



Wienerberger Ltd

Station Road, Warnham Transport Statement

February 2026



Wienerberger Ltd

Station Road, Warnham

Transport Statement

OFFICE ADDRESS:
Butler House,
177-178 Tottenham Court Road,
London,
W1T 7NY

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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

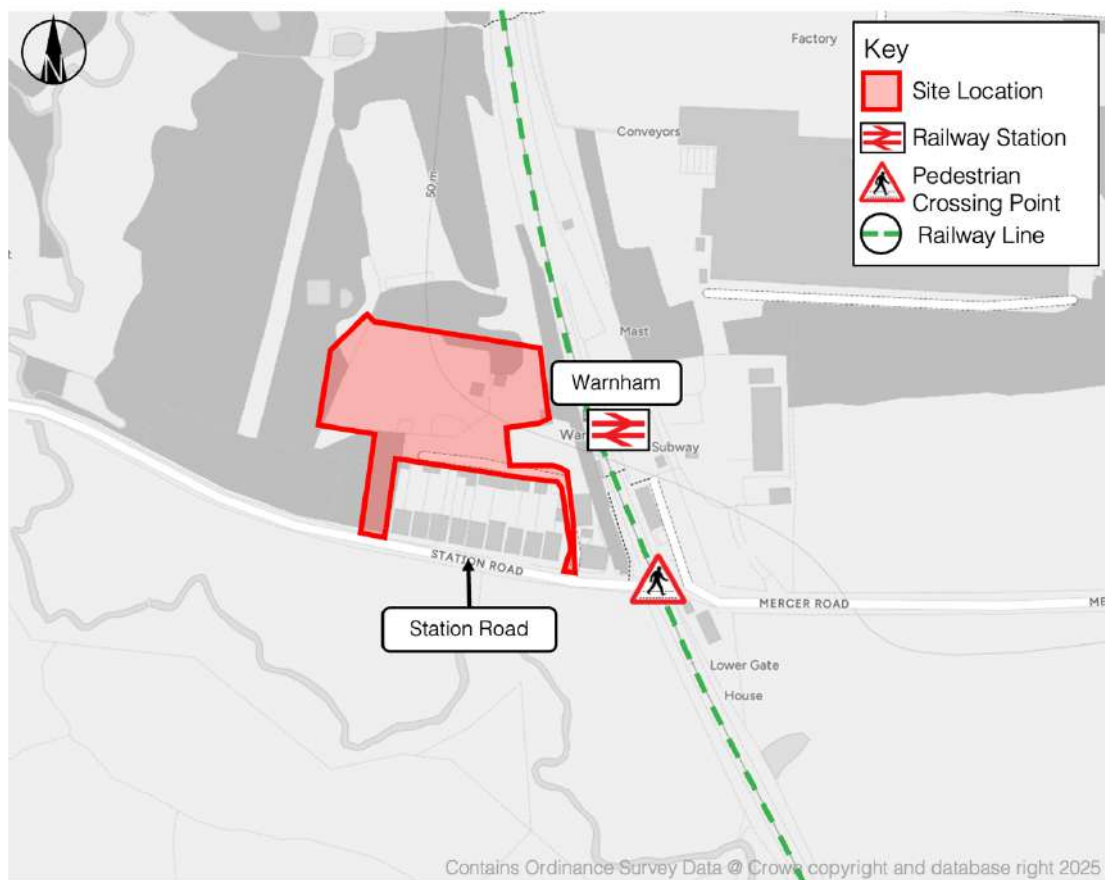
3.1 Overview

- 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	
		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

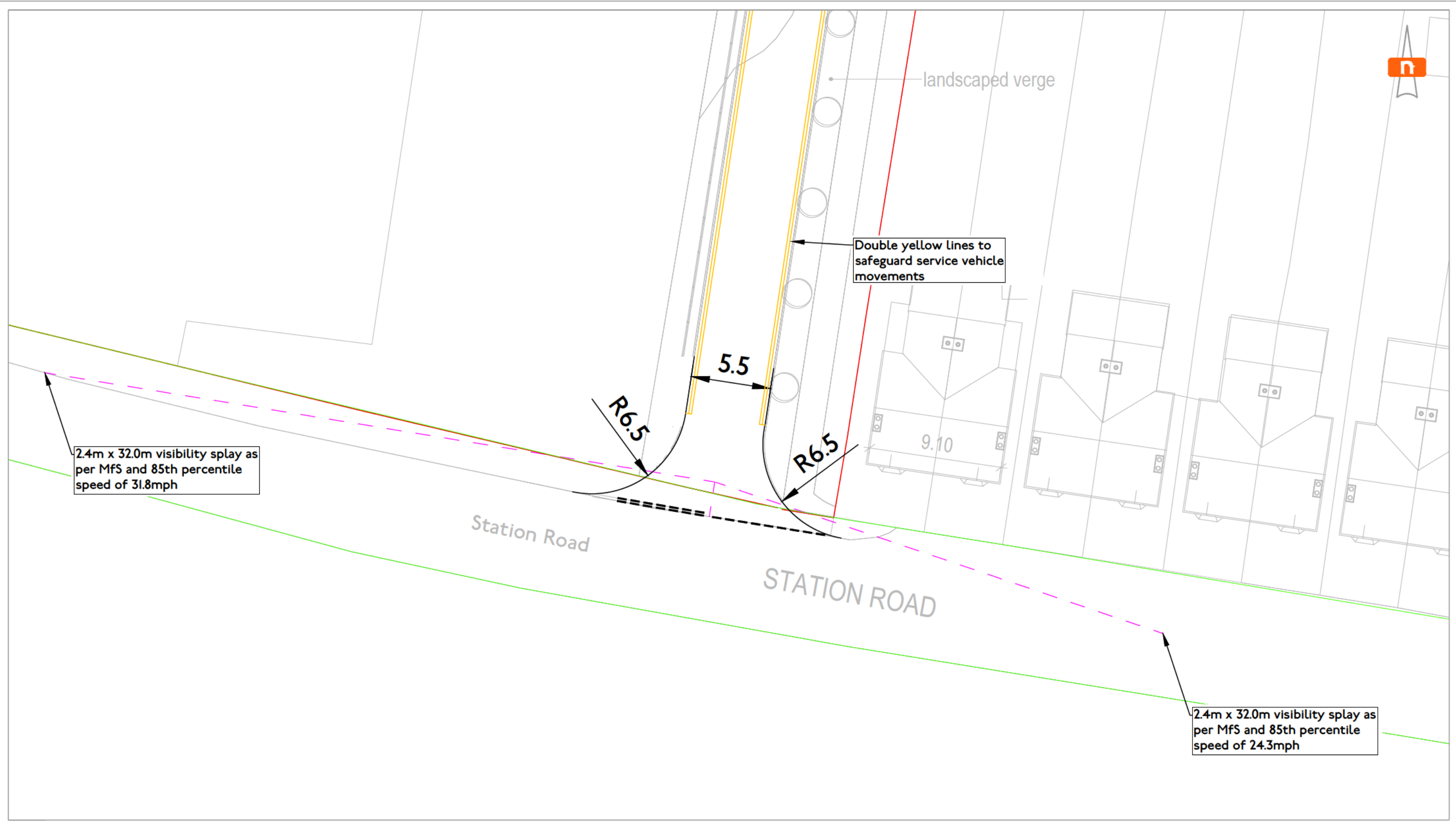
Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: 5

APPENDIX C

mode Drawings



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

Legend

Highway Boundary

CLIENT	Wienerberger
JOB TITLE	Station Road, Warnham (Revised)
DRAWING TITLE	Proposed Access Point & Visibility

DRAWING NO.

J32-8671-SK-001

DRAWN	CB	CHECKED	MGF
CREATED	Feb '26	SCALE	1:250 at A3

- Note:
- 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.
 - Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 - Do not scale from this drawing. Work from figured dimensions only.
 - All dimensions are shown in metres unless noted otherwise.
 - Drawing based on layout: WAR-WBR-ZZ-DR-A-13301

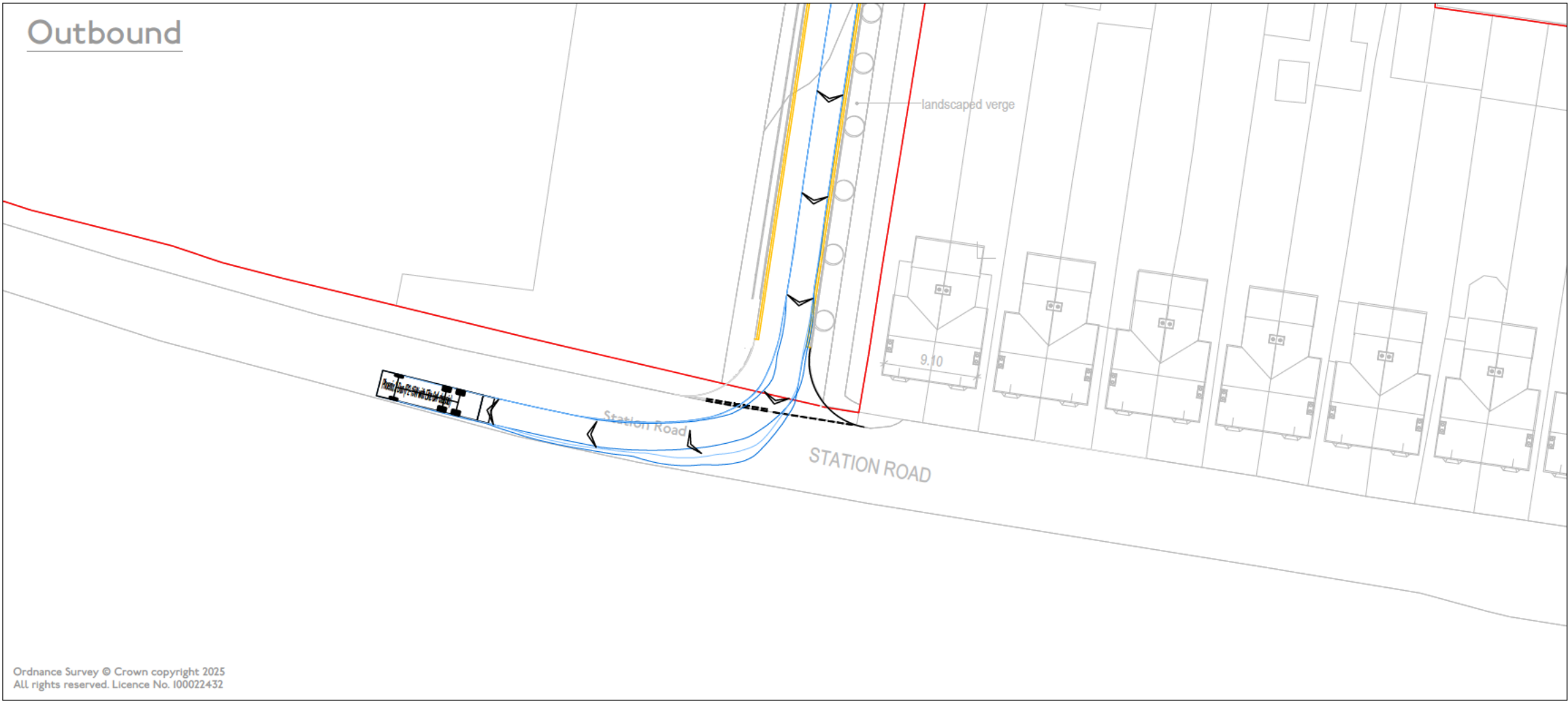
mode transport planning
Butler House
177 - 178 Tottenham Court Road
London
W1T 7NY
T 020 3848 9719
E info@modetransport.co.uk
W www.modetransport.co.uk



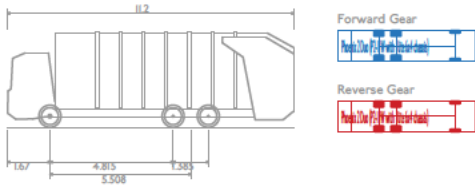
Inbound



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 (P2-15W 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.

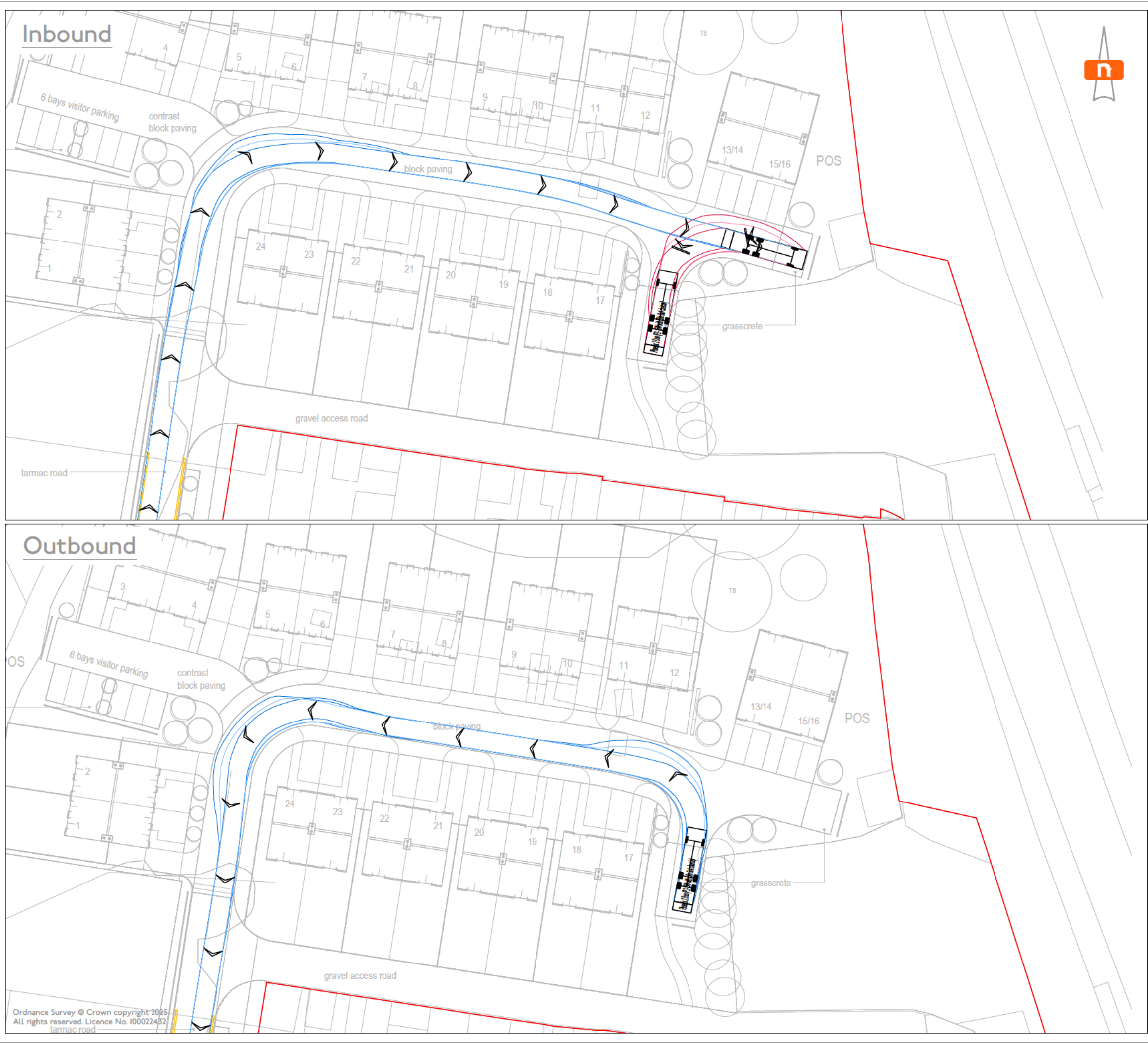
J32-8671-AT-A01

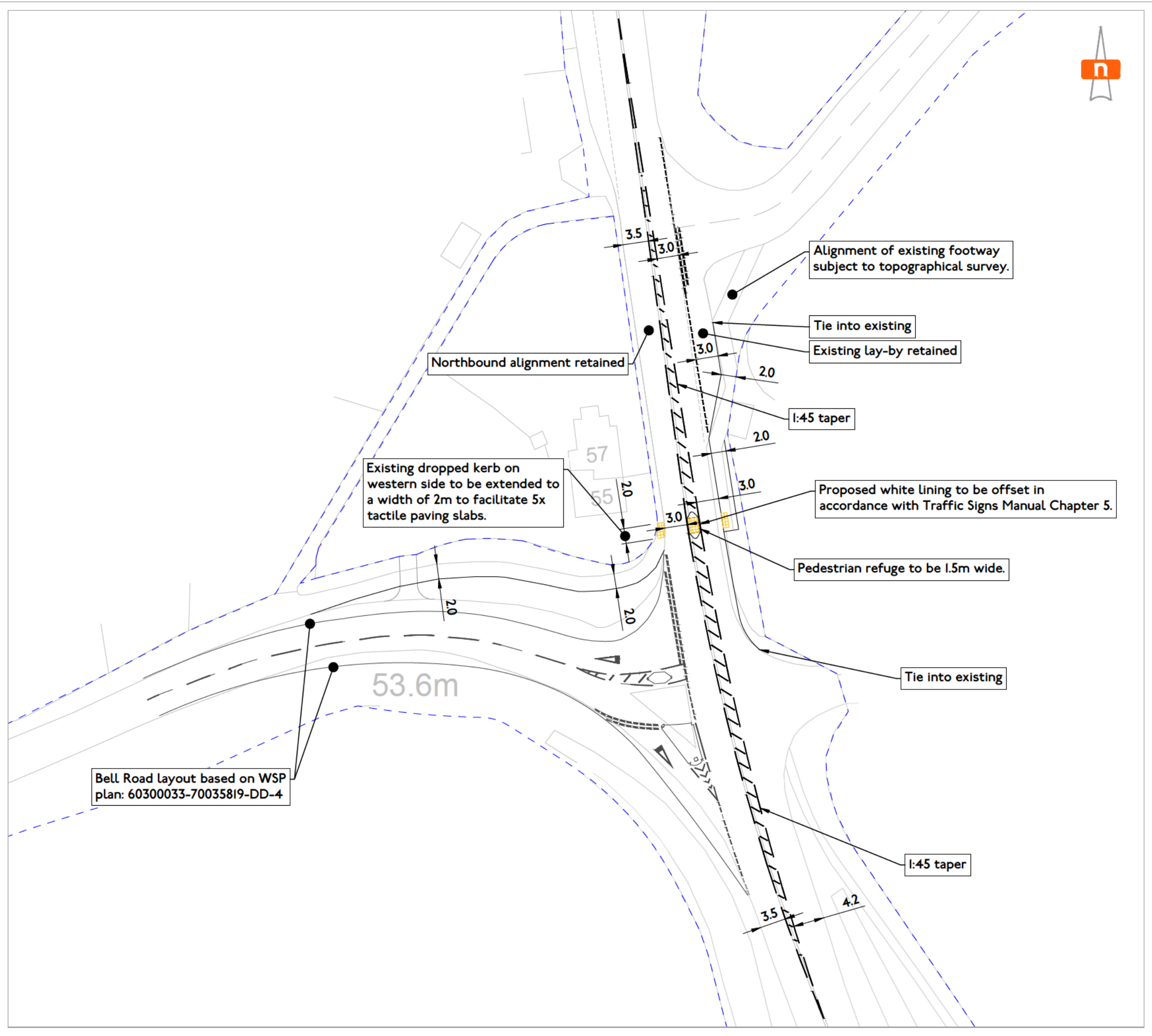
DRAWN	CB	CHECKED	MGF
CREATED	Feb '26	SCALE	1:500 at A3

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London
W1T 7NY



transport planning





- 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 CB

CREATED

FEB '21 SCALE 1:500 at A3

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

T 020 3848 9719
E info@modetransport.co.uk
W www.modetransport.co.uk

mode
transport planning

APPENDIX D

ATC Survey Results

Appendix A-13

Report ID:	45125
File Name:	2024-10-17
Worksheet:	Station Road 20km east of Hesse Road
Direction:	

Thursday 18 September 2025

	Hourly Traffic	05-15	15-18 Min-Win-Drop	05-07	43-49	Cycles	Motor Cycles	Car Van	Car Van	2 Axis Van	Number Vehicle Classes A&B Scheme	3 Axis A&B Scheme	4 Axis A&B Scheme	5 Axis A&B Scheme	6 Axis A&B Scheme	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	P20 87%	Average Speed	Standard Deviation
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500-0600	7	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	2.7	1.0
0600-0700	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	3.1	1.0
0700-0800	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.0	3.0	1.0
0800-0900	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
0900-1000	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1000-1100	7	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	3.0	1.0
1100-1200	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1200-1300	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1300-1400	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1400-1500	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1500-1600	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1600-1700	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1700-1800	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1800-1900	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
1900-2000	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
2000-2100	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
2100-2200	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
2200-2300	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
2300-2400	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0
2400-0000	10	2	2	2	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	3.2	1.0

	Hourly Traffic	05-15	15-18 Min-Win-Drop	05-07	43-49	Cycles	Motor Cycles	Car Van	Car Van	2 Axis Van	Number Vehicle Classes A&B Scheme	3 Axis A&B Scheme	4 Axis A&B Scheme	5 Axis A&B Scheme	6 Axis A&B Scheme	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	P20 87%	Average Speed	Standard Deviation
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700-0800	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	6.1	1.0
0800-0900	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
0900-1000	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1000-1100	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1100-1200	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1200-1300	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1300-1400	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1400-1500	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1500-1600	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1600-1700	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1700-1800	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1800-1900	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
1900-2000	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
2000-2100	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
2100-2200	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
2200-2300	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
2300-2400	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0
2400-0000	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	3.6	1.0

	Hourly Traffic	05-15	15-18 Min-Win-Drop	05-07	43-49	Cycles	Motor Cycles	Car Van	Car Van	2 Axis Van	Number Vehicle Classes A&B Scheme	3 Axis A&B Scheme	4 Axis A&B Scheme	5 Axis A&B Scheme	6 Axis A&B Scheme	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	P20 87%
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Report RTCA

Report
Site Name
Description
Direction

Thursday 18 September 2025

Time	Hourly Total	05-15 15:00-15:45	15-Minute Bin 05:45-06:00	05:00	Cycles	Minor Cycles	Car Veh	Car Veh Travelling	2 Axis New Lorry	Number Vehicle 2 Axis Rigid	Chassis Rigid	MX2 Scheme 3 Axis Artic	4 Axis Artic	5 Axis Artic	6 Axis Artic	Double Road Tram	Triple Road Tram	MPH 0-10	MPH 10-15	MPH 15-20	MPH 20-25	MPH 25-30	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	MPH 5000-5010	MPH 5010-5020	MPH 5020-5030	MPH 5030-5040	MPH 5040-5050	MPH 5050-5060	MPH 5060-5070	MPH 5070-5080	MPH 5080-5090	MPH 5090-5100	MPH 5100-5110	MPH 5110-5120	MPH 5120-5130	MPH 5130-5140	MPH 5140-5150	MPH 5150-5160	MPH 5160-5170	MPH 5170-5180	MPH 5180-5190	MPH 5190-5200	MPH 5200-5210	MPH 5210-5220	MPH 5220-5230	MPH 5230-5240	MPH 5240-5250	MPH 5250-5260	MPH 5260-5270	MPH 5270-5280	MPH 5280-5290	MPH 5290-5300	MPH 5300-5310	MPH 5310-5320	MPH 5320-5330	MPH 5330-5340	MPH 5340-5350	MPH 5350-5360	MPH 5360-5370	MPH 5370-5380	MPH 5380-5390	MPH 5390-5400	MPH 5400-5410	MPH 5410-5420	MPH 5420-5430	MPH 5430-5440	MPH 5440-5450	MPH 5450-5460	MPH 5460-5470	MPH 5470-5480	MPH 5480-5490	MPH 5490-5500	MPH 5500-5510	MPH 5510-5520	MPH 5520-5530	MPH 5530-5540	MPH 5540-5550	MPH 5550-5560	MPH 5560-5570	MPH 5570-5580	MPH 5580-5590	MPH 5590-5600	MPH 5600-5610	MPH 5610-5620	MPH 5620-5630	MPH 5630-5640	MPH 5640-5650	MPH 5650-5660	MPH 5660-5670	MPH 5670-5680	MPH 5680-5690	MPH 5690-5700	MPH 5700-5710	MPH 5710-5720	MPH 5720-5730	MPH 5730-5740	MPH 5740-5750	MPH 5750-5760	MPH 5760-5770	MPH 5770-5780	MPH 5780-5790	MPH 5790-5800	MPH 5800-5810	MPH 5810-5820	MPH 5820-5830	MPH 5830-5840	MPH 5840-5850	MPH 5850-5860	MPH 5860-5870	MPH 5870-5880	MPH 5880-5890	MPH 5890-5900	MPH 5900-5910	MPH 5910-5920	MPH 5920-5930	MPH 5930-5940	MPH 5940-5950	MPH 5950-5960	MPH 5960-5970	MPH 5970-5980	MPH 5980-5990	MPH 5990-6000	MPH 6000-6010	MPH 6010-6020	MPH 6020-6030	MPH 6030-6040	MPH 6040-6050	MPH 6050-6060	MPH 6060-6070	MPH 6070-6080	MPH 6080-6090	MPH 6090-6100	MPH 6100-6110	MPH 6110-6120	MPH 6120-6130	MPH 6130-6140	MPH 6140-6150	MPH 6150-6160	MPH 6160-6170	MPH 6170-6180	MPH 6180-6190	MPH 6190-6200	MPH 6200-6210	MPH 6210-6220	MPH 6220-6230	MPH 6230-6240	MPH 6240-6250	MPH 6250-6260	MPH 6260-6270	MPH 6270-6280	MPH 6280-6290	MPH 6290-6300	MPH 6300-6310	MPH 6310-6320	MPH 6320-6330	MPH 6330-6340	MPH 6340-6350	MPH 6350-6360	MPH 6360-6370	MPH 6370-6380	MPH 6380-6390	MPH 6390-6400	MPH 6400-6410	MPH 6410-6420	MPH 6420-6430	MPH 6430-6440	MPH 6440-6450	MPH 6450-6460	MPH 6460-6470	MPH 6470-6480	MPH 6480-6490	MPH 6490-6500	MPH 6500-6510	MPH 6510-6520	MPH 6520-6530	MPH 6530-6540	MPH 6540-6550	MPH 6550-6560	MPH 6560-6570	MPH 6570-6580	MPH 6580-6590	MPH 6590-6600	MPH 6600-6610	MPH 6610-6620	MPH 6620-6630	MPH 6630-6640	MPH 6640-6650	MPH 6650-6660	MPH 6660-6670	MPH 6670-6680	MPH 6680-6690	MPH 6690-6700	MPH 6700-6710	MPH 6710-6720	MPH 6720-6730	MPH 6730-6740	MPH 6740-6750	MPH 6750-6760	MPH 6760-6770	MPH
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Time	Hourly Tonnage	05-15	15-25	25-35	35-45	Cyclone Diameter	Motor Cycles	Car Pan	Car Tonnage	2 Amps	1 Amps	2 Amps	3 Amps	4 Amps	5 Amps	6 Amps	7 Amps	8 Amps	9 Amps	10 Amps	11 Amps	12 Amps	13 Amps	14 Amps	15 Amps	16 Amps	17 Amps	18 Amps	19 Amps	20 Amps	21 Amps	22 Amps	23 Amps	24 Amps	25 Amps	26 Amps	27 Amps	28 Amps	29 Amps	30 Amps	31 Amps	32 Amps	33 Amps	34 Amps	35 Amps	36 Amps	37 Amps	38 Amps	39 Amps	40 Amps	41 Amps	42 Amps	43 Amps	44 Amps	45 Amps	46 Amps	47 Amps	48 Amps	49 Amps	50 Amps	51 Amps	52 Amps	53 Amps	54 Amps	55 Amps	56 Amps	57 Amps	58 Amps	59 Amps	60 Amps	61 Amps	62 Amps	63 Amps	64 Amps	65 Amps	66 Amps	67 Amps	68 Amps	69 Amps	70 Amps	71 Amps	72 Amps	73 Amps	74 Amps	75 Amps	76 Amps	77 Amps	78 Amps	79 Amps	80 Amps	81 Amps	82 Amps	83 Amps	84 Amps	85 Amps	86 Amps	87 Amps	88 Amps	89 Amps	90 Amps	91 Amps	92 Amps	93 Amps	94 Amps	95 Amps	96 Amps	97 Amps	98 Amps	99 Amps	100 Amps	101 Amps	102 Amps	103 Amps	104 Amps	105 Amps	106 Amps	107 Amps	108 Amps	109 Amps	110 Amps	111 Amps	112 Amps	113 Amps	114 Amps	115 Amps	116 Amps	117 Amps	118 Amps	119 Amps	120 Amps	121 Amps	122 Amps	123 Amps	124 Amps	125 Amps	126 Amps	127 Amps	128 Amps	129 Amps	130 Amps	131 Amps	132 Amps	133 Amps	134 Amps	135 Amps	136 Amps	137 Amps	138 Amps	139 Amps	140 Amps	141 Amps	142 Amps	143 Amps	144 Amps	145 Amps	146 Amps	147 Amps	148 Amps	149 Amps	150 Amps	151 Amps	152 Amps	153 Amps	154 Amps	155 Amps	156 Amps	157 Amps	158 Amps	159 Amps	160 Amps	161 Amps	162 Amps	163 Amps	164 Amps	165 Amps	166 Amps	167 Amps	168 Amps	169 Amps	170 Amps	171 Amps	172 Amps	173 Amps	174 Amps	175 Amps	176 Amps	177 Amps	178 Amps	179 Amps	180 Amps	181 Amps	182 Amps	183 Amps	184 Amps	185 Amps	186 Amps	187 Amps	188 Amps	189 Amps	190 Amps	191 Amps	192 Amps	193 Amps	194 Amps	195 Amps	196 Amps	197 Amps	198 Amps	199 Amps	200 Amps	201 Amps	202 Amps	203 Amps	204 Amps	205 Amps	206 Amps	207 Amps	208 Amps	209 Amps	210 Amps	211 Amps	212 Amps	213 Amps	214 Amps	215 Amps	216 Amps	217 Amps	218 Amps	219 Amps	220 Amps	221 Amps	222 Amps	223 Amps	224 Amps	225 Amps	226 Amps	227 Amps	228 Amps	229 Amps	230 Amps	231 Amps	232 Amps	233 Amps	234 Amps	235 Amps	236 Amps	237 Amps	238 Amps	239 Amps	240 Amps	241 Amps	242 Amps	243 Amps	244 Amps	245 Amps	246 Amps	247 Amps	248 Amps	249 Amps	250 Amps	251 Amps	252 Amps	253 Amps	254 Amps	255 Amps	256 Amps	257 Amps	258 Amps	259 Amps	260 Amps	261 Amps	262 Amps	263 Amps	264 Amps	265 Amps	266 Amps	267 Amps	268 Amps	269 Amps	270 Amps	271 Amps	272 Amps	273 Amps	274 Amps	275 Amps	276 Amps	277 Amps	278 Amps	279 Amps	280 Amps	281 Amps	282 Amps	283 Amps	284 Amps	285 Amps	286 Amps	287 Amps	288 Amps	289 Amps	290 Amps	291 Amps	292 Amps	293 Amps	294 Amps	295 Amps	296 Amps	297 Amps	298 Amps	299 Amps	300 Amps	301 Amps	302 Amps	303 Amps	304 Amps	305 Amps	306 Amps	307 Amps	308 Amps	309 Amps	310 Amps	311 Amps	312 Amps	313 Amps	314 Amps	315 Amps	316 Amps	317 Amps	318 Amps	319 Amps	320 Amps	321 Amps	322 Amps	323 Amps	324 Amps	325 Amps	326 Amps	327 Amps	328 Amps	329 Amps	330 Amps	331 Amps	332 Amps	333 Amps	334 Amps	335 Amps	336 Amps	337 Amps	338 Amps	339 Amps	340 Amps	3
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Time	Hourly Tide	00-15		15-30		30-45		Cyclone Depth	Water Depth	Can Depth	Can Pressure	2 Axis Lat	3 Axis Lat	4 Axis Lat	5 Axis Lat	6 Axis Lat	7 Axis Lat	8 Axis Lat	9 Axis Lat	10 Axis Lat	11 Axis Lat	12 Axis Lat	13 Axis Lat	14 Axis Lat	15 Axis Lat	16 Axis Lat	17 Axis Lat	18 Axis Lat	19 Axis Lat	20 Axis Lat	21 Axis Lat	22 Axis Lat	23 Axis Lat	24 Axis Lat	25 Axis Lat	26 Axis Lat	27 Axis Lat	28 Axis Lat	29 Axis Lat	30 Axis Lat	31 Axis Lat	32 Axis Lat	33 Axis Lat	34 Axis Lat	35 Axis Lat	36 Axis Lat	37 Axis Lat	38 Axis Lat	39 Axis Lat	40 Axis Lat	41 Axis Lat	42 Axis Lat	43 Axis Lat	44 Axis Lat	45 Axis Lat	46 Axis Lat	47 Axis Lat	48 Axis Lat	49 Axis Lat	50 Axis Lat	51 Axis Lat	52 Axis Lat	53 Axis Lat	54 Axis Lat	55 Axis Lat	56 Axis Lat	57 Axis Lat	58 Axis Lat	59 Axis Lat	60 Axis Lat	61 Axis Lat	62 Axis Lat	63 Axis Lat	64 Axis Lat	65 Axis Lat	66 Axis Lat	67 Axis Lat	68 Axis Lat	69 Axis Lat	70 Axis Lat	71 Axis Lat	72 Axis Lat	73 Axis Lat	74 Axis Lat	75 Axis Lat	76 Axis Lat	77 Axis Lat	78 Axis Lat	79 Axis Lat	80 Axis Lat	81 Axis Lat	82 Axis Lat	83 Axis Lat	84 Axis Lat	85 Axis Lat	86 Axis Lat	87 Axis Lat	88 Axis Lat	89 Axis Lat	90 Axis Lat	91 Axis Lat	92 Axis Lat	93 Axis Lat	94 Axis Lat	95 Axis Lat	96 Axis Lat	97 Axis Lat	98 Axis Lat	99 Axis Lat	100 Axis Lat	101 Axis Lat	102 Axis Lat	103 Axis Lat	104 Axis Lat	105 Axis Lat	106 Axis Lat	107 Axis Lat	108 Axis Lat	109 Axis Lat	110 Axis Lat	111 Axis Lat	112 Axis Lat	113 Axis Lat	114 Axis Lat	115 Axis Lat	116 Axis Lat	117 Axis Lat	118 Axis Lat	119 Axis Lat	120 Axis Lat	121 Axis Lat	122 Axis Lat	123 Axis Lat	124 Axis Lat	125 Axis Lat	126 Axis Lat	127 Axis Lat	128 Axis Lat	129 Axis Lat	130 Axis Lat	131 Axis Lat	132 Axis Lat	133 Axis Lat	134 Axis Lat	135 Axis Lat	136 Axis Lat	137 Axis Lat	138 Axis Lat	139 Axis Lat	140 Axis Lat	141 Axis Lat	142 Axis Lat	143 Axis Lat	144 Axis Lat	145 Axis Lat	146 Axis Lat	147 Axis Lat	148 Axis Lat	149 Axis Lat	150 Axis Lat	151 Axis Lat	152 Axis Lat	153 Axis Lat	154 Axis Lat	155 Axis Lat	156 Axis Lat	157 Axis Lat	158 Axis Lat	159 Axis Lat	160 Axis Lat	161 Axis Lat	162 Axis Lat	163 Axis Lat	164 Axis Lat	165 Axis Lat	166 Axis Lat	167 Axis Lat	168 Axis Lat	169 Axis Lat	170 Axis Lat	171 Axis Lat	172 Axis Lat	173 Axis Lat	174 Axis Lat	175 Axis Lat	176 Axis Lat	177 Axis Lat	178 Axis Lat	179 Axis Lat	180 Axis Lat	181 Axis Lat	182 Axis Lat	183 Axis Lat	184 Axis Lat	185 Axis Lat	186 Axis Lat	187 Axis Lat	188 Axis Lat	189 Axis Lat	190 Axis Lat	191 Axis Lat	192 Axis Lat	193 Axis Lat	194 Axis Lat	195 Axis Lat	196 Axis Lat	197 Axis Lat	198 Axis Lat	199 Axis Lat	200 Axis Lat	201 Axis Lat	202 Axis Lat	203 Axis Lat	204 Axis Lat	205 Axis Lat	206 Axis Lat	207 Axis Lat	208 Axis Lat	209 Axis Lat	210 Axis Lat	211 Axis Lat	212 Axis Lat	213 Axis Lat	214 Axis Lat	215 Axis Lat	216 Axis Lat	217 Axis Lat	218 Axis Lat	219 Axis Lat	220 Axis Lat	221 Axis Lat	222 Axis Lat	223 Axis Lat	224 Axis Lat	225 Axis Lat	226 Axis Lat	227 Axis Lat	228 Axis Lat	229 Axis Lat	230 Axis Lat	231 Axis Lat	232 Axis Lat	233 Axis Lat	234 Axis Lat	235 Axis Lat	236 Axis Lat	237 Axis Lat	238 Axis Lat	239 Axis Lat	240 Axis Lat	241 Axis Lat	242 Axis Lat	243 Axis Lat	244 Axis Lat	245 Axis Lat	246 Axis Lat	247 Axis Lat	248 Axis Lat	249 Axis Lat	250 Axis Lat	251 Axis Lat	252 Axis Lat	253 Axis Lat	254 Axis Lat	255 Axis Lat	256 Axis Lat	257 Axis Lat	258 Axis Lat	259 Axis Lat	260 Axis Lat	261 Axis Lat	262 Axis Lat	263 Axis Lat	264 Axis Lat	265 Axis Lat	266 Axis Lat	267 Axis Lat	268 Axis Lat	269 Axis Lat	270 Axis Lat	271 Axis Lat	272 Axis Lat	273 Axis Lat	2
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Time	Hourly Flow	00-15	15-30	30-45	45-60	Cyclic Flow	Water Output	Car Flow	Car Parking	2 Axis Lanes	3 Axis Lanes	4 Axis Lanes	5 Axis Lanes	6 Axis Lanes	7 Axis Lanes	Double Turn	Turn Flow	SWP 1	SWP 2	SWP 3	SWP 4	SWP 5	SWP 6	SWP 7	SWP 8	SWP 9	SWP 10	SWP 11	SWP 12	SWP 13	SWP 14	SWP 15	SWP 16	SWP 17	SWP 18	SWP 19	SWP 20	SWP 21	SWP 22	SWP 23	SWP 24	SWP 25	SWP 26	SWP 27	SWP 28	SWP 29	SWP 30	SWP 31	SWP 32	SWP 33	SWP 34	SWP 35	SWP 36	SWP 37	SWP 38	SWP 39	SWP 40	SWP 41	SWP 42	SWP 43	SWP 44	SWP 45	SWP 46	SWP 47	SWP 48	SWP 49	SWP 50	SWP 51	SWP 52	SWP 53	SWP 54	SWP 55	SWP 56	SWP 57	SWP 58	SWP 59	SWP 60	SWP 61	SWP 62	SWP 63	SWP 64	SWP 65	SWP 66	SWP 67	SWP 68	SWP 69	SWP 70	SWP 71	SWP 72	SWP 73	SWP 74	SWP 75	SWP 76	SWP 77	SWP 78	SWP 79	SWP 80	SWP 81	SWP 82	SWP 83	SWP 84	SWP 85	SWP 86	SWP 87	SWP 88	SWP 89	SWP 90	SWP 91	SWP 92	SWP 93	SWP 94	SWP 95	SWP 96	SWP 97	SWP 98	SWP 99	SWP 100	SWP 101	SWP 102	SWP 103	SWP 104	SWP 105	SWP 106	SWP 107	SWP 108	SWP 109	SWP 110	SWP 111	SWP 112	SWP 113	SWP 114	SWP 115	SWP 116	SWP 117	SWP 118	SWP 119	SWP 120	SWP 121	SWP 122	SWP 123	SWP 124	SWP 125	SWP 126	SWP 127	SWP 128	SWP 129	SWP 130	SWP 131	SWP 132	SWP 133	SWP 134	SWP 135	SWP 136	SWP 137	SWP 138	SWP 139	SWP 140	SWP 141	SWP 142	SWP 143	SWP 144	SWP 145	SWP 146	SWP 147	SWP 148	SWP 149	SWP 150	SWP 151	SWP 152	SWP 153	SWP 154	SWP 155	SWP 156	SWP 157	SWP 158	SWP 159	SWP 160	SWP 161	SWP 162	SWP 163	SWP 164	SWP 165	SWP 166	SWP 167	SWP 168	SWP 169	SWP 170	SWP 171	SWP 172	SWP 173	SWP 174	SWP 175	SWP 176	SWP 177	SWP 178	SWP 179	SWP 180	SWP 181	SWP 182	SWP 183	SWP 184	SWP 185	SWP 186	SWP 187	SWP 188	SWP 189	SWP 190	SWP 191	SWP 192	SWP 193	SWP 194	SWP 195	SWP 196	SWP 197	SWP 198	SWP 199	SWP 200	SWP 201	SWP 202	SWP 203	SWP 204	SWP 205	SWP 206	SWP 207	SWP 208	SWP 209	SWP 210	SWP 211	SWP 212	SWP 213	SWP 214	SWP 215	SWP 216	SWP 217	SWP 218	SWP 219	SWP 220	SWP 221	SWP 222	SWP 223	SWP 224	SWP 225	SWP 226	SWP 227	SWP 228	SWP 229	SWP 230	SWP 231	SWP 232	SWP 233	SWP 234	SWP 235	SWP 236	SWP 237	SWP 238	SWP 239	SWP 240	SWP 241	SWP 242	SWP 243	SWP 244	SWP 245	SWP 246	SWP 247	SWP 248	SWP 249	SWP 250	SWP 251	SWP 252	SWP 253	SWP 254	SWP 255	SWP 256	SWP 257	SWP 258	SWP 259	SWP 260	SWP 261	SWP 262	SWP 263	SWP 264	SWP 265	SWP 266	SWP 267	SWP 268	SWP 269	SWP 270	SWP 271	SWP 272	SWP 273	SWP 274	SWP 275	SWP 276	SWP 277	SWP 278	SWP 279	SWP 280	SWP 281	SWP 282	SWP 283	SWP 284	SWP 285	SWP 286	SWP 287	SWP 288	SWP 289	SWP 290	SWP 291	SWP 292	SWP 293	SWP 294	SWP 295	SWP 296	SWP 297	SWP 298	SWP 299	SWP 300	SWP 301	SWP 302	SWP 303	SWP 304	SWP 305	SWP 306	SWP 307	SWP 308	SWP 309	SWP 310	SWP 311	SWP 312	SWP 313	SWP 314	SWP 315	SWP 316	SWP 317	SWP 318	SWP 319	SWP 320	SWP 321	SWP 322	SWP 323	SWP 324	SWP 325	SWP 326	SWP 327	SWP 328	SWP 329	SWP 330	SWP 331	SWP 332	SWP 333	SWP 334	SWP 335	
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Year		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100		2101		2102		2103		2104		2105		2106		2107		2108		2109		2110		2111		2112		2113		2114		2115		2116		2117		2118		2119		2120		2121		2122		2123		2124		2125		2126		2127		2128		2129		2130		2131		2132		2133		2134		2135		2136		2137		2138		2139		2140		2141		2142		2143		2144		2145		2146		2147		2148		2149		2150		2151		2152		2153		2154		2155		2156		2157		2158		2159		2160		2161		2162		2163		2164		2165		2166		2167		2168		2169		2170		2171		2172		2173		2174		2175		2176		2177		2178		2179		2180		2181		2182		2183		2184		2185		2186		2187		2188		2189		2190		2191		2192		2193		2194		2195		2196		2197		2198		2199		2200		2201		2202		2203		2204		2205		2206		2207		2208		2209		2210		2211		2212		2213		2214		2215		2216		2217		2218		2219		2220		2221		2222		2223		2224		2225		2226		2227		2228		2229		2230		2231		2232		2233		2234		2235		2236		2237		2238		2239		2240		2241		2242		2243		2244		2245		2246		2247		2248		2249		2250		2251		2252		2253		2254		2255		2256		2257		2258		2259		2260		2261		2262		2263		2264		2265		2266		2267		2268		2269		2270		2271		2272		2273		2274		2275		2276		2277		2278		2279		2280		2281		2282		2283		2284		2285		2286		2287		2288		2289		2290		2291		2292		2293		2294		2295		2296		2297		2298		2299		2300		2301		2302		2303		2304		2305		2306		2307			
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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
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ



CONTENTS

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2	Local Alignment.....	3
3	Junctions	4
4	Walking, Cycling & Horse Riding	5
5	Traffic Signs, Carriageway Markings & Lighting.....	6
6	Audit Team Statement.....	7

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.

.....

Date:

Designer

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



Google

Map data ©2025 Imagery ©2025 Airbus, Maxar Technologies

© Scribble Maps



Boldings Brook

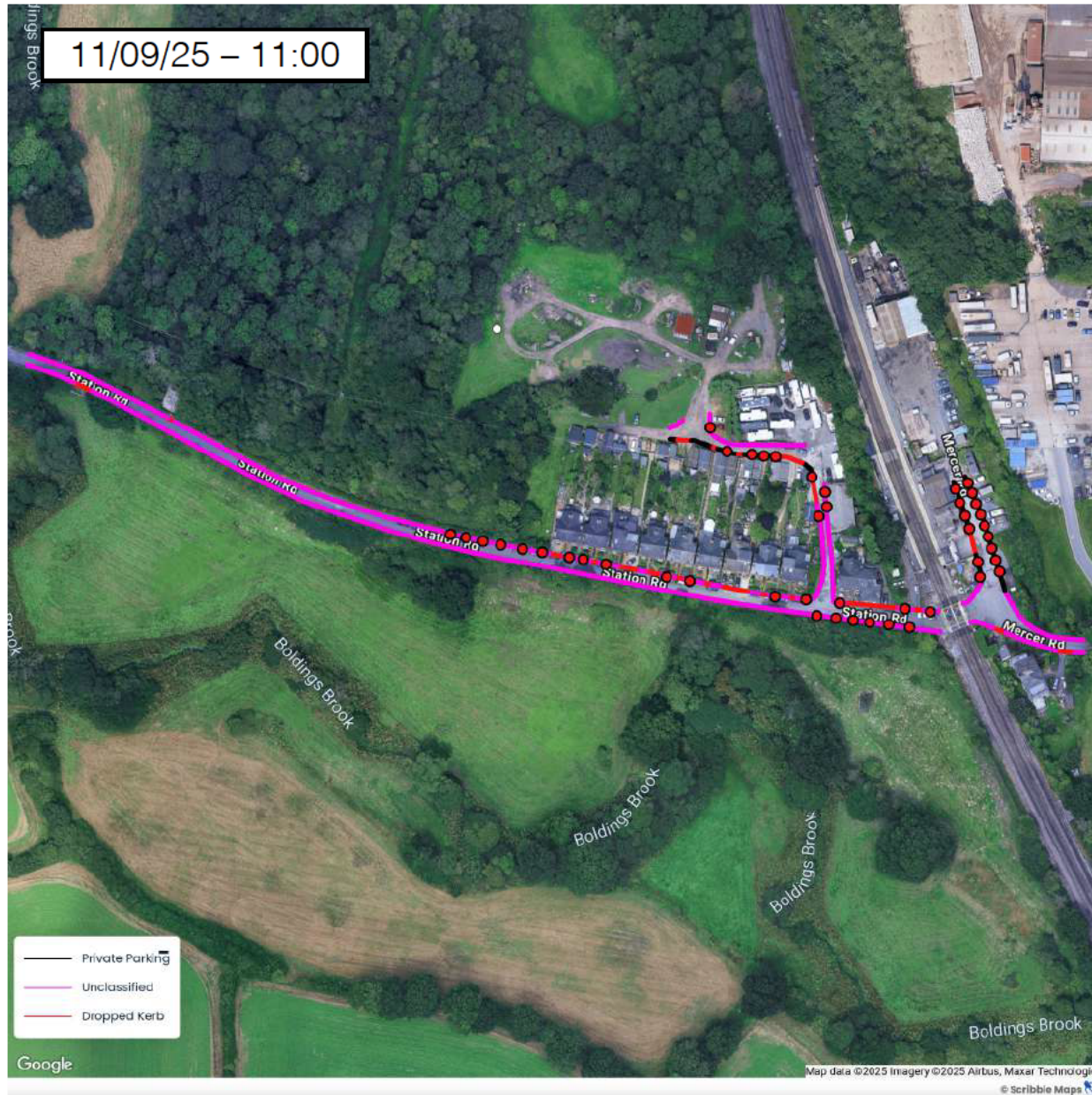


- Private Parking
- Unclassified
- Dropped Kerb

Digitized by Google

Map data ©2025 Imagery ©2025 Airbus, Maxar Technologies
© Scribble Maps

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		

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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		

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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		

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.



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