 14:00	10	20	0.178	10	20	0.162	10	20	0.340
14:00 - 15:00	10	20	0.132	10	20	0.162	10	20	0.294
15:00 - 16:00	10	20	0.254	10	20	0.198	10	20	0.452
16:00 - 17:00	10	20	0.259	10	20	0.132	10	20	0.391
17:00 - 18:00	10	20	0.381	10	20	0.157	10	20	0.538
18:00 - 19:00	10	20	0.259	10	20	0.127	10	20	0.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.274			2.345			4.619

*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 - 27 (units: )
Survey date range:	01/01/13 - 18/09/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	1

*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.*



## Civil Engineering - Transport Planning - Flood Risk

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