



Wienerberger Ltd

Station Road, Warnham Transport Statement

February 2026



Wienerberger Ltd

Station Road, Warnham

Transport Statement

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1. Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of Wienerberger Ltd., with respect to a planning application for a residential development at land located in Station Road, Warnham.
- 1.1.2 This application site is located within Horsham District Council (HDC), who act as the Local Planning Authority and West Sussex County Council (WSCC), who act as the Local Highway Authority.
- 1.1.3 The site relates to an area of land situated to the north of Station Road, and the west of Warnham rail station. The surrounding area is predominantly residential in character, and the proposed development would form a natural extension to the existing residential area located north of Station Road.
- 1.1.4 Access to the site is taken from Station Road, a no through road that connects to the A24 approximately 650 metres to the southwest and provides pedestrian access to Warnham rail station to the east. The A24 is a single carriageway road subject to a 40mph speed limit, providing connections towards Horsham and Littlehaven, which are accessible via a 7-minute and 10-minute drive, respectively.
- 1.1.5 The development proposals seek to redevelop the land for the erection of up to 24 residential dwellings, with a mix of houses and flats. The proposed site layout is provided in [Appendix A](#), with an extract provided on [Figure 1.1](#).

Figure 1.1 Proposed Site Layout



1.2 Report Structure

1.2.1 The remainder of this TS is structured as follows:

- **Chapter 2:** Policy and Guidance
- **Chapter 3:** Existing Situation
- **Chapter 4:** Development Proposals
- **Chapter 5:** Car Parking
- **Chapter 6:** Trip Generation
- **Chapter 7:** Summary and Conclusion

2. Policy and Guidance

2.1 Overview

2.1.1 This chapter considers the adopted national and local policies relevant to the development proposals that have informed the preparation of this TS.

2.1.2 The policies and guidance which have informed the contents and methodologies contained within this TS include:

- National Planning Policy Framework (NPPF) (2025);
- National Planning Policy Guidance (NPPG);
- Horsham District Planning Framework (HDPF) (2015); and
- West Sussex Transport Plan (WSTP) (2022-2036).

2.2 National Policy

National Planning Policy Framework (NPPF), 2025

2.2.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was first published in March 2012 and has since been revised on several occasions, most recently in February 2025.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

2.2.3 Paragraph 109 of the NPPF highlights that "*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach. This should involve:*

- *making transport considerations an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.2.4 Paragraph 110 goes on to state that “significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.2.5 Paragraph 115 of the NPPF states that when assessing specific site uses for development applications, it should be ensured that:

- *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.2.6 Paragraph 116 of the NPPF ultimately states the following for transport:

- *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.*

National Planning Practice Guidance (NPPG)

2.2.7 The NPPG is a web-based source which supports the NPPF. The guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Create a choice among different modes of transport;
- Improving health and well-being;
- Supporting economic vitality; and
- Improving public understanding of the transport implications of development.

2.3 Local Policy

Horsham District Planning Framework (HDPF), 2015

- 2.3.1 HDPF was adopted in 2015 and is the overarching planning document for Horsham district outside the South Downs National Park (SDNP).
- 2.3.2 Policy 40 of the HDPF encourages sustainable transport modes and commits to developing an integrated community connected by a sustainable transport system. It encourages development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means to access jobs, homes, services and facilities, will be encouraged and supported.
- 2.3.3 Policy 40 states that "Development will be supported if it:

- *"Is appropriate and in scale to the existing transport infrastructure, including public transport;*
- *Maintains and improves the existing transport system (road, rail, cycle);*
- *Is integrated with the wider network of routes, including public rights of way and cycle paths;*
- *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions;*
- *Is located in areas where there are, or will be a choice in the modes of transport available;*
- *Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians;*
- *Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport;*
- *Develops innovative and adaptable approaches to public transport in the rural areas of the district;*
- *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods; and*
- *Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."*

West Sussex Transport Plan (WSTP), 2022-2036

- 2.3.4 The WSTP is the key document outlining the council's vision for the county's transport network until 2036, with a strong focus on active travel, improving the bus network and supporting the adoption of electric vehicles. The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels.
- 2.3.5 The key objectives for West Sussex which relate to the development proposals are:

- *“Objective 2: Support development and regeneration plans across the County by enabling local living and through strategic investments, particularly in sustainable modes of transport, at the right time and place to ensure the transport network is fit for the future;*
- *Objective 6: Ensure rural communities can live locally by accessing local services or nearby towns;*
- *Objective 11: Reduce the need to travel by car by enabling local living; and*
- *Objective 17: Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel and attractive, safe option for short distance trips and to transport interchanges.”*

2.4 Summary

2.4.1 The policy and guidance set out within this chapter have informed the methodologies and assessments undertaken and set out in this TS, with the development proposals considered reflective of the aims and objectives of both National and Local policy.

3. Existing Situation

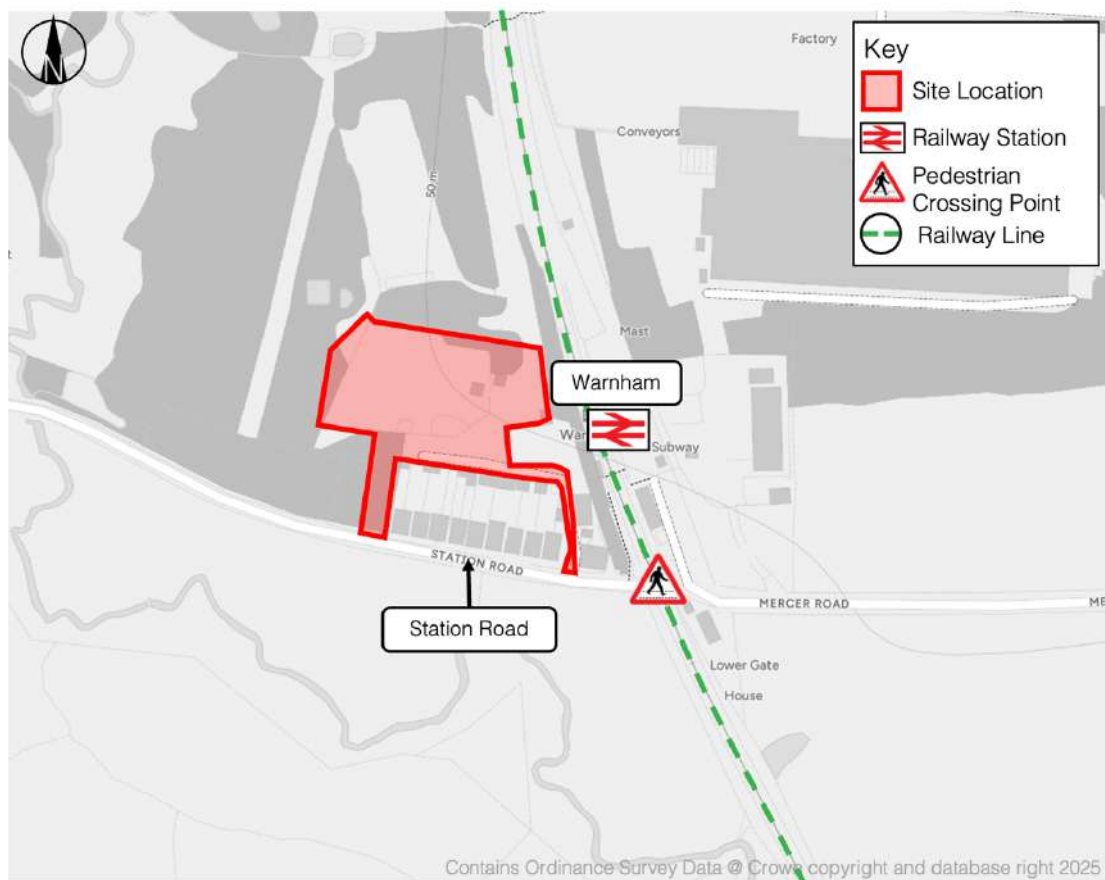
3.1 Overview

- 3.1.1 This chapter sets out the existing conditions at and surrounding the application site. This includes placing the site location in context with its surroundings as well as a review of sustainable transport connections from the site to the wider area.

3.2 Site Location

- 3.2.1 This site is located to the north of Station Road, Warnham and is bounded by residential properties to the south, with agricultural land extending beyond this, and areas of woodland to the west. Warnham Station is located to the east, with a cluster of industrial buildings further to the north-east.
- 3.2.2 Station Road is a rural single carriageway no-through road. This road is subject to a 7.5t weight restriction and is an access only road.
- 3.2.3 The site is located approximately 50 metres from Warnham station, which is accessible via 2-minute walk via Station Road. It is noted that access to the southbound platform is provided via a pedestrian crossing over the railway line.
- 3.2.4 The site is located approximately 300m west of a residential allocation, which is subject to a live planning application (ref: DC/25/0151) for the development of 304 residential dwellings, with public open space and a retail unit.
- 3.2.5 The location of the site in the context of the surrounding area is demonstrated on **Figure 3.1**.

Figure 3.1 Site Location



3.3 Active Travel Accessibility

- 3.3.1 The site is located in a predominately rural area, however benefits from a direct link to Warnham railway station. A pedestrian access point is located at the south-eastern corner of the site.
- 3.3.2 While there is no dedicated cycling provision along Station Road, on-carriageway cycling is considered appropriate for proficient cyclists due to the low traffic volumes.
- 3.3.3 The nearest local cycle path to the site is the Shelley Bicycle Trail, which extends from Bell Road into the centre of Horsham. The Shelley Bicycle Trail is accessible via an approximate 4-minute cycling journey along Station Road, the A24, and Bell Road.
- 3.3.4 As set out in Section 3.2 of this report, a residential development is proposed to the east of the application site (ref: DC/25/0151). As part of this planning application, pedestrian improvements are proposed, such as a new footway on the west side of Langhurst Wood Road, including signal controlled crossing facilities.
- 3.3.5 It is also noted that a package of improvements are proposed at the Station Road / A24 junction, which are detailed further in [Chapter 4](#) of this report.

3.4 Public Transport Accessibility

- 3.4.1 Warnham Station is located approximately 50 metres from the site and is accessible via a 2-minute walk. Warnham station is serviced by Southern Railway, with regular services between Horsham and London Victoria.
- 3.4.2 Horsham Station is accessible within a 5-minute train journey which runs hourly from Warnham. This station is served by Southern Railway and Thameslink services and provides direct services to London Victoria, Peterborough, Portsmouth Harbour, Bognor Regis and Portsmouth & Southsea.
- 3.4.3 The rail services available from both Warnham and Horsham Stations is summarised in terms of average frequency in **Table 3.1**.

Table 3.1 Rail Service Frequency

Station	Destination	Average Frequency		
		Weekday	Saturday	Sunday
Warnham	Horsham	Every hour	Every hour	-
Warnham	London Victoria	Every hour	Every hour	-
Horsham	London Victoria	Every 30-minutes	Every 30-minutes	Every hour
Horsham	Peterborough	Every 30-minutes	Every 30-minutes	-
Horsham	Portsmouth Harbour	Every 30-minutes	Every 30-minutes	-
Horsham	Bognor Regis	Every 30-minutes	Every 30-minutes	Every hour
Horsham	Portsmouth & Southsea	Every 30-minutes	Every 30-minutes	-

3.5 Personal Injury Collision

- 3.5.1 To allow for a review of the road safety along Station Road, the latest available Personal Injury Collision (PIC) data has been obtained from WSCC for the latest available 5-year period (January 2019 – January 2025).
- 3.5.2 The scope of assessment and location of recorded PICs are shown on **Figure 3.2**, with the full report obtained from WSCC provided in **Appendix B**.

Figure 3.2 PIC Assessment



3.5.3 The 5 collisions which were recorded within the scope of the PIC assessment have been reviewed and are summarised as follows:

- Collision ID 470869729: This 'serious' collision occurred on 18/08/19 at 17:20. The incident involved two cars and occurred due to the driver of one of the cars having a medical episode whilst driving and drifting into the opposite lane.
- Collision ID 20923654: This 'slight' collision occurred on 27/01/20 at 08:36. The incident involved two cars and occurred when one driver attempted to turn onto the A24 from Bell Road and collided with the other car.
- Collision ID 20994530: This 'slight' collision occurred on 30/10/20 at 10:50. This incident involved a car and two Light Goods Vehicles (LGVs), and occurred when the car pulled out of Bell Road onto the A24, into the path of one LGV, which has then collided with the second LGV.
- Collision ID 211080831: This 'serious' collision occurred on 24/08/21 at 09:31. The incident involved a car and occurred as the driver lost control in the carriageway and collided with a

nearby property. It has been reported that the driver involved was impaired by alcohol at the time of the incident.

- Collision ID 231288713: This 'serious' collision occurred on 20/03/23 at 12:03. This incident involved a motorcycle and a car and occurred when the motorcyclist attempted to overtake the car and hit a grass ridge.

3.5.4 Based on the recorded collisions over the latest 5-year period available, there have only been five collisions, which equates to less than one collision per year. Furthermore, none of the collisions were located in close proximity to the site.

3.5.5 None of the collisions were attributed to the highway layout, with two collisions caused by drivers failing to look, and the others by alcohol impairment, illness or disability, and loss of control.

3.5.6 On the basis of the above, there are no concerns arising related to the potential impact of the proposals exacerbating any existing highway safety issues in the local area.

3.6 Summary

3.6.1 In summary, the site is well located to benefit from public transport connections via Warnham Station, providing residents with the opportunity to make journeys by sustainable means. A number of accessibility improvements are also proposed as part of this application and the nearby proposed residential development (ref: DC/25/0151).

3.6.2 A review of the most recently available PIC data has demonstrated that there are no existing highway safety concerns.

4. Development Proposals

4.1 Overview

4.1.1 This chapter sets out details regarding the development proposals, including the accommodation schedule, parking provision, access arrangements, and refuse and servicing strategy.

4.2 Accommodation Schedule

4.2.1 The development proposals comprise up to 24 residential dwellings, including a mix of houses and flats. The proposed site layout plan is provided in [Appendix A](#).

4.2.2 A summary of the development's accommodation schedule, including the type of dwelling is provided in [Table 4.1](#). It should be noted that this schedule is indicative only at this stage, as the application is Outline.

Table 4.1 Accommodation Schedule

Housing Type	No. Bedrooms	Quantum
A	1	4
B	2	10
C	3	8
D	4	2
Total	-	24

4.3 Access Arrangements

4.3.1 The proposed access arrangement is to be provided off Station Road, on the southern boundary of the site, in the form of a priority T junction with a 5.5m carriageway width and 6.5m kerb radii.

4.3.2 Visibility analysis has been undertaken, in line with the Manual for Streets (MfS), using ATC surveys to identify the 85th percentile speeds on Station Road to determine the minimum horizontal visibility distances required, which are as follows:

- Westbound visibility: 2.4m x 46.6m
- Eastbound visibility: 2.4m x 32.0m

4.3.3 It is noted that visibility to the east has been measured to the centre line of the carriageway, due to the frequency of parked vehicles on the northern side of Station Road.

4.3.4 The proposed access arrangements are demonstrated on **mode drawing J32-8371-PS-001**, provided in **Appendix C**. This drawing demonstrates that the minimum visibility splay requirements based on the recorded 85th percentile speeds can be accommodated. The full ATC survey results are provided in **Appendix D**.

4.4 Pedestrian and Cycle Access

4.4.1 Access to the site via active travel is provided via the primary access point to the site.

4.4.2 As part of the proposals, highways improvements are proposed at the Station Road / A24 / Bell Road staggered crossroads to enhance pedestrian accessibility and safety. The proposed improvements are demonstrated on **mode drawing J32-8671-PS-005 Rev C** and include the following:

- Amendments to the carriageway on the A24 to facilitate the provision of a pedestrian refuge.
- Introduction of central hatch markings on the A24.
- Provision of dropped kerbs and tactile paving at pedestrian crossing points.

4.4.3 The proposed improvements have historically been subject to a Stage 1 Road Safety Audit (RSA1), undertaken by an independent auditor. As the proposed improvements remain unchanged from the previous scheme, the conclusions and recommendations, and therefore the identified solutions, remain relevant and valid.

4.4.4 The RSA1, inclusive of the Designer's Response, is provided in **Appendix E**.

4.5 Refuse and Servicing Arrangements

4.5.1 Refuse collection will occur via the internal road, and bins will be stored within the curtilage of each property.

4.5.2 Swept path analysis has been undertaken to demonstrate the largest vehicles associated with the development can access the site, turn around, and egress in a forward gear. Double yellow line parking restrictions are to be implemented on the internal access road to prevent parking and facilitate access by larger vehicles.

4.5.3 The following swept path drawings are provided in **Appendix C**:

- **mode drawing J32-8671-AT-A01** and **A02**: Swept path analysis demonstrating that an 11.2m refuse vehicle can conveniently access and egress the site. While it is noted that the refuse vehicle utilises the other side of the carriageway when accessing and egressing the site, this is not an uncommon situation and given the infrequent movement of a refuse vehicle, i.e. likely to be once a week, as well as the low speed of these movements, it is considered to be acceptable.

5. Car Parking

5.1 Overview

5.1.1 A parking beat survey has been undertaken for the area surrounding the proposed development to understand the availability of on-street parking on local roads near to the site.

5.2 Car Parking Standards

5.2.1 WSCC's 'West Sussex County Council Guidance on Parking at New Developments (September 2020)' has been consulted to inform the car parking provision at the site, with the relevant standards, broken down by Parking Behaviour Zone (PBZ), set out in [Table 5.1](#).

Table 5.1 WSCC Parking Standards

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

5.2.2 As the site is located within the 'Itchingfield, Slinfold and Warnham' PBZ, the standards for PBZ1 apply.

5.2.3 The WSCC parking standards document also states the following:

"To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys."

5.3 Parking Beat Survey

Methodology

5.3.1 The parking beat survey has been undertaken on the following dates and time periods in line with the Lambeth Methodology.

- Wednesday 10th September 2025, one beat survey at 00:30 and one at 11:30.
- Thursday 11th September 2025, one beat survey at 00:30 and one at 11:30.

5.3.2 In line with the Lambeth Methodology, the surrounding roads within 200m of the site have been assessed to quantify the parking stress during the survey periods.

5.3.3 Following a review of the streets within the survey area, the parking survey highlights the areas where parking is prohibited (i.e. private parking, double yellow line restrictions, etc.) as well as the area where parking restrictions apply. These include:

- Station Road has 65.5m of road which is restricted by dropped kerbs.
- Mercer Road has 15.5m of road which is restricted by dropped kerbs and 70.5m of road that is restricted by private parking.
- Local Road has 26m of road which is restricted by dropped kerbs and 42m of road that is restricted by private parking.

5.3.4 To calculate the parking capacity on each road, the extent of road with available parking has been measured and divided by the length of a typical parking bay, which is set at 5m. Based on the survey, there is capacity for a total of 102 cars within the study area.

5.3.5 The parking beat survey results have been tabulated to include the stress calculations, and shown on maps to illustrate the available parking within 200m of the site, provided in [Appendix F](#).

Results and Analysis

5.3.6 The parking occupation recorded within the study area has been assessed for the beats at 00:30 and 11:00, with the parking demand across the survey period summarised in [Table 5.2](#).

Table 5.2 Parking Beat Survey Results

Road	Capacity	10/09/25		11/09/25		10/09/25		11/09/25	
		Overnight	Day	Overnight	Day	Overnight	Day	Overnight	Day
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Station Road	60	18	30%	18	30%	19	32%	22	37%
Mercer Road	25	11	44%	15	60%	8	32%	15	60%
Local Road	17	8	47%	4	24%	7	41%	9	53%
Total	102	37	36%	37	36%	34	33%	46	45%

5.3.7 [Table 5.2](#) demonstrates that there is spare capacity within 200m of the site across the study period, with a minimum of 34 spaces available overnight, and a minimum of 37 spaces available during the day.

5.3.8 On the basis of the above, the site access point will not displace a significant level of car parking, and there is sufficient capacity on the local road to accommodate any displacement, as well as any potential overflow parking arising as a result of the development proposals.

5.4 Parking Provision

5.4.1 The car parking provision at the site comprises a total of 36 resident spaces, provided in the form of driveways and off-site perpendicular bays adjacent to residential dwellings. A total of 5 visitor car parking spaces are also provided.

5.4.2 On the basis of the WSCC car parking standards and the results of the car parking beat survey, the provision at the site is deemed to be sufficient and suitable for future demand at the site.

5.4.3 It is also noted that the application is Outline, and as such final confirmation and detail on car parking provision is to be provided at Reserved Matters stage.

5.4.4 Cycle parking at the site is to be provided within the curtilage of each dwelling.

5.5 Summary

5.5.1 As demonstrated within this chapter, the indicative car parking provision at the site is deemed sufficient to meet the future demand at the site. There is also significant spare parking capacity on surrounding roads. Therefore, any potential overspill parking can be accommodated on the local highway and will not result in a detrimental impact on the local highway network.

6. Trip Generation

6.1 Overview

6.1.1 This section provides an overview of the trip generation associated with the proposed development.

6.2 Trip Generation

6.2.1 To determine the trip generation associated with the development, the industry standard TRICS 8 database has been interrogated under the category '03 – Residential – A – Houses Privately Owned'.

6.2.2 The following criteria has been applied when examining the TRICS data:

- Date Range: 2016 – 2024
- Sites in England only
- Location: Edge of Town and Suburban Area
- Sub Categories: Residential Zone
- No. Units: 30-90
- Weekday Surveys Only
- No. Surveyed Sites: 45

6.2.3 The full TRICS output is provided in [Appendix G](#) and the resulting total vehicle trip rates and trip generation for the development are summarised in [Table 6.1](#). The total vehicle movements presented below are based on the proposed development quantum of 24 dwellings.

Table 6.1 Total Vehicle Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rates	0.193	0.38	0.573	0.309	0.186	0.495
Trip Generation	5	10	15	8	5	13

6.2.4 The trip generation outlined in [Table 6.1](#) demonstrates that the development proposals could generate in the region of 15 and 13 two-way total vehicle trips in the AM and PM network peak hours, respectively.

6.2.5 The anticipated trip generation set out in **Table 5.2** equates to approximately one vehicle trip every 4 minutes in both the AM and PM peak hours, which is considered to be negligible, particularly once vehicles are distributed on the surrounding road network. As such, no further assessment is considered necessary of the surrounding highway network.

7. Summary and Conclusion

7.1 Summary

7.1.1 In summary, this TS has identified the following:

- The site benefits from nearby public transport infrastructure, being located in close proximity to Warnham Station, which provides onward links to London and Horsham.
- A nearby proposed residential development (ref: DC/25/0151) may provide improved accessibility to and from the site by sustainable means, subject to planning permission being granted.
- The proposals comprise the development of 24 residential dwellings, with a mix of houses and flats.
- Access to the site is to be provided via a priority T junction off Station Road. Appropriate visibility splays based on recorded 85th percentile speeds can be achieved.
- Car and cycle parking is to be provided at an appropriate level, informed by relevant guidance and a parking beat survey.
- A parking beat survey has been undertaken, demonstrating that there is sufficient capacity on local roads to accommodate any displaced parking as a result of the site access point, as well as any potential overspill parking as a result of the development.
- Appropriate provision will be made for deliveries and servicing at the site. The proposed access point can accommodate an 11.2m refuse vehicle.
- Off-site improvements are proposed at the Bell Road A24 / Station Road junction, in the form of carriageway amendments, central hatch markings, dropped kerbs, and tactile paving. A Stage 1 RSA has been undertaken by an accredited auditor as part of the previous scheme at the site, which is deemed to be relevant as the improvements are unchanged.
- The trip generation analysis demonstrates that the development is anticipated to generate in the order of 15 and 13 two way total vehicle trips in the AM and PM peak hours, respectively. This level of vehicular activity is not considered significant and is equivalent to less than 1 vehicle every 4 minutes, and as such no further assessment of the highway network is necessary.

7.2 Conclusion

7.2.1 In view of the findings of this TS, it is considered that the development proposals are acceptable in transport terms and are in accordance with National and Local policy. Therefore, there are no transport reasons why the development should not be granted planning consent.

APPENDICES

APPENDIX A

Site Layout



APPENDIX B

Full PIC Report

Accidents between dates 01/01/2019 and 31/01/2025 (73) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Station Road Warnham (Mode Transport)")

Selected Polygon:Station Road Warnham (Mode Transport)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/08/2019	1720	Fine without high winds	470869729	3	Give way or Uncontrolled	Other junction
Location: DORKING ROAD (A24) NEAR JUNCTION WITH STATION ROAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Jct Approach
Car	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight
Vehicle Passenger	Serious

Accidents between dates 01/01/2019 and 31/01/2025 (73) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Station Road Warnham (Mode Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/01/2020	0836	Raining without high winds	20923654	1	Give way or Uncontrolled	T & Stag Jct
Location: DORKING ROAD (A24) AT JUNCTION WITH BELL ROAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2019** and **31/01/2025** (73) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Station Road Warnham (Mode Transport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/10/2020	1050	Raining without high winds	20994530	2	Give way or Uncontrolled	Other junction

Location: DORKING ROAD (A24) AT JUNCTION WITH BELL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Nearside	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/08/2021	0931	Fine without high winds	211080831	1	Not applicable	Not within 20M

Location: DORKING ROAD (A24) - 25 METRES FROM JUNCTION WITH STATION ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates 01/01/2019 and 31/01/2025 (73) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Station Road Warnham (Mode Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/03/2023	1203	Raining without high winds	231288713	1	Give way or Uncontrolled	T & Stag Jct
Location: DORKING ROAD (A24) NEAR JUNCTION WITH STATION ROAD, WARNHAM, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Overtaking moving vehicle	Nearside	Jct Approach
Car	O/S Going ahead right bend	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: 5

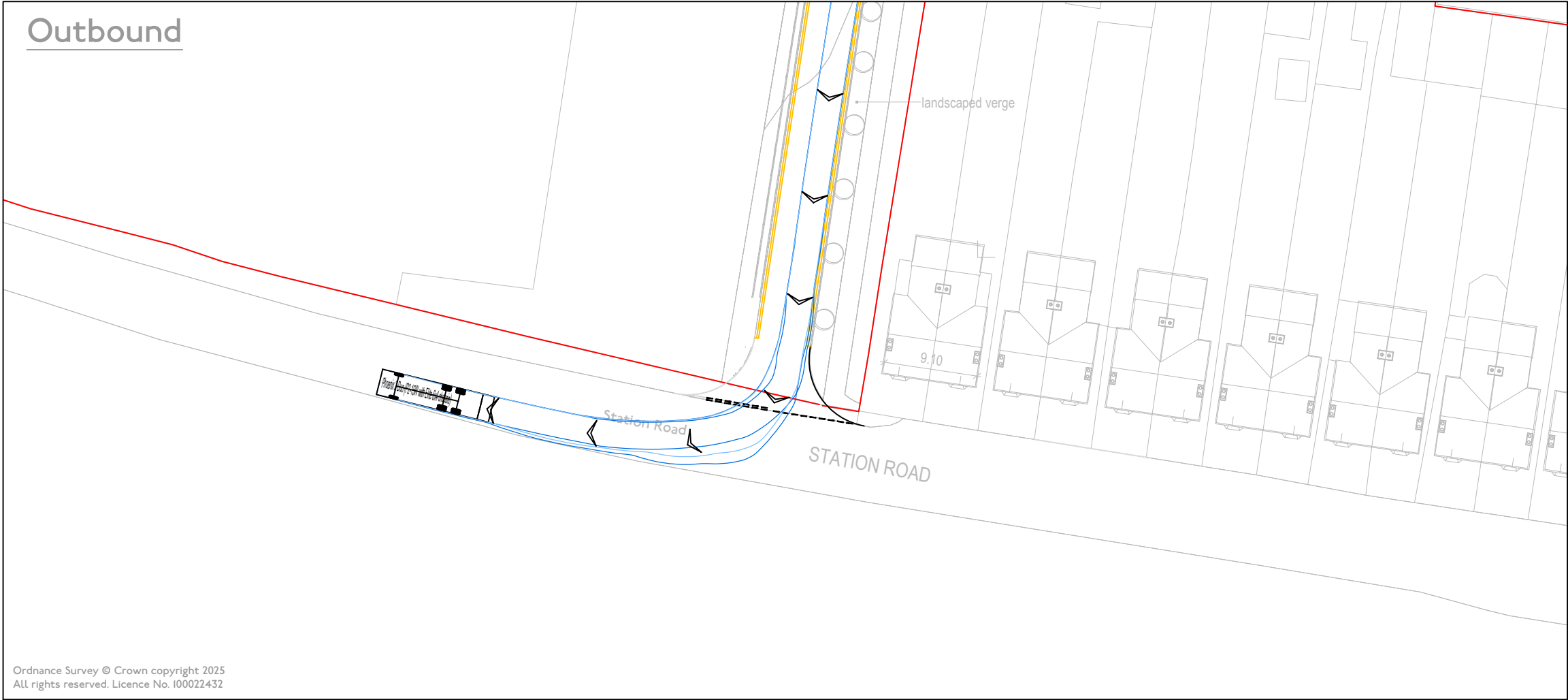
APPENDIX C

mode Drawings

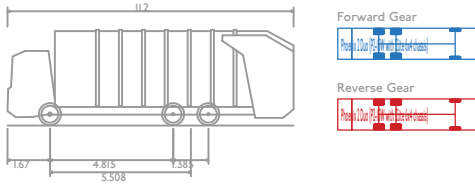
Inbound



Outbound



- Note:
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 3. Do not scale from this drawing. Work from figured dimensions only.
 4. All dimensions are shown in metres unless noted otherwise.
 5. Drawing based on layout: WAR-WBR-ZZ-ZZ-DR-A-13301



Phoenix 2 Duo (P2-I5W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

A	11.02.2026	Revised Site Layout
-	27.10.2025	Initial Issue
REV	DATE	REMARKS

CLIENT

Weinerberger

JOB TITLE

Station Road, Warnham (Revised)

DRAWING TITLE

Swept Path Analysis -
11.2m Refuse Vehicle (Site Access)

DRAWING NO.

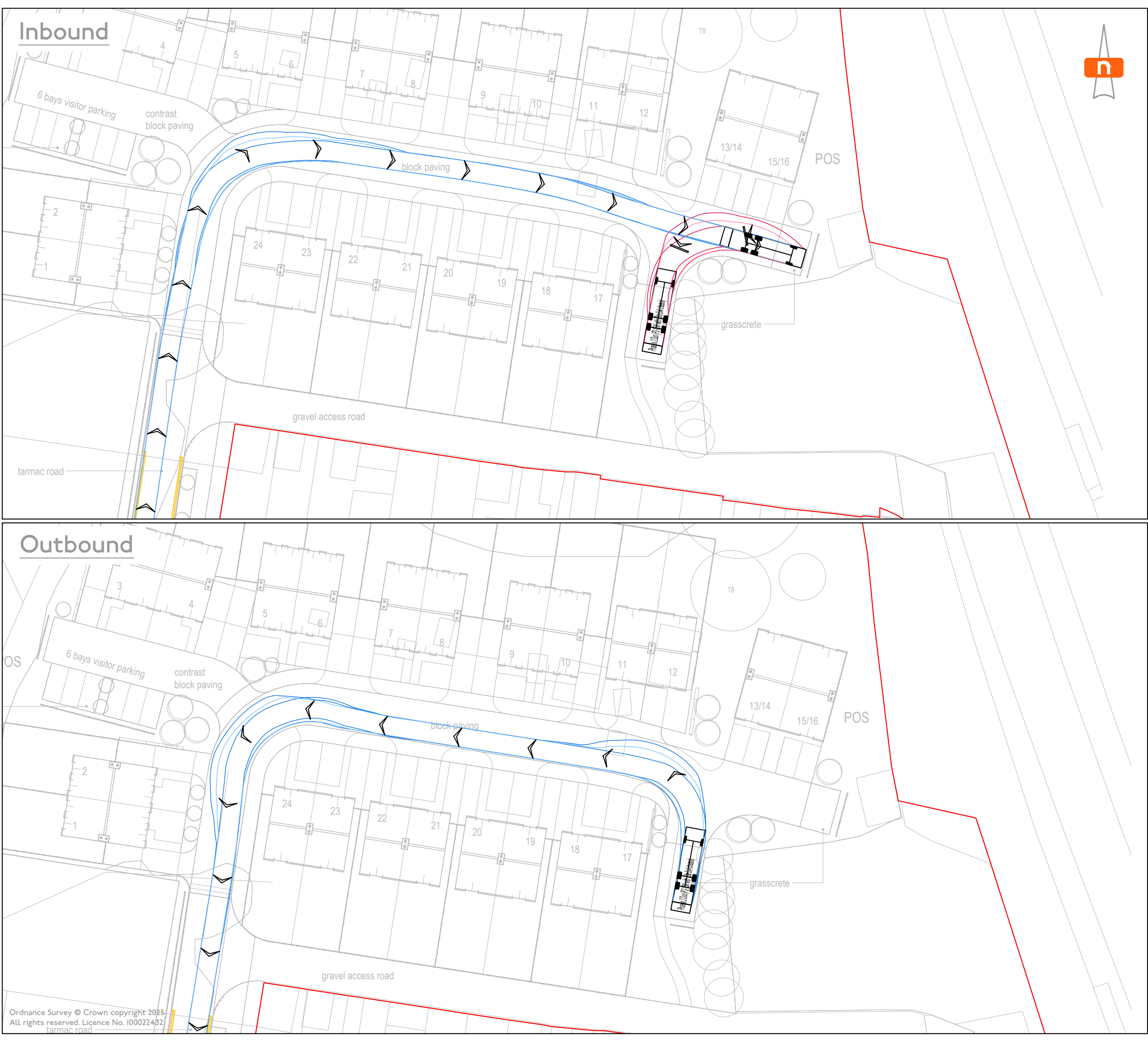
J32-8671-AT-A01

DRAWN	CB	CHECKED	MGF
CREATED	Feb '26	SCALE	1:500 at A3

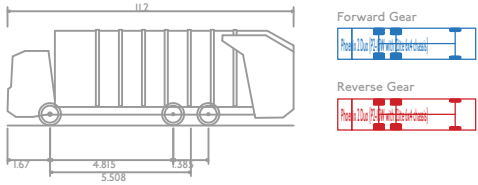
mode transport planning
Butler House
177 - 178 Tottenham Court Road
London
W1T 7NY



transport planning



- Note:
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 3. Do not scale from this drawing. Work from figured dimensions only.
 4. All dimensions are shown in metres unless noted otherwise.
 5. Drawing based on layout: WAR-WBR-ZZ-ZZ-DR-A-I330I



Phoenix 2 Duo (P2-I5W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.300m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

C	11.02.2026	Revised Site Layout
B	22.10.25	Revised Site Layout
A	27.08.2025	Revised Site Layout
-	07.07.2025	Initial Issue
REV	DATE	REMARKS

CLIENT

Weinerberger

JOB TITLE

Station Road, Warnham (Revised)

DRAWING TITLE

Swept Path Analysis -
11.2m Refuse Vehicle (Turning Head)

DRAWING NO.

J32-8671-AT-A02

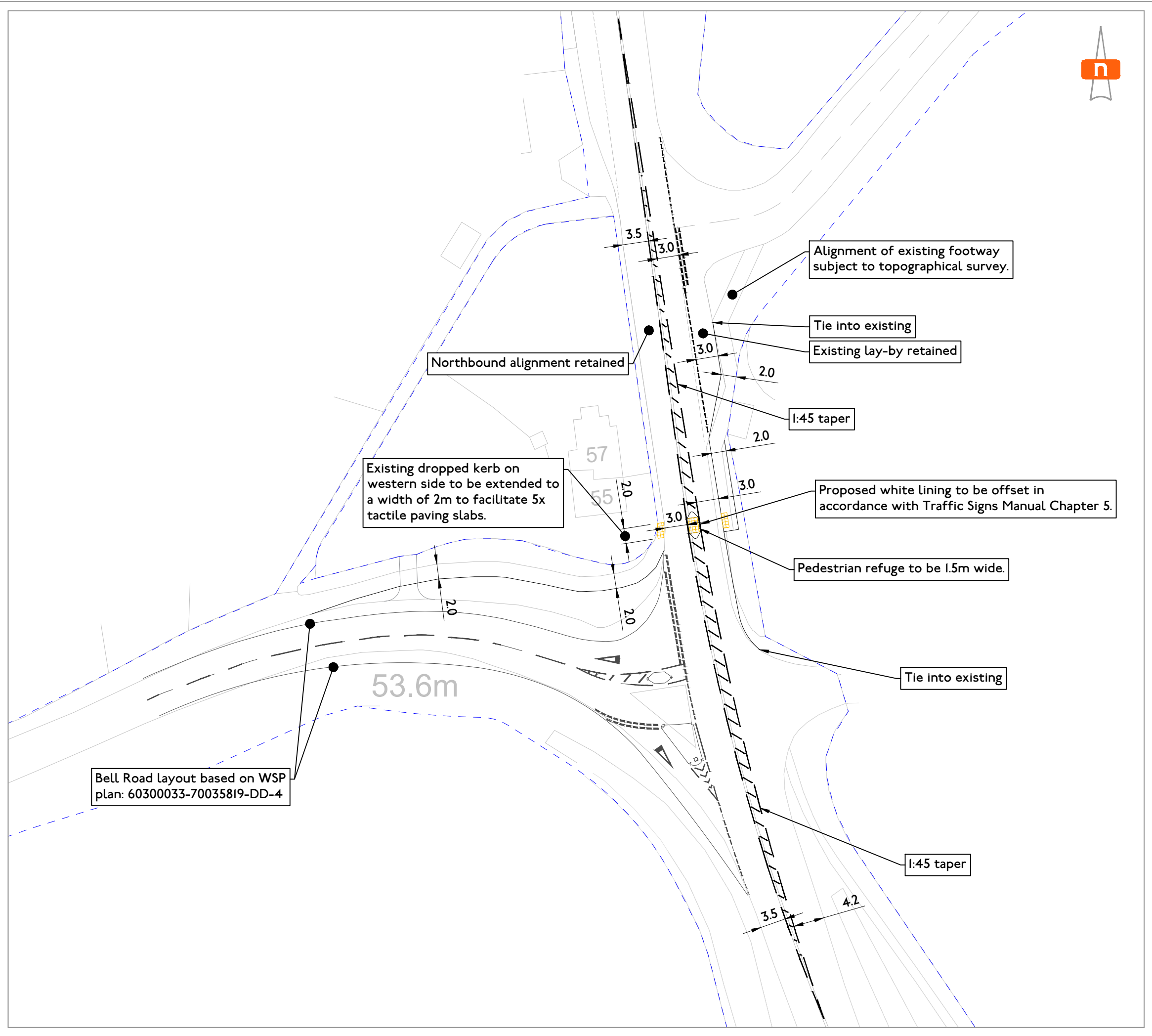
DRAWN	CB	CHECKED	MGF
CREATED	Feb '26	SCALE	1:500 at A3

mode transport planning
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London
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- NOTE:
1. THIS DRAWING IS BASED UPON OS MAPPING.
 2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
 3. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 5. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY WEST SUSSEX COUNTY COUNCIL AND HAS BEEN TRANSCRIBED BY MODE ONTO AN ORDNANCE SURVEY. MODE ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.
 6. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 7. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY:

— HIGHWAY BOUNDARY
(TRANSCRIBED HIGHWAY BOUNDARY BASED ON WSCC)

C	01.09.2025	BORDER UPDATES
B	03.09.2021	RSA COMMENTS ADDRESSED
A	08.04.2021	PED REFUGE PROVIDED
-	01.02.2021	Initial Issue
REV	DATE	REMARKS

CLIENT

WIEBERGER LTD

JOB TITLE

STATION ROAD, WARNHAM

DRAWING TITLE

PROPOSED A24 PEDESTRIAN CROSSING
OPTION 2

DRAWING NO.

J32-5244-PS-005

DRAWN	RM	CHECKED	CB
CREATED	FEB '21	SCALE	1:500 at A3

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APPENDIX D

ATC Survey Results

Sheet: 100		Date:	
Title:		Author:	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
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49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
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73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Report #1234

Report ID: 1234
Site Name: Main Road, 2.5km west of River Road
Description: Main Road
Direction: Westbound

Thursday 18 September 2023

Time	Hourly Total	05-15	15-30	30-45	45-60	Cycles	Cycles	Car Veh	Car Veh Travelling	2 Axis Veh Lanes	3 Axis Veh Lanes	4 Axis Veh Lanes	5 Axis Veh Lanes	6 Axis Veh Lanes	Double Road Trav	Triple Road Trav	MPH 0-10	MPH 10-20	MPH 20-30	MPH 30-40	MPH 40-50	MPH 50-60	MPH 60-70	MPH 70-80	MPH 80-90	MPH 90-100	MPH 100-110	MPH 110-120	MPH 120-130	MPH 130-140	MPH 140-150	MPH 150-160	MPH 160-170	MPH 170-180	MPH 180-190	MPH 190-200	MPH 200-210	MPH 210-220	MPH 220-230	MPH 230-240	MPH 240-250	MPH 250-260	MPH 260-270	MPH 270-280	MPH 280-290	MPH 290-300	MPH 300-310	MPH 310-320	MPH 320-330	MPH 330-340	MPH 340-350	MPH 350-360	MPH 360-370	MPH 370-380	MPH 380-390	MPH 390-400	MPH 400-410	MPH 410-420	MPH 420-430	MPH 430-440	MPH 440-450	MPH 450-460	MPH 460-470	MPH 470-480	MPH 480-490	MPH 490-500	MPH 500-510	MPH 510-520	MPH 520-530	MPH 530-540	MPH 540-550	MPH 550-560	MPH 560-570	MPH 570-580	MPH 580-590	MPH 590-600	MPH 600-610	MPH 610-620	MPH 620-630	MPH 630-640	MPH 640-650	MPH 650-660	MPH 660-670	MPH 670-680	MPH 680-690	MPH 690-700	MPH 700-710	MPH 710-720	MPH 720-730	MPH 730-740	MPH 740-750	MPH 750-760	MPH 760-770	MPH 770-780	MPH 780-790	MPH 790-800	MPH 800-810	MPH 810-820	MPH 820-830	MPH 830-840	MPH 840-850	MPH 850-860	MPH 860-870	MPH 870-880	MPH 880-890	MPH 890-900	MPH 900-910	MPH 910-920	MPH 920-930	MPH 930-940	MPH 940-950	MPH 950-960	MPH 960-970	MPH 970-980	MPH 980-990	MPH 990-1000	MPH 1000-1010	MPH 1010-1020	MPH 1020-1030	MPH 1030-1040	MPH 1040-1050	MPH 1050-1060	MPH 1060-1070	MPH 1070-1080	MPH 1080-1090	MPH 1090-1100	MPH 1100-1110	MPH 1110-1120	MPH 1120-1130	MPH 1130-1140	MPH 1140-1150	MPH 1150-1160	MPH 1160-1170	MPH 1170-1180	MPH 1180-1190	MPH 1190-1200	MPH 1200-1210	MPH 1210-1220	MPH 1220-1230	MPH 1230-1240	MPH 1240-1250	MPH 1250-1260	MPH 1260-1270	MPH 1270-1280	MPH 1280-1290	MPH 1290-1300	MPH 1300-1310	MPH 1310-1320	MPH 1320-1330	MPH 1330-1340	MPH 1340-1350	MPH 1350-1360	MPH 1360-1370	MPH 1370-1380	MPH 1380-1390	MPH 1390-1400	MPH 1400-1410	MPH 1410-1420	MPH 1420-1430	MPH 1430-1440	MPH 1440-1450	MPH 1450-1460	MPH 1460-1470	MPH 1470-1480	MPH 1480-1490	MPH 1490-1500	MPH 1500-1510	MPH 1510-1520	MPH 1520-1530	MPH 1530-1540	MPH 1540-1550	MPH 1550-1560	MPH 1560-1570	MPH 1570-1580	MPH 1580-1590	MPH 1590-1600	MPH 1600-1610	MPH 1610-1620	MPH 1620-1630	MPH 1630-1640	MPH 1640-1650	MPH 1650-1660	MPH 1660-1670	MPH 1670-1680	MPH 1680-1690	MPH 1690-1700	MPH 1700-1710	MPH 1710-1720	MPH 1720-1730	MPH 1730-1740	MPH 1740-1750	MPH 1750-1760	MPH 1760-1770	MPH 1770-1780	MPH 1780-1790	MPH 1790-1800	MPH 1800-1810	MPH 1810-1820	MPH 1820-1830	MPH 1830-1840	MPH 1840-1850	MPH 1850-1860	MPH 1860-1870	MPH 1870-1880	MPH 1880-1890	MPH 1890-1900	MPH 1900-1910	MPH 1910-1920	MPH 1920-1930	MPH 1930-1940	MPH 1940-1950	MPH 1950-1960	MPH 1960-1970	MPH 1970-1980	MPH 1980-1990	MPH 1990-2000	MPH 2000-2010	MPH 2010-2020	MPH 2020-2030	MPH 2030-2040	MPH 2040-2050	MPH 2050-2060	MPH 2060-2070	MPH 2070-2080	MPH 2080-2090	MPH 2090-2100	MPH 2100-2110	MPH 2110-2120	MPH 2120-2130	MPH 2130-2140	MPH 2140-2150	MPH 2150-2160	MPH 2160-2170	MPH 2170-2180	MPH 2180-2190	MPH 2190-2200	MPH 2200-2210	MPH 2210-2220	MPH 2220-2230	MPH 2230-2240	MPH 2240-2250	MPH 2250-2260	MPH 2260-2270	MPH 2270-2280	MPH 2280-2290	MPH 2290-2300	MPH 2300-2310	MPH 2310-2320	MPH 2320-2330	MPH 2330-2340	MPH 2340-2350	MPH 2350-2360	MPH 2360-2370	MPH 2370-2380	MPH 2380-2390	MPH 2390-2400	MPH 2400-2410	MPH 2410-2420	MPH 2420-2430	MPH 2430-2440	MPH 2440-2450	MPH 2450-2460	MPH 2460-2470	MPH 2470-2480	MPH 2480-2490	MPH 2490-2500	MPH 2500-2510	MPH 2510-2520	MPH 2520-2530	MPH 2530-2540	MPH 2540-2550	MPH 2550-2560	MPH 2560-2570	MPH 2570-2580	MPH 2580-2590	MPH 2590-2600	MPH 2600-2610	MPH 2610-2620	MPH 2620-2630	MPH 2630-2640	MPH 2640-2650	MPH 2650-2660	MPH 2660-2670	MPH 2670-2680	MPH 2680-2690	MPH 2690-2700	MPH 2700-2710	MPH 2710-2720	MPH 2720-2730	MPH 2730-2740	MPH 2740-2750	MPH 2750-2760	MPH 2760-2770	MPH 2770-2780	MPH 2780-2790	MPH 2790-2800	MPH 2800-2810	MPH 2810-2820	MPH 2820-2830	MPH 2830-2840	MPH 2840-2850	MPH 2850-2860	MPH 2860-2870	MPH 2870-2880	MPH 2880-2890	MPH 2890-2900	MPH 2900-2910	MPH 2910-2920	MPH 2920-2930	MPH 2930-2940	MPH 2940-2950	MPH 2950-2960	MPH 2960-2970	MPH 2970-2980	MPH 2980-2990	MPH 2990-3000	MPH 3000-3010	MPH 3010-3020	MPH 3020-3030	MPH 3030-3040	MPH 3040-3050	MPH 3050-3060	MPH 3060-3070	MPH 3070-3080	MPH 3080-3090	MPH 3090-3100	MPH 3100-3110	MPH 3110-3120	MPH 3120-3130	MPH 3130-3140	MPH 3140-3150	MPH 3150-3160	MPH 3160-3170	MPH 3170-3180	MPH 3180-3190	MPH 3190-3200	MPH 3200-3210	MPH 3210-3220	MPH 3220-3230	MPH 3230-3240	MPH 3240-3250	MPH 3250-3260	MPH 3260-3270	MPH 3270-3280	MPH 3280-3290	MPH 3290-3300	MPH 3300-3310	MPH 3310-3320	MPH 3320-3330	MPH 3330-3340	MPH 3340-3350	MPH 3350-3360	MPH 3360-3370	MPH 3370-3380	MPH 3380-3390	MPH 3390-3400	MPH 3400-3410	MPH 3410-3420	MPH 3420-3430	MPH 3430-3440	MPH 3440-3450	MPH 3450-3460	MPH 3460-3470	MPH 3470-3480	MPH 3480-3490	MPH 3490-3500	MPH 3500-3510	MPH 3510-3520	MPH 3520-3530	MPH 3530-3540	MPH 3540-3550	MPH 3550-3560	MPH 3560-3570	MPH 3570-3580	MPH 3580-3590	MPH 3590-3600	MPH 3600-3610	MPH 3610-3620	MPH 3620-3630	MPH 3630-3640	MPH 3640-3650	MPH 3650-3660	MPH 3660-3670	MPH 3670-3680	MPH 3680-3690	MPH 3690-3700	MPH 3700-3710	MPH 3710-3720	MPH 3720-3730	MPH 3730-3740	MPH 3740-3750	MPH 3750-3760	MPH 3760-3770	MPH 3770-3780	MPH 3780-3790	MPH 3790-3800	MPH 3800-3810	MPH 3810-3820	MPH 3820-3830	MPH 3830-3840	MPH 3840-3850	MPH 3850-3860	MPH 3860-3870	MPH 3870-3880	MPH 3880-3890	MPH 3890-3900	MPH 3900-3910	MPH 3910-3920	MPH 3920-3930	MPH 3930-3940	MPH 3940-3950	MPH 3950-3960	MPH 3960-3970	MPH 3970-3980	MPH 3980-3990	MPH 3990-4000	MPH 4000-4010	MPH 4010-4020	MPH 4020-4030	MPH 4030-4040	MPH 4040-4050	MPH 4050-4060	MPH 4060-4070	MPH 4070-4080	MPH 4080-4090	MPH 4090-4100	MPH 4100-4110	MPH 4110-4120	MPH 4120-4130	MPH 4130-4140	MPH 4140-4150	MPH 4150-4160	MPH 4160-4170	MPH 4170-4180	MPH 4180-4190	MPH 4190-4200	MPH 4200-4210	MPH 4210-4220	MPH 4220-4230	MPH 4230-4240	MPH 4240-4250	MPH 4250-4260	MPH 4260-4270	MPH 4270-4280	MPH 4280-4290	MPH 4290-4300
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Wardhaan 87Ca

Report ID	46105
Site Name	Site 2 of 2
Description	Station Road, 135m west of Manor Road
Direction	Eastbound

Thursday 18 September 2025			
18-Minute Run Times	Number Vehicle Classes/RR Scheme	Vehicle Speed	

Time	Hourly Traffic	05-15	15-20	20-25	05-10	Cyclist Count	Motor Cycles	Car Pool	Car Pooling	2-Axis Truck	3-Axis Truck	4-Axis Truck	5-Axis Truck	6-Axis Truck	7-Axis Truck	8-Axis Truck	Double Trailer	Triple Trailer	MPU	MPU 1	MPU 2	MPU 3	MPU 4	MPU 5	MPU 6	MPU 7	MPU 8	MPU 9	MPU 10	MPU 11	MPU 12	MPU 13	MPU 14	MPU 15	MPU 16	MPU 17	MPU 18	MPU 19	MPU 20	MPU 21	MPU 22	MPU 23	MPU 24	MPU 25	MPU 26	MPU 27	MPU 28	MPU 29	MPU 30	MPU 31	MPU 32	MPU 33	MPU 34	MPU 35	MPU 36	MPU 37	MPU 38	MPU 39	MPU 40	MPU 41	MPU 42	MPU 43	MPU 44	MPU 45	MPU 46	MPU 47	MPU 48	MPU 49	MPU 50	MPU 51	MPU 52	MPU 53	MPU 54	MPU 55	MPU 56	MPU 57	MPU 58	MPU 59	MPU 60	MPU 61	MPU 62	MPU 63	MPU 64	MPU 65	MPU 66	MPU 67	MPU 68	MPU 69	MPU 70	MPU 71	MPU 72	MPU 73	MPU 74	MPU 75	MPU 76	MPU 77	MPU 78	MPU 79	MPU 80	MPU 81	MPU 82	MPU 83	MPU 84	MPU 85	MPU 86	MPU 87	MPU 88	MPU 89	MPU 90	MPU 91	MPU 92	MPU 93	MPU 94	MPU 95	MPU 96	MPU 97	MPU 98	MPU 99	MPU 100	MPU 101	MPU 102	MPU 103	MPU 104	MPU 105	MPU 106	MPU 107	MPU 108	MPU 109	MPU 110	MPU 111	MPU 112	MPU 113	MPU 114	MPU 115	MPU 116	MPU 117	MPU 118	MPU 119	MPU 120	MPU 121	MPU 122	MPU 123	MPU 124	MPU 125	MPU 126	MPU 127	MPU 128	MPU 129	MPU 130	MPU 131	MPU 132	MPU 133	MPU 134	MPU 135	MPU 136	MPU 137	MPU 138	MPU 139	MPU 140	MPU 141	MPU 142	MPU 143	MPU 144	MPU 145	MPU 146	MPU 147	MPU 148	MPU 149	MPU 150	MPU 151	MPU 152	MPU 153	MPU 154	MPU 155	MPU 156	MPU 157	MPU 158	MPU 159	MPU 160	MPU 161	MPU 162	MPU 163	MPU 164	MPU 165	MPU 166	MPU 167	MPU 168	MPU 169	MPU 170	MPU 171	MPU 172	MPU 173	MPU 174	MPU 175	MPU 176	MPU 177	MPU 178	MPU 179	MPU 180	MPU 181	MPU 182	MPU 183	MPU 184	MPU 185	MPU 186	MPU 187	MPU 188	MPU 189	MPU 190	MPU 191	MPU 192	MPU 193	MPU 194	MPU 195	MPU 196	MPU 197	MPU 198	MPU 199	MPU 200	MPU 201	MPU 202	MPU 203	MPU 204	MPU 205	MPU 206	MPU 207	MPU 208	MPU 209	MPU 210	MPU 211	MPU 212	MPU 213	MPU 214	MPU 215	MPU 216	MPU 217	MPU 218	MPU 219	MPU 220	MPU 221	MPU 222	MPU 223	MPU 224	MPU 225	MPU 226	MPU 227	MPU 228	MPU 229	MPU 230	MPU 231	MPU 232	MPU 233	MPU 234	MPU 235	MPU 236	MPU 237	MPU 238	MPU 239	MPU 240	MPU 241	MPU 242	MPU 243	MPU 244	MPU 245	MPU 246	MPU 247	MPU 248	MPU 249	MPU 250	MPU 251	MPU 252	MPU 253	MPU 254	MPU 255	MPU 256	MPU 257	MPU 258	MPU 259	MPU 260	MPU 261	MPU 262	MPU 263	MPU 264	MPU 265	MPU 266	MPU 267	MPU 268	MPU 269	MPU 270	MPU 271	MPU 272	MPU 273	MPU 274	MPU 275	MPU 276	MPU 277	MPU 278	MPU 279	MPU 280	MPU 281	MPU 282	MPU 283	MPU 284	MPU 285	MPU 286	MPU 287	MPU 288	MPU 289	MPU 290	MPU 291	MPU 292	MPU 293	MPU 294	MPU 295	MPU 296	MPU 297	MPU 298	MPU 299	MPU 300	MPU 301	MPU 302	MPU 303	MPU 304	MPU 305	MPU 306	MPU 307	MPU 308	MPU 309	MPU 310	MPU 311	MPU 312	MPU 313	MPU 314	MPU 315	MPU 316	MPU 317	MPU 318	MPU 319	MPU 320	MPU 321	MPU 322	MPU 323	MPU 324	MPU 325	MPU 326	MPU 327	MPU 328	MPU 329	MPU 330	MPU 331	MPU 332	MPU 333	MPU 334	MPU 335	MPU 336	MPU 337	MPU 338	MPU 339	MPU 340	MPU 341	MPU 342	MPU 343	MPU 344	MPU 345	MPU 346	MPU 347	MPU 348	MPU 349	MPU 350	MPU 351	MPU 352	MPU 353	MPU 354	MPU 355	MPU 356	MPU 357	MPU 358	MPU 359	MPU 360	MPU 361	MPU 362	MPU 363	MPU 364	MPU 365	MPU 366	MPU 367	MPU 368	MPU 369	MPU 370	MPU 371	MPU 372	MPU 373	MPU 374	MPU 375	MPU 376	MPU 377	MPU 378	MPU 379	MPU 380	MPU 381	MPU 382	MPU 383	MPU 384	MPU 385	MPU 386	MPU 387	MPU 388	MPU 389	MPU 390	MPU 391	MPU 392	MPU 393	MPU 394	MPU 395	MPU 396	MPU 397	MPU 398	MPU 399	MPU 400	MPU 401	MPU 402	MPU 403	MPU 404	MPU 405	MPU 406	MPU 407	MPU 408	MPU 409	MPU 410	MPU 411	MPU 412	MPU 413	MPU 414	MPU 415	MPU 416	MPU 417	MPU 418	MPU 419	MPU 420	MPU 421	MPU 422	MPU 423	MPU 424	MPU 425	MPU 426	MPU 427	MPU 428	MPU 429	MPU 430	MPU 431	MPU 432	MPU 433	MPU 434	MPU 435	MPU 436	MPU 437	MPU 438	MPU 439	MPU 440	MPU 441	MPU 442	MPU 443	MPU 444	MPU 445	MPU 446	MPU 447	MPU 448	MPU 449	MPU 450	MPU 451	MPU 452	MPU 453	MPU 454	MPU 455	MPU 456	MPU 457	MPU 458	MPU 459	MPU 460	MPU 461	MPU 462	MPU 463	MPU 464	MPU 465	MPU 466	MPU 467	MPU 468	MPU 469	MPU 470	MPU 471	MPU 472	MPU 473	MPU 474	MPU 475	MPU 476	MPU 477	MPU 478	MPU 479	MPU 480	MPU 481	MPU 482	MPU 483	MPU 484	MPU 485	MPU 486	MPU 487	MPU 488	MPU 489	MPU 490	MPU 491	MPU 492	MPU 493	MPU 494	MPU 495	MPU 496	MPU 497	MPU 498	MPU 499	MPU 500	MPU 501	MPU 502	MPU 503	MPU 504	MPU 505	MPU 506	MPU 507	MPU 508	MPU 509	MPU 510	MPU 511	MPU 512	MPU 513	MPU 514	MPU 515	MPU 516	MPU 517	MPU 518	MPU 519	MPU 520	MPU 521	MPU 522	MPU 523	MPU 524	MPU 525	MPU 526	MPU 527	MPU 528	MPU 529	MPU 530	MPU 531	MPU 532	MPU 533	MPU 534	MPU 535	MPU 536	MPU 537	MPU 538	MPU 539	MPU 540	MPU 541	MPU 542	MPU 543	MPU 544	MPU 545	MPU 546	MPU 547	MPU 548	MPU 549	MPU 550	MPU 551	MPU 552	MPU 553	MPU 554	MPU 555	MPU 556	MPU 557	MPU 558	MPU 559	MPU 560	MPU 561	MPU 562	MPU 563	MPU 564	MPU 565	MPU 566	MPU 567	MPU 568	MPU 569	MPU 570	MPU 571	MPU 572	MPU 573	MPU 574	MPU 575	MPU 576	MPU 577	MPU 578	MPU 579	MPU 580	MPU 581	MPU 582	MPU 583	MPU 584	MPU 585	MPU 586	MPU 587	MPU 588	MPU 589	MPU 590	MPU 591	MPU 592	MPU 593	MPU 594	MPU 595	MPU 596	MPU 597	MPU 598	MPU 599	MPU 600	MPU 601	MPU 602	MPU 603	MPU 604	MPU 605	MPU 606	MPU 607	MPU 608	MPU 609	MPU 610	MPU 611	MPU 612	MPU 613	MPU 614	MPU 615	MPU 616	MPU 617	MPU 618	MPU 619	MPU 620	MPU 621	MPU 622	MPU 623	MPU 624	MPU 625	MPU 626	MPU 627	MPU 628	MPU 629	MPU 630	MPU 631	MPU 632	MPU 633	MPU 634	MPU 635	MPU 636	MPU 637	MPU 638	MPU 639	MPU 640	MPU 641	MPU 642	MPU 643	MPU 644	MPU 645	MPU 646	MPU 647	MPU 648	MPU 649	MPU 650	MPU 651	MPU 652	MPU 653	MPU 654	MPU 655	MPU 656	MPU 657	MPU 658	MPU 659	MPU 660	MPU 661	MPU 662	MPU 663	MPU 664	MPU 665	MPU 666	MPU 667	MPU 668	MPU 669	MPU 670	MPU 671	MPU 672	MPU 673	MPU 674	MPU 675	MPU 676	MPU 677	MPU 678	MPU 679	MPU 680	MPU 681	MPU 682	MPU 683	MPU 684	MPU 685	MPU 686	MPU 687	MPU 688	MPU 689	MPU 690	MPU 691	MPU 692	MPU 693	MPU 694	MPU 695	MPU 696	MPU 697	MPU 698	MPU 699	MPU 700	MPU 701	MPU 702	MPU 703	MPU 704	MPU 705	MPU 706	MPU 707	MPU 708	MPU 709	MPU 710	MPU 711	MPU 712	MPU 713	MPU 714	MPU 715	MPU 716	MPU 717	MPU 718	MPU 719	MPU 720	MPU 721	MPU 722	MPU 723	MPU 724	MPU 725	MPU 726	MPU 727	MPU 728	MPU 729	MPU 730	MPU 731	MPU 732	MPU 733	MPU 734	MPU 735	MPU 736	MPU 737	MPU 738	MPU 739	MPU 740	MPU 741	MPU 742	MPU 743	MPU 744	MPU 745	MPU 746	MPU 747	MPU 748	MPU 749	MPU 750	MPU 751	MPU 752	MPU 753	MPU 754	MPU 755	MPU 756	MPU 757	MPU 758	MPU 759	MPU 760	MPU 761	MPU 762	MPU 763	MPU 764	MPU 765	MPU 766	MPU 767	MPU 768	MPU 769	MPU 770	MPU 771	MPU 772	MPU 773	MPU 774	MPU 775	MPU 776	MPU 777	MPU 778	MPU 779	MPU 780	MPU 781	MPU 782	MPU 783	MPU 784	MPU 785	MPU 786	MPU 787	MPU 788	MPU 789	MPU 790	MPU 791	MPU 792	MPU 793	MPU 794	MPU 795	MPU 796	MPU 797	MPU 798	MPU 799	MPU 800	MPU 801	MPU 802	MPU 803	MPU 804	MPU 805	MPU 806	MPU 807	MPU 808	MPU 809	MPU 810	MPU 811	MPU 812	MPU 813	MPU 814	MPU 815	MPU 816	MPU 817	MPU 818	MPU 819	MPU 820	MPU 821	MPU 822	MPU 823	MPU 824	MPU 825	MPU 826	MPU 827	MPU 828	MPU 829	MPU 830	MPU 831	MPU 832	MPU 833	MPU 834	MPU 835	MPU 836	MPU 837	MPU 838	MPU 839	MPU 840	MPU 841	MPU 842	MPU 843	MPU 844	MPU 845	MPU 846	MPU 847	MPU 848	MPU 849	MPU 850	MPU 851	MPU 852	MPU 853	MPU 854	MPU 855	MPU 856	MPU 857	MPU 858	MPU 859	MPU 860	MPU 861	MPU 862	MPU 863	MPU 864	MPU 865	MPU 866	MPU 867	MPU 868	MPU 869	MPU 870	MPU 871	MPU 872	MPU 873	MPU 874	MPU 875	MPU 876	MPU 877	MPU 878	MPU 879	MPU 880	MPU 881	MPU 882	MPU 883	MPU 884	MPU 885	MPU 886	MPU 887	MPU 888	MPU 889	MPU 890	MPU 891	MPU 892	MPU 893	MPU 894	MPU 895	MPU 896	MPU 897	MPU 898	MPU 899	MPU 900	MPU 901	MPU 902	MPU 903	MPU 904	MPU 905	MPU 906	MPU 907	MPU 908	MPU 909	MPU 910	MPU 911	MPU 912	MPU 913	MPU 914	MPU 915	MPU 916	MPU 917	MPU 918	MPU 919	MPU 920	MPU 921	MPU 922	MPU 923	MPU 924	MPU 925	MPU 926	MPU 927	MPU 928	MPU 929	MPU 930	MPU 931	MPU 932	MPU 933	MPU 934	MPU 935	MPU 936	MPU 937	MPU 938	MPU 939	MPU 940	MPU 941	MPU 942	MPU 943	MPU 944	MPU 945	MPU 946	MPU 947	MPU 948	MPU 949	MPU 950	MPU 951	MPU 952	MPU 953	MPU 954	MPU 955	MPU 956	MPU 957	MPU 958	MPU 959	MPU 960	MPU 961	MPU 962	MPU 963	MPU 964	MPU 965	MPU 966	MPU 967	MPU 968	MPU 969	MPU 970	MPU 971	MPU 972	MPU 973	MPU 974	MPU 975	MPU 976	MPU 977	MPU 978	MPU 979	MPU 980	MPU 981	MPU 982	MPU 983	MPU 984	MPU 985	MPU 986	MPU 987	MPU 988	MPU 989	MPU 990	MPU 991	MPU 992	MPU 993	MPU 994	MPU 995	MPU 996	MPU 997	MPU 998	MPU 999	MPU 1000
0000-0000	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

Friday 13 September 2025				
15 Minute Bin Drops	Number Vehicle Classes ARX Scheme	Vehicle Speed		

Time	Hourly Tide	05-15	15-30	30-45	45-00	Cyclist	Motor Vehicle	Car Pool	Two People	2.5 Adults	3.5 Adults	4.5 Adults	5.5 Adults	6.5 Adults	7.5 Adults	8.5 Adults	9.5 Adults	10.5 Adults	11.5 Adults	12.5 Adults	13.5 Adults	14.5 Adults	15.5 Adults	16.5 Adults	17.5 Adults	18.5 Adults	19.5 Adults	20.5 Adults	21.5 Adults	22.5 Adults	23.5 Adults	24.5 Adults	25.5 Adults	26.5 Adults	27.5 Adults	28.5 Adults	29.5 Adults	30.5 Adults	31.5 Adults	32.5 Adults	33.5 Adults	34.5 Adults	35.5 Adults	36.5 Adults	37.5 Adults	38.5 Adults	39.5 Adults	40.5 Adults	41.5 Adults	42.5 Adults	43.5 Adults	44.5 Adults	45.5 Adults	46.5 Adults	47.5 Adults	48.5 Adults	49.5 Adults	50.5 Adults	51.5 Adults	52.5 Adults	53.5 Adults	54.5 Adults	55.5 Adults	56.5 Adults	57.5 Adults	58.5 Adults	59.5 Adults	60.5 Adults	61.5 Adults	62.5 Adults	63.5 Adults	64.5 Adults	65.5 Adults	66.5 Adults	67.5 Adults	68.5 Adults	69.5 Adults	70.5 Adults	71.5 Adults	72.5 Adults	73.5 Adults	74.5 Adults	75.5 Adults	76.5 Adults	77.5 Adults	78.5 Adults	79.5 Adults	80.5 Adults	81.5 Adults	82.5 Adults	83.5 Adults	84.5 Adults	85.5 Adults	86.5 Adults	87.5 Adults	88.5 Adults	89.5 Adults	90.5 Adults	91.5 Adults	92.5 Adults	93.5 Adults	94.5 Adults	95.5 Adults	96.5 Adults	97.5 Adults	98.5 Adults	99.5 Adults	100.5 Adults	101.5 Adults	102.5 Adults	103.5 Adults	104.5 Adults	105.5 Adults	106.5 Adults	107.5 Adults	108.5 Adults	109.5 Adults	110.5 Adults	111.5 Adults	112.5 Adults	113.5 Adults	114.5 Adults	115.5 Adults	116.5 Adults	117.5 Adults	118.5 Adults	119.5 Adults	120.5 Adults	121.5 Adults	122.5 Adults	123.5 Adults	124.5 Adults	125.5 Adults	126.5 Adults	127.5 Adults	128.5 Adults	129.5 Adults	130.5 Adults	131.5 Adults	132.5 Adults	133.5 Adults	134.5 Adults	135.5 Adults	136.5 Adults	137.5 Adults	138.5 Adults	139.5 Adults	140.5 Adults	141.5 Adults	142.5 Adults	143.5 Adults	144.5 Adults	145.5 Adults	146.5 Adults	147.5 Adults	148.5 Adults	149.5 Adults	150.5 Adults	151.5 Adults	152.5 Adults	153.5 Adults	154.5 Adults	155.5 Adults	156.5 Adults	157.5 Adults	158.5 Adults	159.5 Adults	160.5 Adults	161.5 Adults	162.5 Adults	163.5 Adults	164.5 Adults	165.5 Adults	166.5 Adults	167.5 Adults	168.5 Adults	169.5 Adults	170.5 Adults	171.5 Adults	172.5 Adults	173.5 Adults	174.5 Adults	175.5 Adults	176.5 Adults	177.5 Adults	178.5 Adults	179.5 Adults	180.5 Adults	181.5 Adults	182.5 Adults	183.5 Adults	184.5 Adults	185.5 Adults	186.5 Adults	187.5 Adults	188.5 Adults	189.5 Adults	190.5 Adults	191.5 Adults	192.5 Adults	193.5 Adults	194.5 Adults	195.5 Adults	196.5 Adults	197.5 Adults	198.5 Adults	199.5 Adults	200.5 Adults	201.5 Adults	202.5 Adults	203.5 Adults	204.5 Adults	205.5 Adults	206.5 Adults	207.5 Adults	208.5 Adults	209.5 Adults	210.5 Adults	211.5 Adults	212.5 Adults	213.5 Adults	214.5 Adults	215.5 Adults	216.5 Adults	217.5 Adults	218.5 Adults	219.5 Adults	220.5 Adults	221.5 Adults	222.5 Adults	223.5 Adults	224.5 Adults	225.5 Adults	226.5 Adults	227.5 Adults	228.5 Adults	229.5 Adults	230.5 Adults	231.5 Adults	232.5 Adults	233.5 Adults	234.5 Adults	235.5 Adults	236.5 Adults	237.5 Adults	238.5 Adults	239.5 Adults	240.5 Adults	241.5 Adults	242.5 Adults	243.5 Adults	244.5 Adults	245.5 Adults	246.5 Adults	247.5 Adults	248.5 Adults	249.5 Adults	250.5 Adults	251.5 Adults	252.5 Adults	253.5 Adults	254.5 Adults	255.5 Adults	256.5 Adults	257.5 Adults	258.5 Adults	259.5 Adults	260.5 Adults	261.5 Adults	262.5 Adults	263.5 Adults	264.5 Adults	265.5 Adults	266.5 Adults	267.5 Adults	268.5 Adults	269.5 Adults	270.5 Adults	271.5 Adults	272.5 Adults	273.5 Adults	274.5 Adults	275.5 Adults	276.5 Adults	277.5 Adults	278.5 Adults	279.5 Adults	280.5 Adults	281.5 Adults	282.5 Adults	283.5 Adults	284.5 Adults	285.5 Adults	286.5 Adults	287.5 Adults	288.5 Adults	289.5 Adults	290.5 Adults	291.5 Adults	292.5 Adults	293.5 Adults	294.5 Adults	295.5 Adults	296.5 Adults	297.5 Adults	298.5 Adults	299.5 Adults	300.5 Adults	301.5 Adults	302.5 Adults	303.5 Adults	304.5 Adults	305.5 Adults	306.5 Adults	307.5 Adults	308.5 Adults	309.5 Adults	310.5 Adults	311.5 Adults	312.5 Adults	313.5 Adults	314.5 Adults	315.5 Adults	316.5 Adults	317.5 Adults	318.5 Adults	319.5 Adults	320.5 Adults	321.5 Adults	322.5 Adults	323.5 Adults	324.5 Adults	325.5 Adults	326.5 Adults	327.5 Adults	328.5 Adults	329.5 Adults	330.5 Adults	331.5 Adults	332.5 Adults	333.5 Adults	334.5 Adults	335.5 Adults	336.5 Adults	337.5 Adults	338.5 Adults	339.5 Adults	340.5 Adults	341.5 Adults	342.5 Adults	343.5 Adults	344.5 Adults	345.5 Adults	346.5 Adults	347.5 Adults	348.5 Adults	349.5 Adults	350.5 Adults	351.5 Adults	352.5 Adults	353.5 Adults	354.5 Adults	355.5 Adults	356.5 Adults	357.5 Adults	358.5 Adults	359.5 Adults	360.5 Adults	361.5 Adults	362.5 Adults	363.5 Adults	364.5 Adults	365.5 Adults	366.5 Adults	367.5 Adults	368.5 Adults	369.5 Adults	370.5 Adults	371.5 Adults	372.5 Adults	373.5 Adults	374.5 Adults	375.5 Adults	376.5 Adults	377.5 Adults	378.5 Adults	379.5 Adults	380.5 Adults	381.5 Adults	382.5 Adults	383.5 Adults	384.5 Adults	385.5 Adults	386.5 Adults	387.5 Adults	388.5 Adults	389.5 Adults	390.5 Adults	391.5 Adults	392.5 Adults	393.5 Adults	394.5 Adults	395.5 Adults	396.5 Adults	397.5 Adults	398.5 Adults	399.5 Adults	400.5 Adults	401.5 Adults	402.5 Adults	403.5 Adults	404.5 Adults	405.5 Adults	406.5 Adults	407.5 Adults	408.5 Adults	409.5 Adults	410.5 Adults	411.5 Adults	412.5 Adults	413.5 Adults	414.5 Adults	415.5 Adults	416.5 Adults	417.5 Adults	418.5 Adults	419.5 Adults	420.5 Adults	421.5 Adults	422.5 Adults	423.5 Adults	424.5 Adults	425.5 Adults	426.5 Adults	427.5 Adults	428.5 Adults	429.5 Adults	430.5 Adults	431.5 Adults	432.5 Adults	433.5 Adults	434.5 Adults	435.5 Adults	436.5 Adults	437.5 Adults	438.5 Adults	439.5 Adults	440.5 Adults	441.5 Adults	442.5 Adults	443.5 Adults	444.5 Adults	445.5 Adults	446.5 Adults	447.5 Adults	448.5 Adults	449.5 Adults	450.5 Adults	451.5 Adults	452.5 Adults	453.5 Adults	454.5 Adults	455.5 Adults	456.5 Adults	457.5 Adults	458.5 Adults	459.5 Adults	460.5 Adults	461.5 Adults	462.5 Adults	463.5 Adults	464.5 Adults	465.5 Adults	466.5 Adults	467.5 Adults	468.5 Adults	469.5 Adults	470.5 Adults	471.5 Adults	472.5 Adults	473.5 Adults	474.5 Adults	475.5 Adults	476.5 Adults	477.5 Adults	478.5 Adults	479.5 Adults	480.5 Adults	481.5 Adults	482.5 Adults	483.5 Adults	484.5 Adults	485.5 Adults	486.5 Adults	487.5 Adults	488.5 Adults	489.5 Adults	490.5 Adults	491.5 Adults	492.5 Adults	493.5 Adults	494.5 Adults	495.5 Adults	496.5 Adults	497.5 Adults	498.5 Adults	499.5 Adults	500.5 Adults	501.5 Adults	502.5 Adults	503.5 Adults	504.5 Adults	505.5 Adults	506.5 Adults	507.5 Adults	508.5 Adults	509.5 Adults	510.5 Adults	511.5 Adults	512.5 Adults	513.5 Adults	514.5 Adults	515.5 Adults	516.5 Adults	517.5 Adults	518.5 Adults	519.5 Adults	520.5 Adults	521.5 Adults	522.5 Adults	523.5 Adults	524.5 Adults	525.5 Adults	526.5 Adults	527.5 Adults	528.5 Adults	529.5 Adults	530.5 Adults	531.5 Adults	532.5 Adults	533.5 Adults	534.5 Adults	535.5 Adults	536.5 Adults	537.5 Adults	538.5 Adults	539.5 Adults	540.5 Adults	541.5 Adults	542.5 Adults	543.5 Adults	544.5 Adults	545.5 Adults	546.5 Adults	547.5 Adults	548.5 Adults	549.5 Adults	550.5 Adults	551.5 Adults	552.5 Adults	553.5 Adults	554.5 Adults	555.5 Adults	556.5 Adults	557.5 Adults	558.5 Adults	559.5 Adults	560.5 Adults	561.5 Adults	562.5 Adults	563.5 Adults	564.5 Adults	565.5 Adults	566.5 Adults	567.5 Adults	568.5 Adults	569.5 Adults	570.5 Adults	571.5 Adults	572.5 Adults	573.5 Adults	574.5 Adults	575.5 Adults	576.5 Adults	577.5 Adults	578.5 Adults	579.5 Adults	580.5 Adults	581.5 Adults	582.5 Adults	583.5 Adults	584.5 Adults	585.5 Adults	586.5 Adults	587.5 Adults	588.5 Adults	589.5 Adults	590.5 Adults	591.5 Adults	592.5 Adults	593.5 Adults	594.5 Adults	595.5 Adults	596.5 Adults	597.5 Adults	598.5 Adults	599.5 Adults	600.5 Adults	601.5 Adults	602.5 Adults	603.5 Adults	604.5 Adults	605.5 Adults	606.5 Adults	607.5 Adults	608.5 Adults	609.5 Adults	610.5 Adults	611.5 Adults	612.5 Adults	613.5 Adults	614.5 Adults	615.5 Adults	616.5 Adults	617.5 Adults	618.5 Adults	619.5 Adults	620.5 Adults	621.5 Adults	622.5 Adults	623.5 Adults	624.5 Adults	625.5 Adults	626.5 Adults	627.5 Adults	628.5 Adults	629.5 Adults	630.5 Adults	631.5 Adults	632.5 Adults	633.5 Adults	634.5 Adults	635.5 Adults	636.5 Adults	637.5 Adults	638.5 Adults	639.5 Adults	640.5 Adults	641.5 Adults	642.5 Adults	643.5 Adults	644.5 Adults	645.5 Adults	646.5 Adults	647.5 Adults	648.5 Adults	649.5 Adults	650.5 Adults	651.5 Adults	652.5 Adults	653.5 Adults	654.5 Adults	655.5 Adults	656.5 Adults	657.5 Adults	658.5 Adults	659.5 Adults	660.5 Adults	661.5 Adults	662.5 Adults	663.5 Adults	664.5 Adults	665.5 Adults	666.5 Adults	667.5 Adults	668.5 Adults	669.5 Adults	670.5 Adults	671.5 Adults	672.5 Adults	673.5 Adults	674.5 Adults	675.5 Adults	676.5 Adults	677.5 Adults	678.5 Adults	679.5 Adults	680.5 Adults	681.5 Adults	682.5 Adults	683.5 Adults	684.5 Adults	685.5 Adults	686.5 Adults	687.5 Adults	688.5 Adults	689.5 Adults	690.5 Adults	691.5 Adults	692.5 Adults	693.5 Adults	694.5 Adults	695.5 Adults	696.5 Adults	697.5 Adults	698.5 Adults	699.5 Adults	700.5 Adults	701.5 Adults	702.5 Adults	703.5 Adults	704.5 Adults	705.5 Adults	706.5 Adults	707.5 Adults	708.5 Adults	709.5 Adults	710.5 Adults	711.5 Adults	712.5 Adults	713.5 Adults	714.5 Adults	715.5 Adults	716.5 Adults	717.5 Adults	718.5 Adults	719.5 Adults	720.5 Adults	721.5 Adults	722.5 Adults	723.5 Adults	724.5 Adults	725.5 Adults	726.5 Adults	727.5 Adults	728.5 Adults	729.5 Adults	730.5 Adults	731.5 Adults	732.5 Adults	733.5 Adults	734.5 Adults	735.5 Adults	736.5 Adults	737.5 Adults	738.5 Adults	739.5 Adults	740.5 Adults	741.5 Adults	742.5 Adults	743.5 Adults	744.5 Adults	745.5 Adults	746.5 Adults	747.5 Adults	748.5 Adults	749.5 Adults	750.5 Adults	751.5 Adults	752.5 Adults	753.5 Adults	754.5 Adults	755.5 Adults	756.5 Adults	757.5 Adults	758.5 Adults	759.5 Adults	760.5 Adults	761.5 Adults	762.5 Adults	763.5 Adults	764.5 Adults	765.5 Adults	766.5 Adults	767.5 Adults	768.5 Adults	769.5 Adults	770.5 Adults	771.5 Adults	772.5 Adults	773.5 Adults	774.5 Adults	775.5 Adults	776.5 Adults	777.5 Adults	778.5 Adults	779.5 Adults	780.5 Adults	781.5 Adults	782.5 Adults	783.5 Adults	784.5 Adults	785.5 Adults	786.5 Adults	787.5 Adults	788.5 Adults	789.5 Adults	790.5 Adults	791.5 Adults	792.5 Adults	793.5 Adults	794.5 Adults	795.5 Adults	796.5 Adults	797.5 Adults	798.5 Adults	799.5 Adults	800.5 Adults	801.5 Adults	802.5 Adults	803.5 Adults	804.5 Adults	805.5 Adults	806.5 Adults	807.5 Adults	808.5 Adults	809.5 Adults	810.5 Adults	811.5 Adults	812.5 Adults	813.5 Adults	814.5 Adults	815.5 Adults	816.5 Adults	817.5 Adults	818.5 Adults	819.5 Adults	820.5 Adults	821.5 Adults	822.5 Adults	823.5 Adults	824.5 Adults	825.5 Adults	826.5 Adults	827.5 Adults	828.5 Adults	829.5 Adults	830.5 Adults	831.5 Adults	832.5 Adults	833.5 Adults	834.5 Adults	835.5 Adults	836.5 Adults	837.5 Adults	838.5 Adults	839.5 Adults	840.5 Adults	841.5 Adults	842.5 Adults	843.5 Adults	844.5 Adults	845.5 Adults	846.5 Adults	847.5 Adults	848.5 Adults	849.5 Adults	850.5 Adults	851.5 Adults	852.5 Adults	853.5 Adults	854.5 Adults	855.5 Adults	856.5 Adults	857.5 Adults	858.5 Adults	859.5 Adults	860.5 Adults	861.5 Adults	862.5 Adults	863.5 Adults	864.5 Adults	865.5 Adults	866.5 Adults	867.5 Adults	868.5 Adults	869.5 Adults	870.5 Adults	871.5 Adults	872.5 Adults	873.5 Adults	874.5 Adults	875.5 Adults	876.5 Adults	877.5 Adults	878.5 Adults	879.5 Adults	880.5 Adults	881.5 Adults	882.5 Adults	883.5 Adults	884.5 Adults	885.5 Adults	886.5 Adults	887
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Year	Table	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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Time	Hourly Totals	00-15	15-30	30-45	45-60	Cycles	Motor	Car	Car Van	2 Axle Van	3 Axle Rigid	4 Axle Rigid	2 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	P-File 35%	Average Speed	Standard Deviation
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Time	Hourly Totals	Time										Time										Time										Average Speed	Standard Deviation
		00-15	15-30	30-45	45-60	Cycles	Meter	Car	Car Van	2 Axis	3 Axis	4 Axis	5 Axis	6 Axis	Double	Triple	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
																	10	15	20	25	30	35	40	45	50	55	60	65	70	75			

Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Age	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Report A24

Report:
Site Name: M25
Description: Site 2 of 2
Direction: Station Road, 120m west of Horse Road
Roadway: Roundabout

Thursday 18 September 2023

Time	Hourly Total	05-15	15 Minute Bin 05:15-05:45		05-60	Cycles	Minor Cycles	Car Veh	Car Veh Travelling	2 Axis Car Veh Travelling	3 Axis Rigid Lorry	4 Axis Rigid	5 Axis Rigid	6 Axis Rigid	Double Road Tram	Triple Road Tram	MPH 0-10	MPH 10-20	MPH 20-30	MPH 30-40	MPH 40-50	MPH 50-60	MPH 60-70	MPH 70-80	MPH 80-90	MPH 90-100	MPH 100-110	MPH 110-120	MPH 120-130	MPH 130-140	MPH 140-150	MPH 150-160	MPH 160-170	MPH 170-180	MPH 180-190	MPH 190-200	MPH 200-210	MPH 210-220	MPH 220-230	MPH 230-240	MPH 240-250	MPH 250-260	MPH 260-270	MPH 270-280	MPH 280-290	MPH 290-300	MPH 300-310	MPH 310-320	MPH 320-330	MPH 330-340	MPH 340-350	MPH 350-360	MPH 360-370	MPH 370-380	MPH 380-390	MPH 390-400	MPH 400-410	MPH 410-420	MPH 420-430	MPH 430-440	MPH 440-450	MPH 450-460	MPH 460-470	MPH 470-480	MPH 480-490	MPH 490-500	MPH 500-510	MPH 510-520	MPH 520-530	MPH 530-540	MPH 540-550	MPH 550-560	MPH 560-570	MPH 570-580	MPH 580-590	MPH 590-600	MPH 600-610	MPH 610-620	MPH 620-630	MPH 630-640	MPH 640-650	MPH 650-660	MPH 660-670	MPH 670-680	MPH 680-690	MPH 690-700	MPH 700-710	MPH 710-720	MPH 720-730	MPH 730-740	MPH 740-750	MPH 750-760	MPH 760-770	MPH 770-780	MPH 780-790	MPH 790-800	MPH 800-810	MPH 810-820	MPH 820-830	MPH 830-840	MPH 840-850	MPH 850-860	MPH 860-870	MPH 870-880	MPH 880-890	MPH 890-900	MPH 900-910	MPH 910-920	MPH 920-930	MPH 930-940	MPH 940-950	MPH 950-960	MPH 960-970	MPH 970-980	MPH 980-990	MPH 990-1000	MPH 1000-1010	MPH 1010-1020	MPH 1020-1030	MPH 1030-1040	MPH 1040-1050	MPH 1050-1060	MPH 1060-1070	MPH 1070-1080	MPH 1080-1090	MPH 1090-1100	MPH 1100-1110	MPH 1110-1120	MPH 1120-1130	MPH 1130-1140	MPH 1140-1150	MPH 1150-1160	MPH 1160-1170	MPH 1170-1180	MPH 1180-1190	MPH 1190-1200	MPH 1200-1210	MPH 1210-1220	MPH 1220-1230	MPH 1230-1240	MPH 1240-1250	MPH 1250-1260	MPH 1260-1270	MPH 1270-1280	MPH 1280-1290	MPH 1290-1300	MPH 1300-1310	MPH 1310-1320	MPH 1320-1330	MPH 1330-1340	MPH 1340-1350	MPH 1350-1360	MPH 1360-1370	MPH 1370-1380	MPH 1380-1390	MPH 1390-1400	MPH 1400-1410	MPH 1410-1420	MPH 1420-1430	MPH 1430-1440	MPH 1440-1450	MPH 1450-1460	MPH 1460-1470	MPH 1470-1480	MPH 1480-1490	MPH 1490-1500	MPH 1500-1510	MPH 1510-1520	MPH 1520-1530	MPH 1530-1540	MPH 1540-1550	MPH 1550-1560	MPH 1560-1570	MPH 1570-1580	MPH 1580-1590	MPH 1590-1600	MPH 1600-1610	MPH 1610-1620	MPH 1620-1630	MPH 1630-1640	MPH 1640-1650	MPH 1650-1660	MPH 1660-1670	MPH 1670-1680	MPH 1680-1690	MPH 1690-1700	MPH 1700-1710	MPH 1710-1720	MPH 1720-1730	MPH 1730-1740	MPH 1740-1750	MPH 1750-1760	MPH 1760-1770	MPH 1770-1780	MPH 1780-1790	MPH 1790-1800	MPH 1800-1810	MPH 1810-1820	MPH 1820-1830	MPH 1830-1840	MPH 1840-1850	MPH 1850-1860	MPH 1860-1870	MPH 1870-1880	MPH 1880-1890	MPH 1890-1900	MPH 1900-1910	MPH 1910-1920	MPH 1920-1930	MPH 1930-1940	MPH 1940-1950	MPH 1950-1960	MPH 1960-1970	MPH 1970-1980	MPH 1980-1990	MPH 1990-2000	MPH 2000-2010	MPH 2010-2020	MPH 2020-2030	MPH 2030-2040	MPH 2040-2050	MPH 2050-2060	MPH 2060-2070	MPH 2070-2080	MPH 2080-2090	MPH 2090-2100	MPH 2100-2110	MPH 2110-2120	MPH 2120-2130	MPH 2130-2140	MPH 2140-2150	MPH 2150-2160	MPH 2160-2170	MPH 2170-2180	MPH 2180-2190	MPH 2190-2200	MPH 2200-2210	MPH 2210-2220	MPH 2220-2230	MPH 2230-2240	MPH 2240-2250	MPH 2250-2260	MPH 2260-2270	MPH 2270-2280	MPH 2280-2290	MPH 2290-2300	MPH 2300-2310	MPH 2310-2320	MPH 2320-2330	MPH 2330-2340	MPH 2340-2350	MPH 2350-2360	MPH 2360-2370	MPH 2370-2380	MPH 2380-2390	MPH 2390-2400	MPH 2400-2410	MPH 2410-2420	MPH 2420-2430	MPH 2430-2440	MPH 2440-2450	MPH 2450-2460	MPH 2460-2470	MPH 2470-2480	MPH 2480-2490	MPH 2490-2500	MPH 2500-2510	MPH 2510-2520	MPH 2520-2530	MPH 2530-2540	MPH 2540-2550	MPH 2550-2560	MPH 2560-2570	MPH 2570-2580	MPH 2580-2590	MPH 2590-2600	MPH 2600-2610	MPH 2610-2620	MPH 2620-2630	MPH 2630-2640	MPH 2640-2650	MPH 2650-2660	MPH 2660-2670	MPH 2670-2680	MPH 2680-2690	MPH 2690-2700	MPH 2700-2710	MPH 2710-2720	MPH 2720-2730	MPH 2730-2740	MPH 2740-2750	MPH 2750-2760	MPH 2760-2770	MPH 2770-2780	MPH 2780-2790	MPH 2790-2800	MPH 2800-2810	MPH 2810-2820	MPH 2820-2830	MPH 2830-2840	MPH 2840-2850	MPH 2850-2860	MPH 2860-2870	MPH 2870-2880	MPH 2880-2890	MPH 2890-2900	MPH 2900-2910	MPH 2910-2920	MPH 2920-2930	MPH 2930-2940	MPH 2940-2950	MPH 2950-2960	MPH 2960-2970	MPH 2970-2980	MPH 2980-2990	MPH 2990-3000	MPH 3000-3010	MPH 3010-3020	MPH 3020-3030	MPH 3030-3040	MPH 3040-3050	MPH 3050-3060	MPH 3060-3070	MPH 3070-3080	MPH 3080-3090	MPH 3090-3100	MPH 3100-3110	MPH 3110-3120	MPH 3120-3130	MPH 3130-3140	MPH 3140-3150	MPH 3150-3160	MPH 3160-3170	MPH 3170-3180	MPH 3180-3190	MPH 3190-3200	MPH 3200-3210	MPH 3210-3220	MPH 3220-3230	MPH 3230-3240	MPH 3240-3250	MPH 3250-3260	MPH 3260-3270	MPH 3270-3280	MPH 3280-3290	MPH 3290-3300	MPH 3300-3310	MPH 3310-3320	MPH 3320-3330	MPH 3330-3340	MPH 3340-3350	MPH 3350-3360	MPH 3360-3370	MPH 3370-3380	MPH 3380-3390	MPH 3390-3400	MPH 3400-3410	MPH 3410-3420	MPH 3420-3430	MPH 3430-3440	MPH 3440-3450	MPH 3450-3460	MPH 3460-3470	MPH 3470-3480	MPH 3480-3490	MPH 3490-3500	MPH 3500-3510	MPH 3510-3520	MPH 3520-3530	MPH 3530-3540	MPH 3540-3550	MPH 3550-3560	MPH 3560-3570	MPH 3570-3580	MPH 3580-3590	MPH 3590-3600	MPH 3600-3610	MPH 3610-3620	MPH 3620-3630	MPH 3630-3640	MPH 3640-3650	MPH 3650-3660	MPH 3660-3670	MPH 3670-3680	MPH 3680-3690	MPH 3690-3700	MPH 3700-3710	MPH 3710-3720	MPH 3720-3730	MPH 3730-3740	MPH 3740-3750	MPH 3750-3760	MPH 3760-3770	MPH 3770-3780	MPH 3780-3790	MPH 3790-3800	MPH 3800-3810	MPH 3810-3820	MPH 3820-3830	MPH 3830-3840	MPH 3840-3850	MPH 3850-3860	MPH 3860-3870	MPH 3870-3880	MPH 3880-3890	MPH 3890-3900	MPH 3900-3910	MPH 3910-3920	MPH 3920-3930	MPH 3930-3940	MPH 3940-3950	MPH 3950-3960	MPH 3960-3970	MPH 3970-3980	MPH 3980-3990	MPH 3990-4000	MPH 4000-4010	MPH 4010-4020	MPH 4020-4030	MPH 4030-4040	MPH 4040-4050	MPH 4050-4060	MPH 4060-4070	MPH 4070-4080	MPH 4080-4090	MPH 4090-4100	MPH 4100-4110	MPH 4110-4120	MPH 4120-4130	MPH 4130-4140	MPH 4140-4150	MPH 4150-4160	MPH 4160-4170	MPH 4170-4180	MPH 4180-4190	MPH 4190-4200	MPH 4200-4210	MPH 4210-4220	MPH 4220-4230	MPH 4230-4240	MPH 4240-4250	MPH 4250-4260	MPH 4260-4270	MPH 4270-4280	MPH 4280-4290	MPH 4290-4300	MPH 4300-4310	MPH 4310-4320	MPH 4320-4330	MPH 4330-4340	MPH 4340-4350	MPH 4350-4360	MPH 4360-4370	MPH 4370-4380	MPH 4380-4390	MPH 4390-4400	MPH 4400-4410	MPH 4410-4420	MPH 4420-4430	MPH 4430-4440	MPH 4440-4450	MPH 4450-4460	MPH 4460-4470	MPH 4470-4480	MPH 4480-4490	MPH 4490-4500	MPH 4500-4510	MPH 4510-4520	MPH 4520-4530	MPH 4530-4540	MPH 4540-4550	MPH 4550-4560	MPH 4560-4570	MPH 4570-4580	MPH 4580-4590	MPH 4590-4600	MPH 4600-4610	MPH 4610-4620	MPH 4620-4630	MPH 4630-4640	MPH 4640-4650	MPH 4650-4660	MPH 4660-4670	MPH 4670-4680	MPH 4680-4690	MPH 4690-4700	MPH 4700-4710	MPH 4710-4720	MPH 4720-4730	MPH 4730-4740	MPH 4740-4750	MPH 4750-4760	MPH 4760-4770	MPH 4770-4780	MPH 4780-4790	MPH 4790-4800	MPH 4800-4810	MPH 4810-4820	MPH 4820-4830	MPH 4830-4840	MPH 4840-4850	MPH 4850-4860	MPH 4860-4870	MPH 4870-4880	MPH 4880-4890	MPH 4890-4900	MPH 4900-4910	MPH 4910-4920	MPH 4920-4930	MPH 4930-4940	MPH 4940-4950	MPH 4950-4960	MPH 4960-4970	MPH 4970-4980	MPH 4980-4990	MPH 4990-5000																																								
0500-1000	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX E

Stage 1 Road Safety Audit

**A24 DORKING ROAD /
STATION ROAD / BELL ROAD,
WARNHAM, WEST SUSSEX**

**PROPOSED PEDESTRIAN
CROSSING FACILITY**

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
MODE TRANSPORT PLANNING**

JULY 2021



RKS
Associates

Project: A24 Dorking Road / Station Road / Bell Road, Warnham, West Sussex
Proposed Pedestrian Crossing Facility

Client: Mode Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1315 - RSA 1

Issue date: 29th July 2021

Status: Final

Authorised by: VP/MF

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RKS
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Appendices

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
- Appendix B: Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on a proposed pedestrian crossing facility across the A24 Dorking Road, Warnham in West Sussex. The new crossing will link Station Road with Bell Road which is located either side of the A24 Dorking Road. It is understood that the proposed pedestrian crossing facility is associated with a residential development located on the land to the north of Station Road.

1.2 The highway works include amendments to the A24 Dorking Road carriageway to facilitate a pedestrian refuge island on the A24 Dorking Road. The proposals seek to amend the carriageway markings by providing central hatch markings with a 1:45 taper on its approach to a new central refuge island located just north of its junction with Bell Road, additional highway works include the provision of dropped kerbs and tactile paving at the pedestrian crossing point and minor widening and realignment of the existing footway.

1.3 The A24 Dorking Road in the vicinity of the proposed pedestrian crossing facility is a single two-way carriageway aligned in a north to south direction. The carriageway is unlit and locally subject to a 40mph speed limit, a pedestrian footway is located along the northern side of Bell Road which continues in a westward direction up to the A24 Dorking Road where it terminates at a dropped kerb. A short section of footway which is set back from the carriageway by a grass verge is located along the eastern side of A24 Dorking Road, it commences from Station Road entry on to the A24 Dorking Road and terminates at the entrance to a residential property (Westons Place) located a short distance south of Station Road.

1.4 Mode Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Stage 1 Road Safety Audit Brief prepared by Mode Transport Planning;
- Mode Transport Planning Drawing Number: J32-5244-PS-005 Revision A – Proposed A24 Pedestrian crossing Option 2;
- Classified Turning Count Survey undertaken in November 2017 at the A24 Dorking Road/Station Road/Bell Road junction.

1.5 The main parties to the Audit of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Mike Fuller MCIHT, MSoRSA, HE Cert Comp
Local Highway Authority	West Sussex County Council
Design Organisation	Mode Transport Planning



- 1.6 The Audit was undertaken following examination of the submitted documents, including site visit undertaken on Tuesday 27th July 2021 between the hours of 10am and 11am. The weather was overcast, and the road surface was damp following earlier rainfall. Traffic flows along the A24 Dorking Road were moderate, no cyclist or pedestrians were observed during the site inspection.

Terms of Reference

- 1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.9 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.

Trip Generation Data

- 1.11 The traffic generation contained in the Road Safety Audit Brief indicates that the proposed development is predicted to generate 24 and 25 two-way vehicle trips during the AM and PM peak hours, respectively.

Collision Data

- 1.12 Personal Injury Collision (PIC) information contained in the Road Safety Audit Brief for the five-year period up to December 2020 indicates that a total of 4 collisions have occurred in the vicinity of the proposed pedestrian crossing facility. A closer examination of the collision data indicates two collisions resulted in serious injuries with the remaining two collisions reported as slight injuries. A closer examination of the collision data identifies that no collisions involved pedestrians.



2 LOCAL ALIGNMENT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. Poor drainage may result in the collection of surface water at the crossing facility which may increase the risk of pedestrians crossing at unsafe locations where the risk of being stuck by passing traffic will be greater.

Recommendation:

Ensure that adequate surface water drainage is provided if necessary, provide additional drainage away from the crossing points.

2.2 Problem:

Summary: Potential collisions associated with poor alignment of carriageway markings

Location: *A24 Dorking Road Approaches to pedestrian refuge island*

The central hatch marking on the A24 Dorking Road approach to the proposed pedestrian refuge island is shown to be 1.5m wide whilst the width of the pedestrian refuge island is 2m wide. There is concern that the layout and alignment of the central hatch markings on the approaches to the pedestrian refuge island increases the risk of vehicles striking the kerbed pedestrian refuge island. This may increase the risk of injury to other road users.

Recommendation:

Review and amend the layout and alignment of the central hatch markings on the A24 Dorking Road approaches to the pedestrian refuge island to mitigate the risk of vehicles striking the pedestrian refuge island.



3 JUNCTIONS

3.1 **Problem:**

Summary: Potential risk of vehicle side-swipe collisions associated with narrow traffic lanes

Location: *A24 Dorking Road vicinity of proposed pedestrian crossing*

The scheme drawing indicates that the existing carriageway markings are to be amended to provide central hatch markings on the approach to the proposed pedestrian crossing refuge island. There is concern that the narrow carriageway widths may increase the risk of side-swipe collisions between northbound and southbound traffic along the A24 Dorking Road. In addition, there is concern that the narrow carriageway width in the vicinity of the proposed central pedestrian refuge island may increase the risk of vehicles striking the central refuge island when turning left out of Bell Road where the risk of injury to other road users will be greater.

Recommendation:

Vehicle track plots should be undertaken to ensure that opposing vehicles can safely pass each other whilst travelling along the A24 Dorking Road and turning out of Bell Road and avoid striking the central pedestrian refuge island, if necessary, amend the layout.



4 WALKING, CYCLING & HORSE RIDING

4.1 Problem:

Summary: Potential risk of pedestrians trip/fall

Location: Footway along eastern side of A24 Dorking Road approach to Station Road

Observations during the site inspection noted surface level difference along the narrow footway on the eastern side of Dorking Road on its approach to Station Road. It is unclear from the information provided if a level surface is to be provided, in any event the absence of level surface may increase the risk of pedestrian trip/fall.

Recommendation:

Ensure that the proposed pedestrian footpath along the eastern side of the A24 Dorking Road provides a level surface.

4.2 Problem:

Summary: Potential risk of pedestrians struck by passing traffic

Location: Pedestrian crossing across A24 Dorking Road

No details of pedestrian visibility splays have been provided and it is therefore not possible to ascertain whether or not there will be any safety implications. Observations during the site inspection noted vegetation along the A24 Dorking Road may restrict visibility for pedestrians using the proposed crossing. This may result in pedestrians stepping out onto the carriageway to observe oncoming traffic where the risk of being struck by passing traffic will be greater.

Recommendation:

Ensure that visibility splays to and from the pedestrian crossing location are provided, if necessary cut back and regularly maintain vegetation within the visibility splay or alternatively replace vegetation with low level variety.



5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

- 5.1** The Audit Team raise no concerns at this Stage 1 RSA in respect of traffic signs, carriageway markings and lighting, however full details should be provided at the detailed design stage.



6 AUDIT TEAM STATEMENT

- 6.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed:

Date: 29th July 2021

Audit Team Member

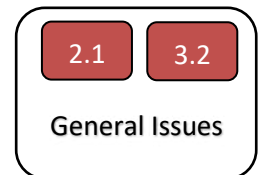
Mike Fulller
MCIHT, MSoRSA, HE Cert Comp

Signed:

Date: 29th July 2021



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that adequate surface water drainage is provided, if necessary, provide additional drainage away from the crossing points.	
2.2	Review and amend the layout and alignment of the central hatch markings on the A24 Dorking Road approaches to the pedestrian refuge island to mitigate the risk of vehicles striking the pedestrian refuge island.	
3.1	Vehicle track plots should be undertaken to ensure that opposing vehicles can safely pass each other whilst travelling along the A24 Dorking Road and avoid striking the central pedestrian refuge island, if necessary, amend the layout.	
3.2	Ensure that visibility splays to and from the pedestrian crossing location are provided, if necessary cut back and regularly maintain vegetation within the visibility splay or alternatively replace vegetation with low level variety.	
4.1	Ensure that the proposed pedestrian footpath along the eastern side of the A24 Dorking Road provides a level surface.	

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....
Designer

Date:

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

.....

Date:

APPENDIX F

Full Parking Beat Survey Results

Warnham
Parking Beat

Date
Wednesday 10 September 2025

Road Name	Capacity	10/09/2025 0030		10/09/2025 1100		11/09/2025 0030		11/09/2025 1100	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Station Road	60	18	30%	18	30%	19	32%	22	37%
Mercer Road	25	11	44%	15	60%	8	32%	15	60%
Local Road	17	8	47%	4	24%	7	41%	9	53%
TOTAL	102	37	36%	37	36%	34	33%	46	45%

10/09/25 – 00:30

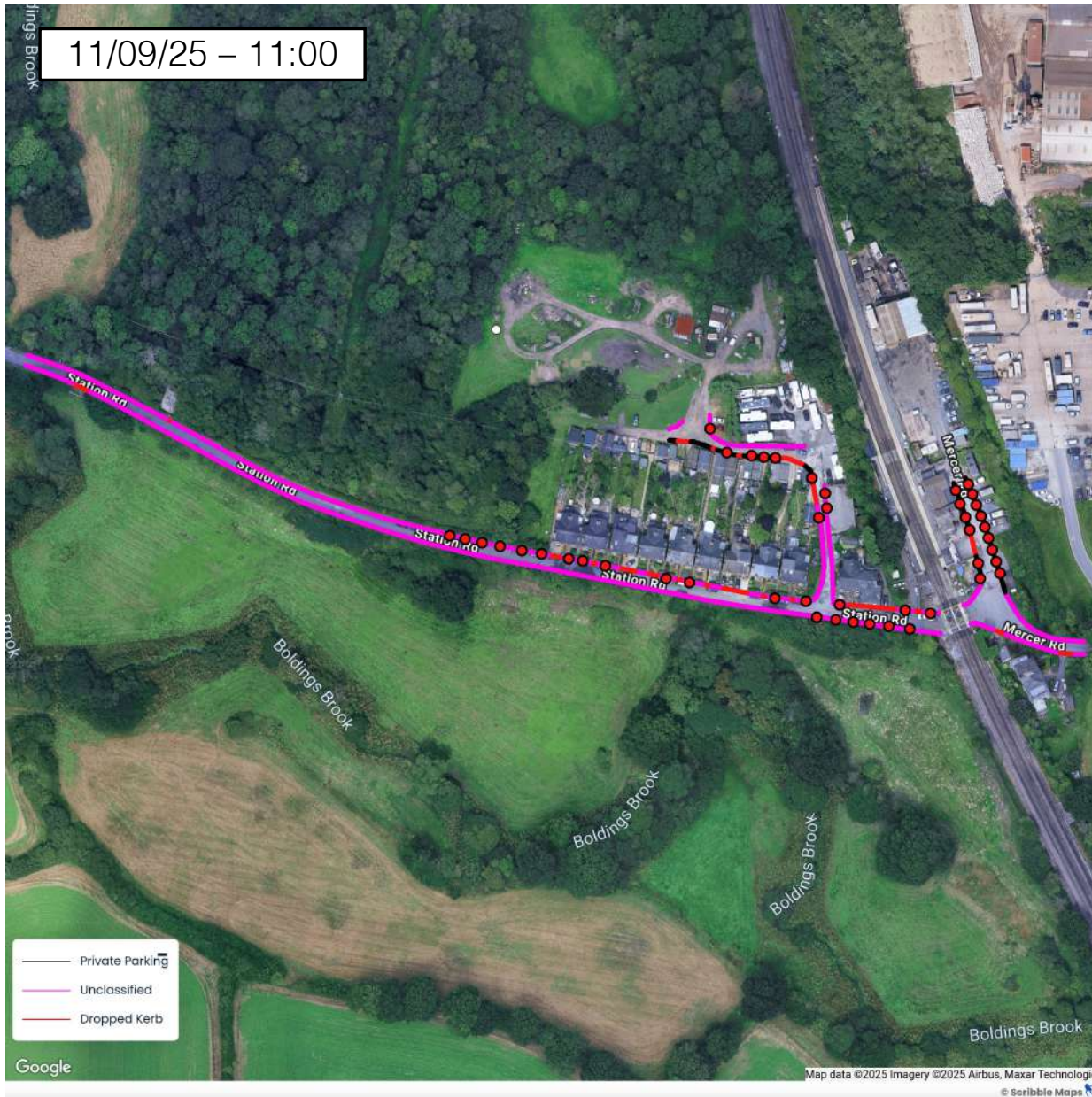


10/09/25 – 11:00





11/09/25 – 11:00



APPENDIX G

TRICS Report

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 12 - 50 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 940 4000

Days of the week selected:

Monday	6
Thursday	3
Tuesday	4
Wednesday	8

Main Location Types selected:

Edge of Town	16
Suburban Area (PPS6 Out of Centre)	5

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	16
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	7
15,001 to 20,000	3
20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	7

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	10
25,001 to 50,000	4
5,001 to 25,000	2
50,001 to 75,000	2
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	7
1.1 to 1.5	14

PTAL Rating:

No PTAL Present	21
-----------------	----

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 day
02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	4 days
	KC	KENT	1 day
	MW	MEDWAY	1 day
	SC	SURREY	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
	SD	SWINDON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
09	NORTH		
	DH	DURHAM	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day

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

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

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:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	12 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:	
Friday	2 days
Monday	6 days
Thursday	3 days
Tuesday	4 days
Wednesday	8 days

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

Selected survey types:	
Manual count	23
Direction ATC Count	0

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:	
Edge of Town	18 days
Suburban Area (PPS6 Out of Centre)	5 days

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	23 days

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 Vehicle Counts:	
Servicing vehicles Excluded	17 days
Servicing vehicles Included	6 days

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Secondary Filtering Selection:

Use Class:

C3	23 surveys
----	------------

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:

940 - 5250

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	7 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	9 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	10 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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	7 surveys
1.1 to 1.5	15 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	12 surveys
Yes	11 surveys

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:

1b - Very poor	1 surveys
No PTAL Present	22 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-04	Site area:	0.5 hect
Development Name:	TOWN HOUSES	Number of dwellings:	24 DWELLS
Location:	NORTHWICH	Housing density:	54.55
Postcode:	CW9 8RZ	Total Bedrooms:	92.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	CT-03-A-01	Site area:	1.78 hect
Development Name:	MIXED HOUSES	Number of dwellings:	46 DWELLS
Location:	STOTFOLD	Housing density:	30.07
Postcode:	SG5 4TB	Total Bedrooms:	153.00
Main Location Type:	Edge of Town	Survey Date:	22/06/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 3:	DC-03-A-10	Site area:	1.4 hect
Development Name:	MIXED HOUSES	Number of dwellings:	26 DWELLS
Location:	GILLINGHAM	Housing density:	20.80
Postcode:	SP8 4JS	Total Bedrooms:	77.00
Main Location Type:	Edge of Town	Survey Date:	09/11/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 4:	DH-03-A-01	Site area:	0.9 hect
Development Name:	SEMI DETACHED	Number of dwellings:	50 DWELLS
Location:	BISHOP AUCKLAND	Housing density:	94.34
Postcode:	DL14 6RH	Total Bedrooms:	150.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/2017
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 5:	EN-03-A-01	Site area:	0.71 hect
Development Name:	TERRACED & SEMI-DETACHED	Number of dwellings:	32 DWELLS
Location:	COCKFOSTERS	Housing density:	45.07
Postcode:	EN4 8FS	Total Bedrooms:	108.00
Main Location Type:	Edge of Town	Survey Date:	24/11/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	1B		
Site 6:	ES-03-A-09	Site area:	1.5 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	47 DWELLS
Location:	NEWHAVEN	Housing density:	36.15
Postcode:	BN9 9FF	Total Bedrooms:	143.00
Main Location Type:	Edge of Town	Survey Date:	13/03/2023
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 7:	ES-03-A-13	Site area:	1.7 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	36 DWELLS
Location:	HEATHFIELD	Housing density:	23.84
Postcode:	TN21 0UW	Total Bedrooms:	135.00
Main Location Type:	Edge of Town	Survey Date:	18/03/2024
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Site 8:	HC-03-A-21	Site area:	1.2 hect
Development Name:	TERRACED & SEMI-DETACHED	Number of dwellings:	39 DWELLS
Location:	BASINGSTOKE	Housing density:	56.52
Postcode:	RG24 9AF	Total Bedrooms:	134.00
Main Location Type:	Edge of Town	Survey Date:	13/11/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 9:	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40 DWELLS
Location:	NEAR EASTLEIGH	Housing density:	32.26
Postcode:	SO50 6JL	Total Bedrooms:	114.00
Main Location Type:	Edge of Town	Survey Date:	31/10/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 10:	HC-03-A-31	Site area:	2.17 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	44 DWELLS
Location:	LIPHOOK	Housing density:	35.20
Postcode:	GU30 7WU	Total Bedrooms:	125.00
Main Location Type:	Edge of Town	Survey Date:	07/10/2022
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 11:	HC-03-A-37	Site area:	3.46 hect
Development Name:	MIXED HOUSES	Number of dwellings:	50 DWELLS
Location:	FLEET	Housing density:	37.04
Postcode:	GU52 0AF	Total Bedrooms:	143.00
Main Location Type:	Edge of Town	Survey Date:	27/03/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 12:	KC-03-A-09	Site area:	1.11 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	14 DWELLS
Location:	FAVERSHAM	Housing density:	15.73
Postcode:	ME13 7FZ	Total Bedrooms:	44.00
Main Location Type:	Edge of Town	Survey Date:	09/06/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 13:	MW-03-A-02	Site area:	0.7 hect
Development Name:	MIXED HOUSES	Number of dwellings:	19 DWELLS
Location:	RAINHAM	Housing density:	32.20
Postcode:	ME8 8XU	Total Bedrooms:	56.00
Main Location Type:	Edge of Town	Survey Date:	06/06/2022
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 14:	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40 DWELLS
Location:	HOLT	Housing density:	26.32
Postcode:	NR25 6GA	Total Bedrooms:	116.00
Main Location Type:	Edge of Town	Survey Date:	19/09/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 15:	NF-03-A-37	Site area:	1.64 hect
Development Name:	MIXED HOUSES	Number of dwellings:	44 DWELLS
Location:	DEREHAM	Housing density:	32.35
Postcode:	NR20 3TY	Total Bedrooms:	141.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Site 16:	NF-03-A-51	Site area:	1.03 hect
Development Name:	SEMI-DETACHED	Number of dwellings:	34 DWELLS
Location:	NORWICH	Housing density:	38.64
Postcode:	NR1 2HJ	Total Bedrooms:	101.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 17:	NT-03-A-08	Site area:	1.61 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	36 DWELLS
Location:	HUCKNALL	Housing density:	22.36
Postcode:	NG15 8JN	Total Bedrooms:	144.00
Main Location Type:	Edge of Town	Survey Date:	18/10/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 18:	NY-03-A-14	Site area:	2.9 hect
Development Name:	DETACHED & BUNGALOWS	Number of dwellings:	45 DWELLS
Location:	RIPON	Housing density:	18.75
Postcode:	HG4 1EJ	Total Bedrooms:	153.00
Main Location Type:	Edge of Town	Survey Date:	18/05/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 19:	PB-03-A-04	Site area:	1.71 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	28 DWELLS
Location:	PETERBOROUGH	Housing density:	18.67
Postcode:	PE1 4AW	Total Bedrooms:	94.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/2016
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 20:	SC-03-A-07	Site area:	2.8 hect
Development Name:	MIXED HOUSES	Number of dwellings:	41 DWELLS
Location:	FARNHAM	Housing density:	18.22
Postcode:	GU9 0AX	Total Bedrooms:	129.00
Main Location Type:	Edge of Town	Survey Date:	11/05/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 21:	SD-03-A-01	Site area:	1.16 hect
Development Name:	SEMI DETACHED	Number of dwellings:	27 DWELLS
Location:	SWINDON	Housing density:	25.47
Postcode:	SN2 7HT	Total Bedrooms:	91.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/09/2016
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 22:	VG-03-A-01	Site area:	0.21 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	12 DWELLS
Location:	BARRY	Housing density:	85.71
Postcode:	CF63 2RE	Total Bedrooms:	36.00
Main Location Type:	Edge of Town	Survey Date:	08/05/2017
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Site 23:	WK-03-A-04	Site area:	2.425 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	49 DWELLS
Location:	KENILWORTH	Housing density:	23.00
Postcode:	CV8 2TN	Total Bedrooms:	195.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2019
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DE-03-A-04	19-05-2022	Sites in England only
DL-03-A-11	19-05-2021	Sites in England only
HI-03-A-14	23-03-2016	Sites in England only
IM-03-A-05	21-05-2024	Sites in England only
MG-03-A-01	12-10-2021	Sites in England only

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	23	36	0.086	0.265	0.351
08:00-09:00	23	36	0.193	0.380	0.573
09:00-10:00	23	36	0.173	0.199	0.372
10:00-11:00	23	36	0.142	0.185	0.327
11:00-12:00	23	36	0.168	0.162	0.330
12:00-13:00	23	36	0.176	0.187	0.363
13:00-14:00	23	36	0.191	0.163	0.354
14:00-15:00	23	36	0.173	0.227	0.400
15:00-16:00	23	36	0.300	0.208	0.508
16:00-17:00	23	36	0.266	0.177	0.443
17:00-18:00	23	36	0.309	0.186	0.495
18:00-19:00	23	36	0.235	0.137	0.372
19:00-20:00	1	32	0.188	0.125	0.313
20:00-21:00	1	32	0.219	0.188	0.407
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.819	2.789	5.608

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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Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Parameter Summary:

Trip rate parameter range selected:	12 - 50 (units: DWELLS)
Survey date date range:	22/09/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	23	36	0.114	0.450	0.564
08:00-09:00	23	36	0.279	0.810	1.089
09:00-10:00	23	36	0.264	0.310	0.574
10:00-11:00	23	36	0.216	0.299	0.515
11:00-12:00	23	36	0.238	0.253	0.491
12:00-13:00	23	36	0.269	0.270	0.539
13:00-14:00	23	36	0.265	0.242	0.507
14:00-15:00	23	36	0.269	0.318	0.587
15:00-16:00	23	36	0.628	0.338	0.966
16:00-17:00	23	36	0.482	0.266	0.748
17:00-18:00	23	36	0.497	0.323	0.820
18:00-19:00	23	36	0.399	0.227	0.626
19:00-20:00	1	32	0.312	0.188	0.500
20:00-21:00	1	32	0.312	0.250	0.562
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.544	4.544	9.088

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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Audit Code: d3964d29-3cc2-4867-bc0e-61dee6c1ea62

Parameter Summary:

Trip rate parameter range selected:	12 - 50 (units: DWELLS)
Survey date date range:	22/09/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

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