

TECHNICAL NOTE

LAND NORTH OF JOLESFIELD COTTAGES, JOLESFIELD, PARTRIDGE GREEN

Access Arrangement

Date: July 2026

Ref: 2026/9469/TN01

1 INTRODUCTION

1.1 RGP has been commissioned by Jolesfield Development Ltd to advise on highway access design matters relating to the proposed residential development at land north of Jolesfield Cottages, Jolesfield, Partridge Green, West Sussex RH13 8JT (the site). The application site is located within the Horsham District Council area.

1.2 An outline application (Application Number: DC/26/0262) for the development of 9 new residential dwellings with all matters reserved except access was refused in May 2026 with a single reason for refusal (Reason 3) pertaining to highways, namely:

3) It has not been demonstrated to the satisfaction of the Council that the proposed access arrangements would not lead to an unacceptable impact upon highways safety, therefore the proposal is not compliant with Policy 40 of the Horsham District Planning Framework 2015 nor in line with Paragraph 116 of the NPPF (2024).

Within the Officers Report it was further explained:

WSCC Highways would require a 7-day automatic speed survey carried out in the location of both proposed access points and scaled drawings detailing the separate access points and showing the required visibility in line with the 85th percentile recorded speeds.

The proposed site layout plan is attached hereto at **Appendix A**, the aforementioned decision notice is attached as **Appendix B** and the associated officer report is attached as **Appendix C**.

Site Context

- 1.3 The site is comprised of undeveloped land located to the east of B2135 (Jolesfield) and the proposals seek the development of 9 new residential dwellings with five located in the northern part of the site and four in the southern part of the site under application no. DC/26/0262.
- 1.4 The site is comprised of undeveloped land. The existing field gate accesses would be utilised as the access points for the new development. The surrounding area is predominantly rural in character with some residential development along the B2135 including Jolesfield Cottages immediately to the south of the site.
- 1.5 There is an existing PRow (ref. 1839) to the south of the site which would not require any changes, within the proposed development boundary. The existing pond feature in the centre of the site would also be retained.

2 ACCESS ARRANGEMENTS

- 2.1 Vehicular access to the site is proposed via two existing field gate access positions onto B2135 (Jolesfield) which is subject to a posted speed limit of 40mph changing to 60mph. The surrounding highway network comprises a predominantly rural/suburban environment characterised by local roads serving existing residential, agricultural and commercial land uses.
- 2.2 A traffic speed survey was undertaken adjacent to the proposed site access locations on B2135 (Jolesfield). The survey results identify 85th percentile vehicle speeds of 47.5mph Northbound and 45.9mph Southbound. The full results of the traffic speed survey are provided within **Appendix D**.
- 2.3 Based upon the recorded vehicle speeds, visibility requirements have been calculated in accordance with The Design Manual for Roads and Bridges (DMRB), resulting in a required visibility splay of 2.4m x 103.7m to the left and 2.4m x 98.3m to the right.
- 2.4 Drawing **9469-JOL-RGP-XX-XX-DR-T-001** demonstrates that visibility splays in accordance with the relevant design guidance are achievable in both directions along B2135 (Jolesfield), measured to the nearside kerb line from a setback distance of 2.4 metres.
- 2.5 Drawing **9469-JOL-RGP-XX-XX-DR-T-001** also demonstrates forward visibility in excess of 98m from an approaching vehicle to a vehicle waiting to turn into the site from the B2135.

- 2.6 The visibility assessment demonstrates that appropriate forward visibility can be achieved from the proposed access arrangement and that the access is capable of operating safely for the scale and nature of development proposed.

3 VEHICULAR ACCESS

- 3.1 Swept path analysis of the proposed site has been undertaken for typical vehicles anticipated to require access to the site. Attached drawings **9469-JOL-RGP-XX-XX-DR-T-002 – 005** present access and egress swept paths for these vehicles.
- 3.2 Vehicles are able to access the site via both proposed access locations and turn clear of the carriageway before leaving the site in a forward gear.

4 SUMMARY AND CONCLUSIONS

- 4.1 RGP is commissioned by Jolesfield Development Ltd to advise on highway access design matters relating to the proposed residential development at land north of Jolesfield Cottages, Jolesfield, Partridge Green, West Sussex RH13 8JT.
- 4.2 Vehicle access would be afforded via B2135 (Jolesfield), with appropriate design and visibility requirements to enable the safe entry and egress at the development.

Summary

- 4.3 This report has been prepared in response to the highway-related concerns identified within Reason for Refusal 3 of planning application DC/26/0262 and the subsequent comments provided by West Sussex County Council (WSCC).
- 4.4 The additional technical information submitted has been specifically prepared to address the matters raised by the Local Highway Authority and to demonstrate that the proposed access arrangements are suitable for the scale and nature of the proposed development.
- 4.5 In accordance with the requirements identified by WSCC, a seven-day automatic traffic speed survey has been undertaken on the B2135 (Jolesfield) adjacent to the proposed access locations. The recorded 85th percentile vehicle speeds have informed the calculation of the required visibility splays in accordance with the Design Manual for Roads and Bridges (DMRB).
- 4.6 Detailed access drawings demonstrate that the required visibility splays are capable of being achieved from both proposed access points, whilst appropriate forward visibility is also available for approaching vehicles.

- 4.7 Detailed swept path analysis has further demonstrated that the proposed access arrangements are capable of safely accommodating the anticipated design vehicles. Vehicles are able to enter and leave the site in a forward gear, with appropriate internal manoeuvring space provided, thereby avoiding unnecessary conflict with traffic on the B2135.
- 4.8 The submitted technical evidence demonstrates that the proposed access arrangements provide an appropriate standard of visibility and operational performance, and that no unacceptable highway safety issues arise as a consequence of the development. The information requested by WSCC has therefore been comprehensively addressed through the submission of the traffic speed survey, visibility assessment, detailed access drawings and swept path analysis.
- 4.9 On this basis, the highway concerns that formed the basis of Reason for Refusal 3 have been satisfactorily resolved. The proposed development accords with Policy 40 of the Horsham District Planning Framework (2015), which explains in criterion 9 that development will be supported where it Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods.
- 4.10 Furthermore, the proposals are consistent with Paragraph 116 of the National Planning Policy Framework (2024), as the development provides safe and suitable access for all users and does not give rise to an unacceptable impact on highway safety. Consequently, there are no highway or transport planning grounds upon which planning permission could reasonably be withheld.

Conclusion

- 4.11 In conclusion, the National Planning Policy Framework (December 2024) Section 116 states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.”* This report has established that the development would not result in a significant impact on the surrounding highway network.
- 4.12 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 116 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore the appeal should be allowed.

DRAWINGS



98m+ forward visibility from an approaching vehicle to a vehicle waiting to turn into the site

2.4m x 98.3m visibility splay
(Based on recorded design speed,
in accordance with DMRB)

2.4m x 103.7m visibility splay
(Based on recorded design speed,
in accordance with DMRB)

2.4m x 98.3m visibility splay
(Based on recorded design speed,
in accordance with DMRB)

2.4m x 103.7m visibility splay
(Based on recorded design speed,
in accordance with DMRB)

Midway House

Pond

18.3m

LB

18.7m

B-2135

Jolesfield Cottag

Inverness
Cottage

Jolesgreen

Whitehaven

Bradley

Montravia

Senyar

School
House

Middle
House

0 50 100
Scale Bar 1:1000

Notes:

- Do not scale from this drawing.
- All dimensions are in metres unless noted otherwise.
- All levels are in metres above ordnance datum (AOD).
- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.

— Site boundary
×---× Visibility splays

P01	First issue	24.06.26	DH	BCC	BCC
Rev	Details	Date	By	Chkd	Appd

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Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status:

INFORMATION

Client:

Project:

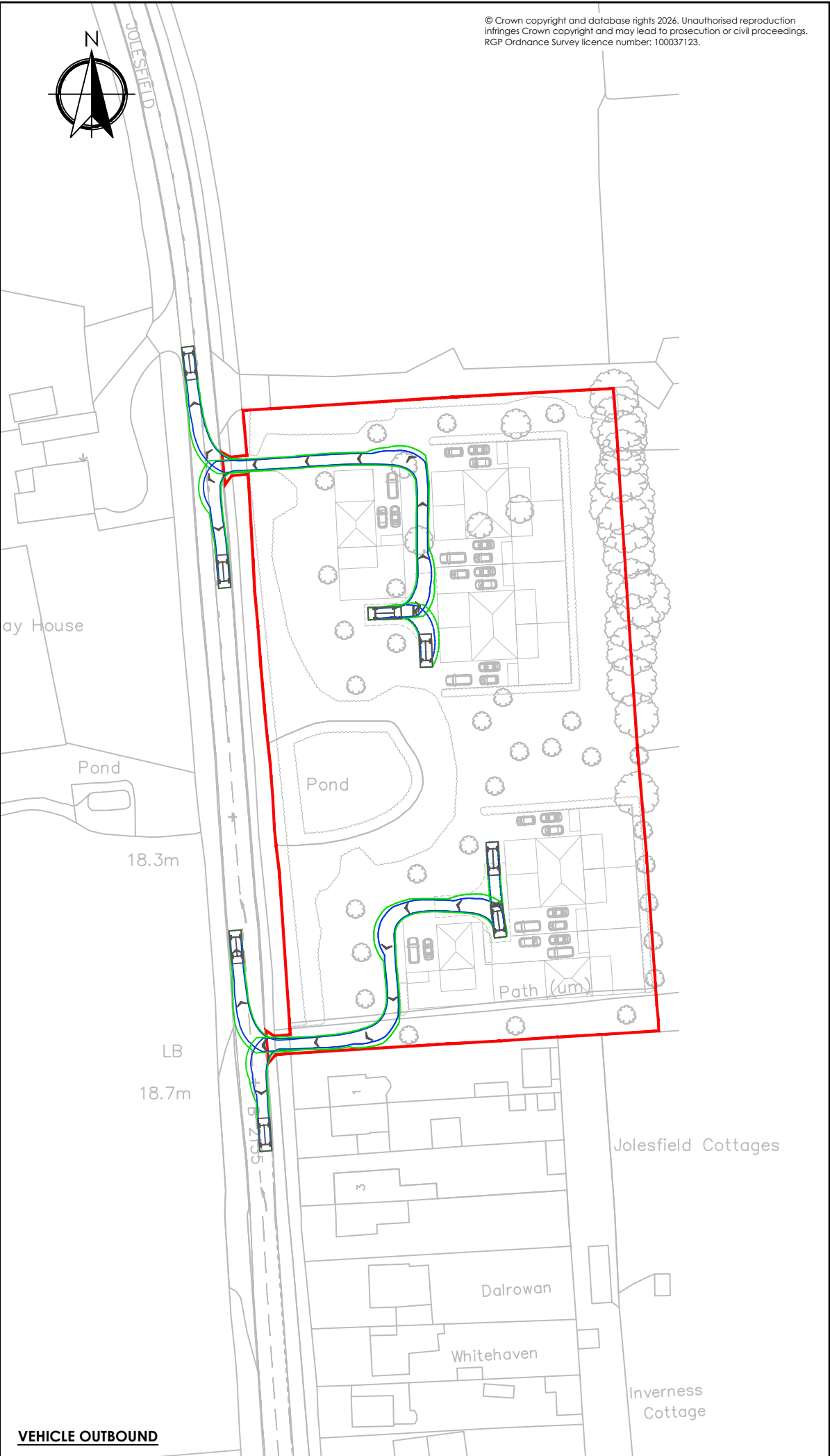
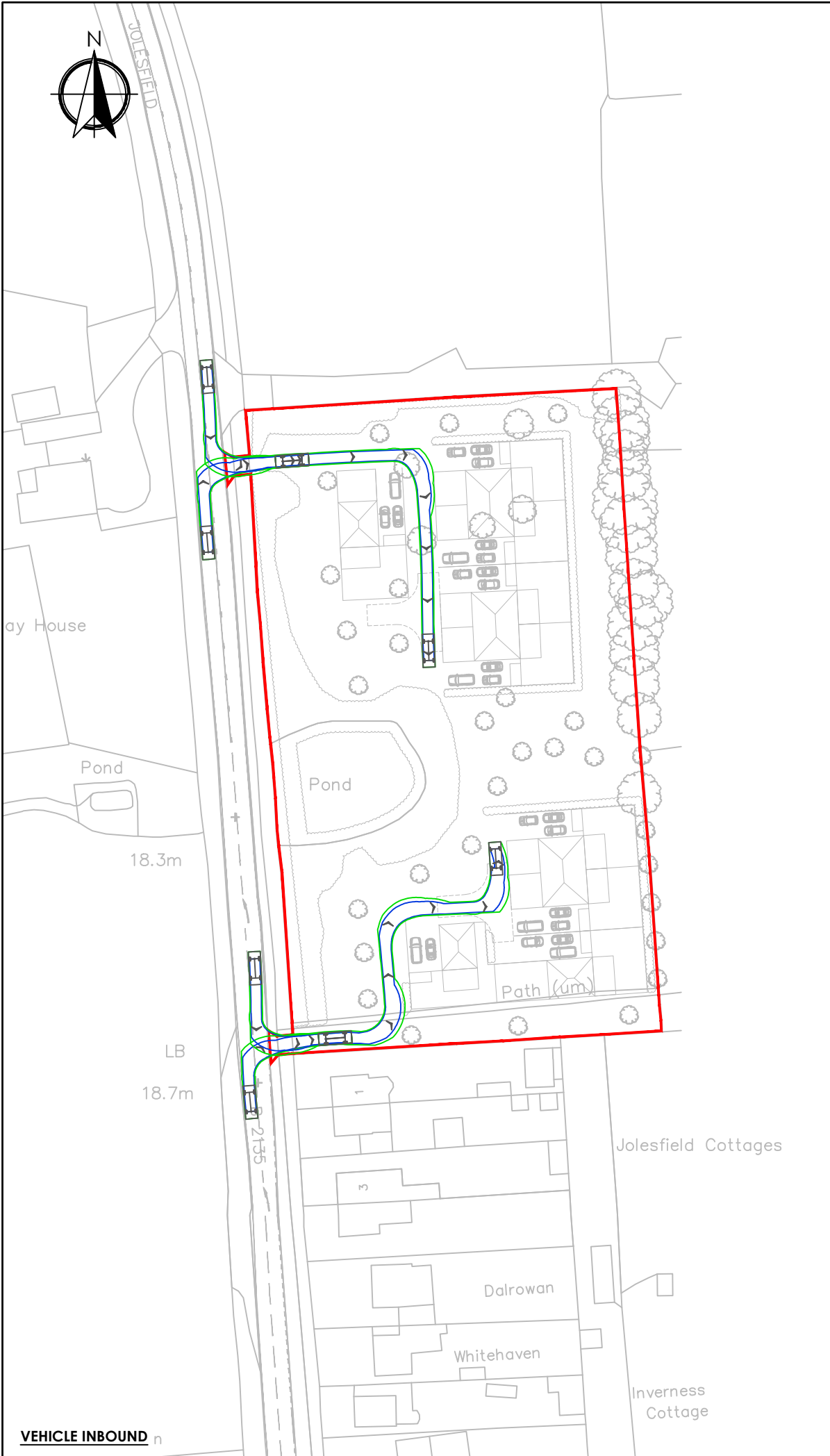
Land North of Jolesfield Cottages,
Jolesfield,
Partridge Green

Drawing Title:

Visibility Splays

Scale @ A3: 1:1000	Date: 24.06.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9469	Drawing No: JOL-RGP-XX-XX-DR-T-001	Revision: P01
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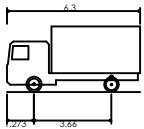


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Site boundary



Supermarket GOL Vehicle
Overall Length 6.300m
Overall Width 2.300m
Overall Body Height 3.097m
Min Body Ground Clearance 0.336m
Max track Width 1.990m
Lock to lock time 4.00s
Wall to Wall Turning Radius 7.000m

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INFORMATION

Client:

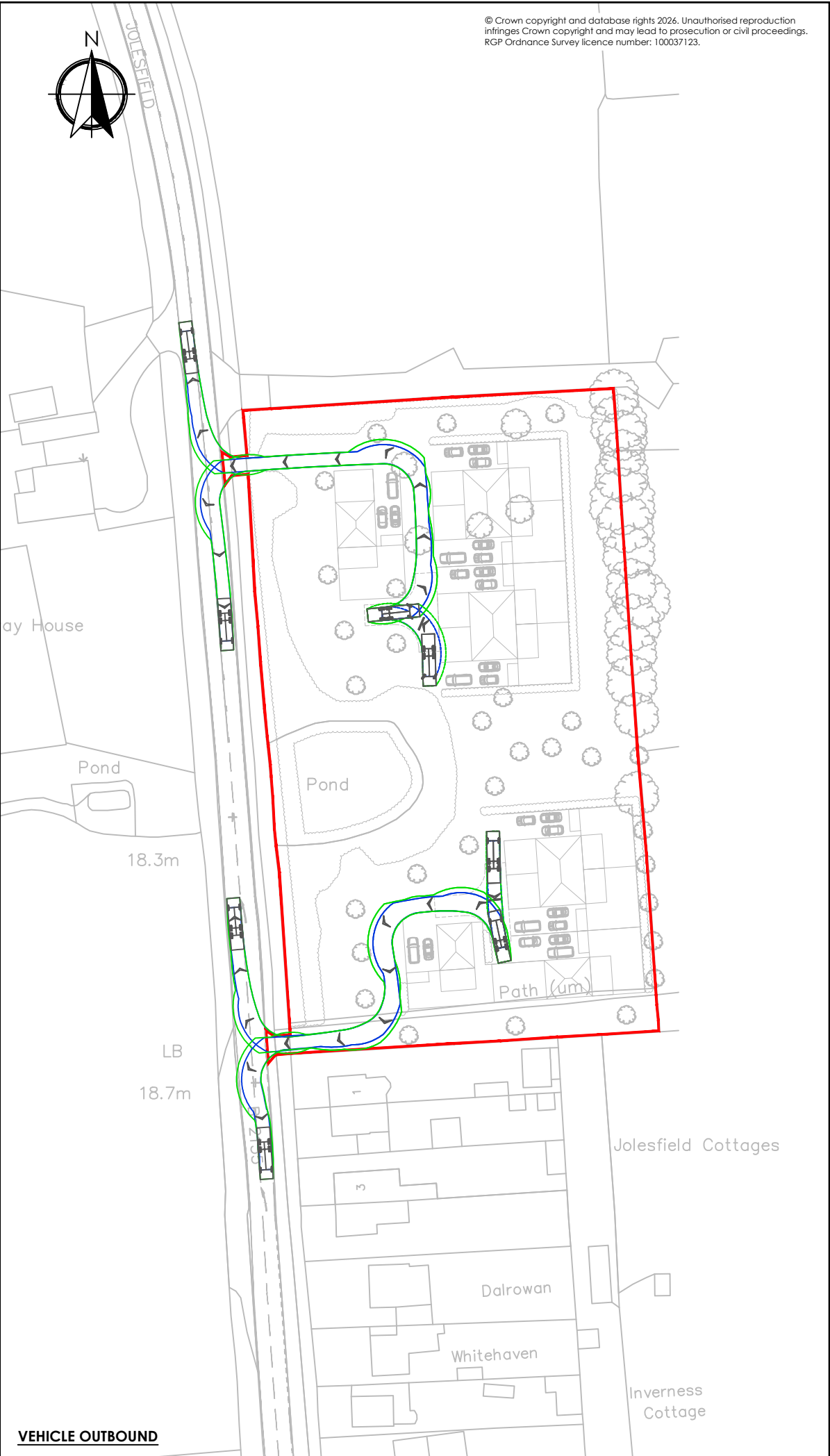
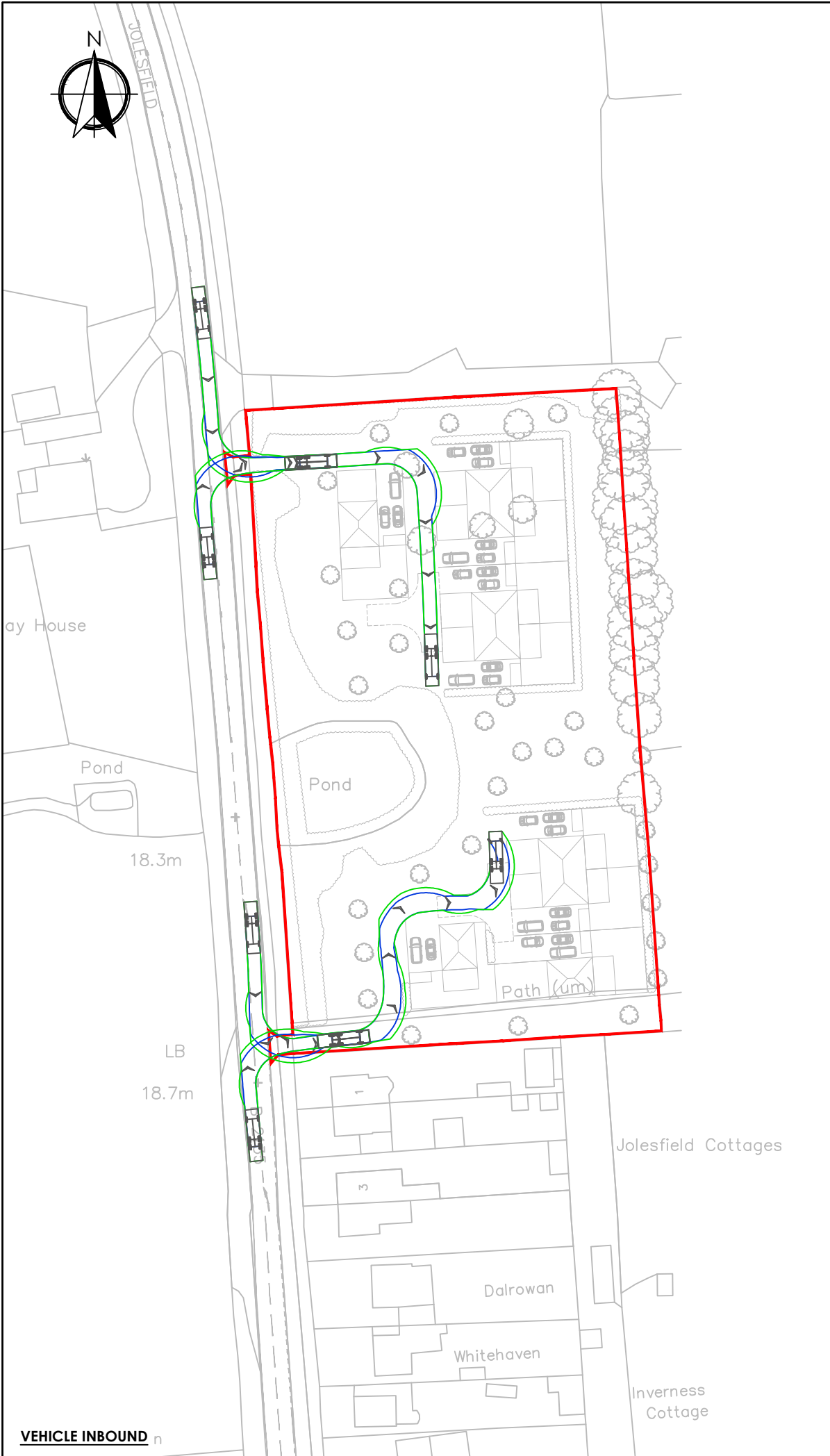
Project:
Land North of Jolesfield Cottages,
Jolesfield,
Partridge Green

Drawing Title:
Swept Path Analysis
- GOL Delivery Vehicle

Scale @ A3: 1:1000	Date: 24.06.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9469	Drawing No: JOL-RGP-XX-XX-DR-T-003	Revision: P01
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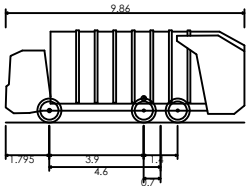




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Site boundary



Large Refuse Vehicle (3 axle)

Overall Length	9.86m
Overall Width	2.45m
Overall Body Height	3.81m
Min Body Ground Clearance	0.36m
Track Width	2.45m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Generic refuse vehicle - subject to
confirmation from local authority

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Status: INFORMATION

Client:

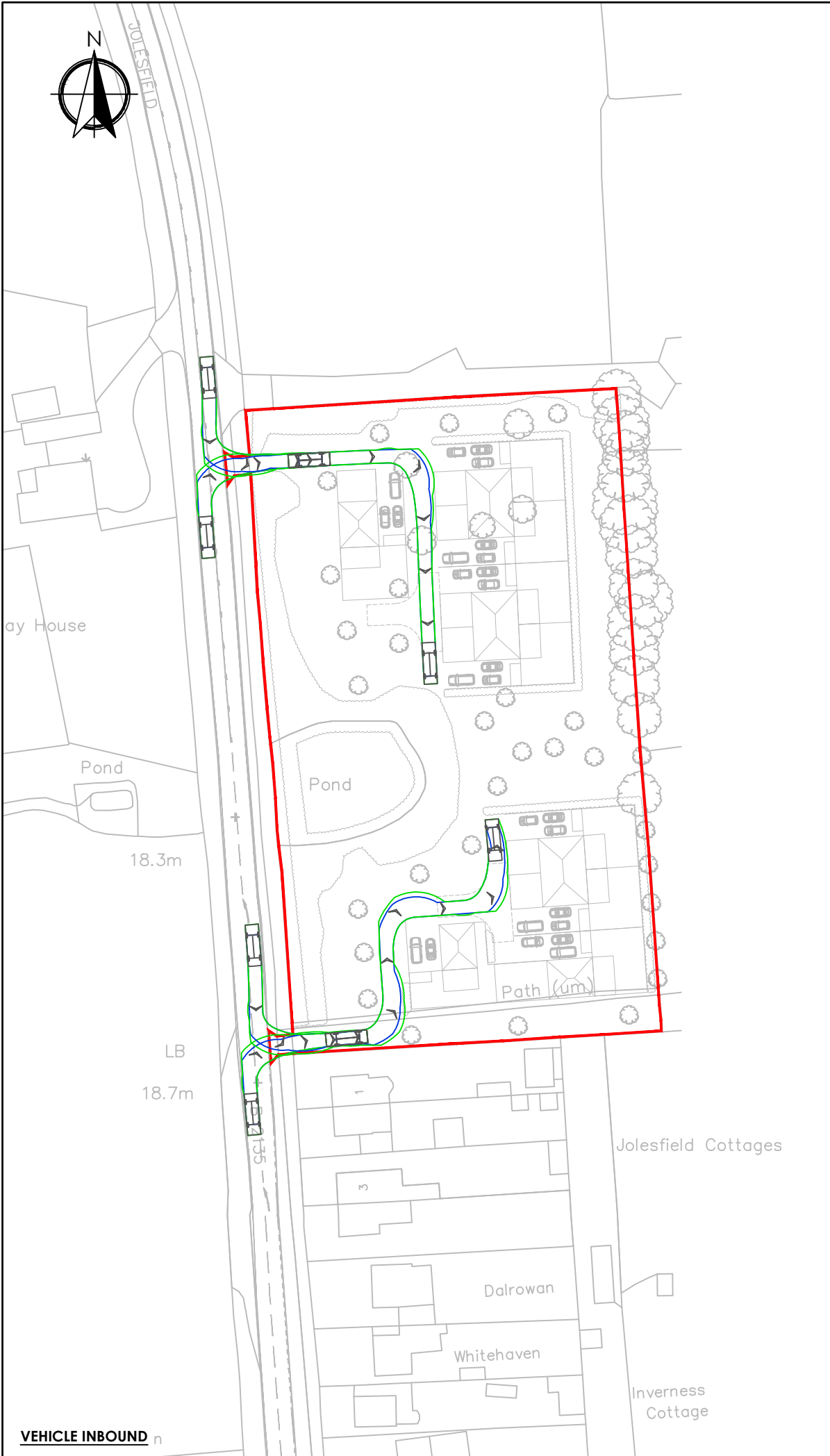
Project:
Land North of Jolesfield Cottages,
Jolesfield,
Partridge Green

Drawing Title:
Swept Path Analysis
- Refuse Vehicle

Scale @ A3: 1:1000	Date: 24.06.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9469	Drawing No: JOL-RGP-XX-XX-DR-T-004	Revision: P01
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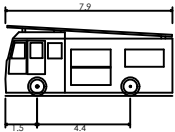


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Site boundary



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

P01	First issue	24.06.26	DH	BCC	BCC
Rev	Details	Date	By	Chkd	Appd

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Status:	INFORMATION
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Client:

Project:
Land North of Jolesfield Cottages,
Jolesfield,
Partridge Green

Drawing Title:
Swept Path Analysis
- Fire Tender

Scale @ A3: 1:1000	Date: 24.06.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9469	Drawing No: JOL-RGP-XX-XX-DR-T-005	Revision: P01
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APPENDIX A



Application Area

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Address

Land North Of 1 Jolesfield Cottages, Jolesfield, Partridge Green, Horsham RH13 8JT

Submission **CLIENT**

Scale @ A2 1:1250

Job No. 2510LA_R5

Drawn By MD

Checked By BK

Drawn On 21.01.2026

Issued On 21.01.2026

Status Existing

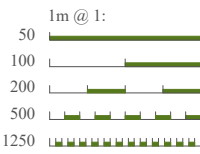
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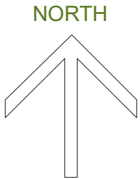
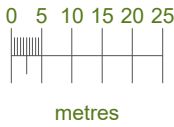
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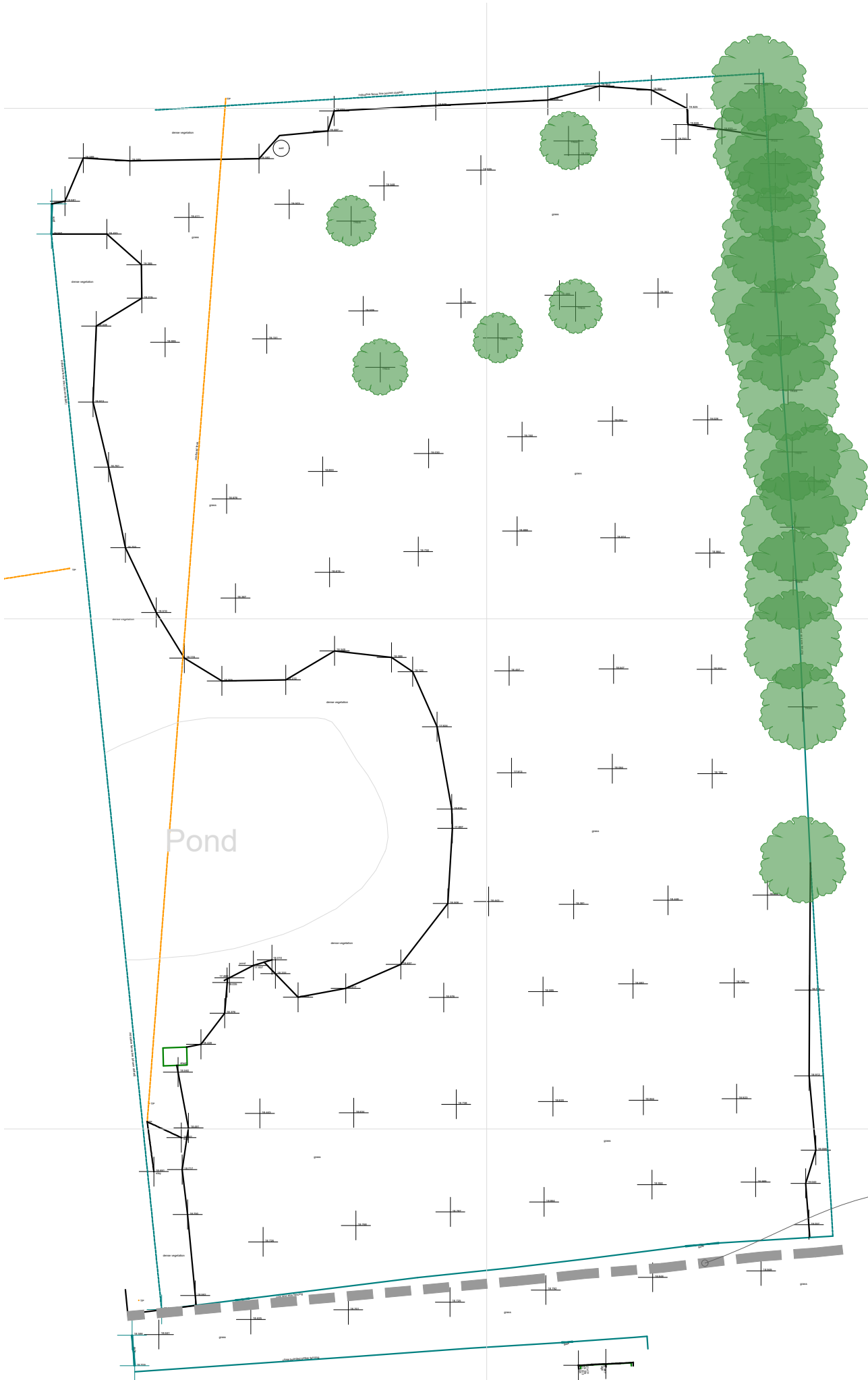


Indicative: 0.0°



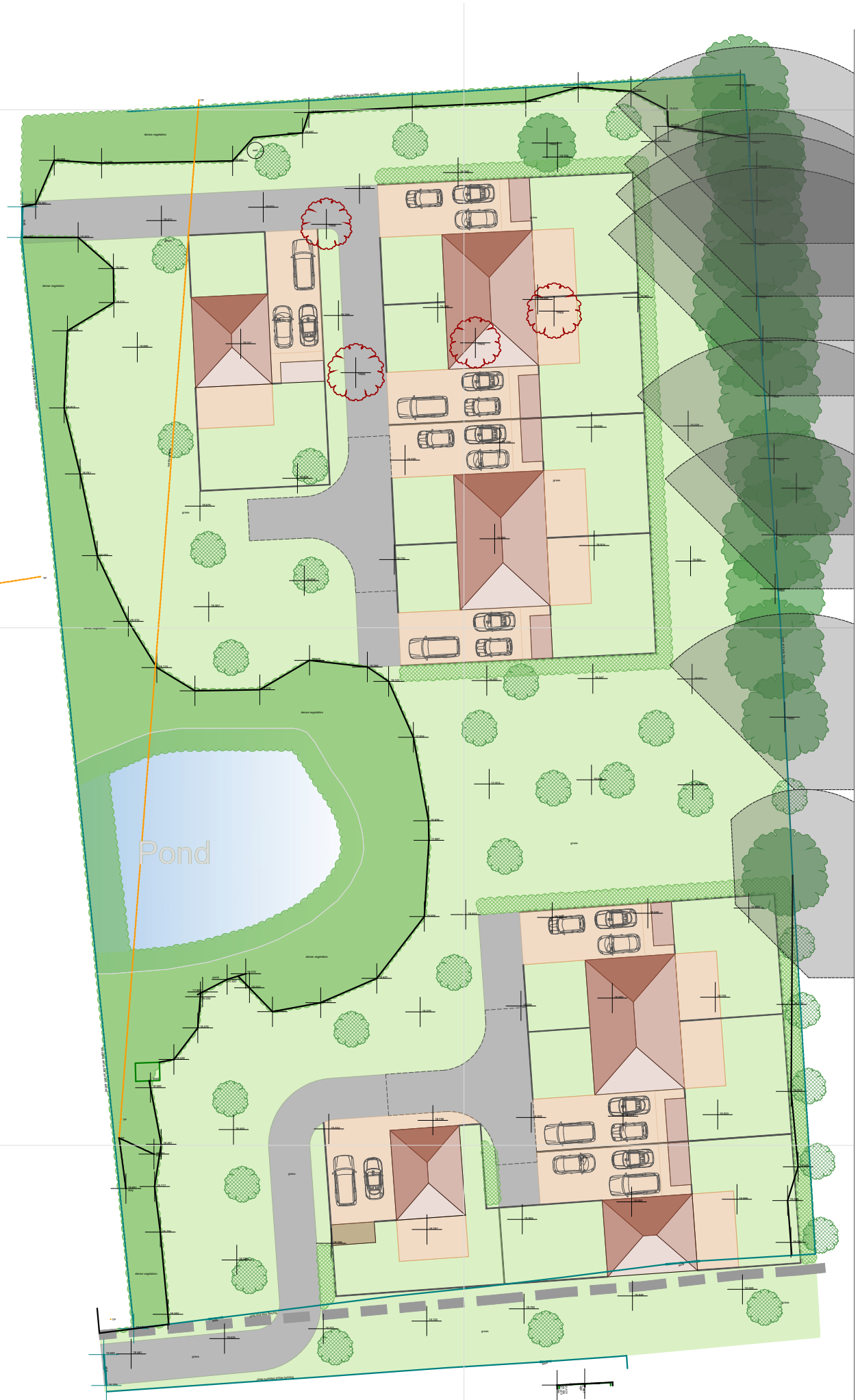
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Topo Survey
1:500 EXISTING

PROW



Block Plan
1:500 PROPOSED

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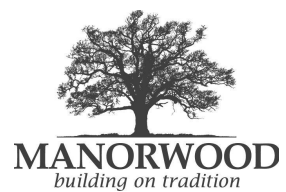
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Address

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Submission **CLIENT**

Scale @ A3 1:500

Job No. 2510LA_R5

Drawn By MD

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Drawn On 21.01.2026

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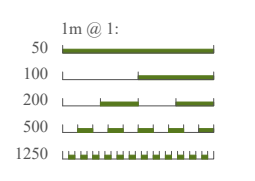
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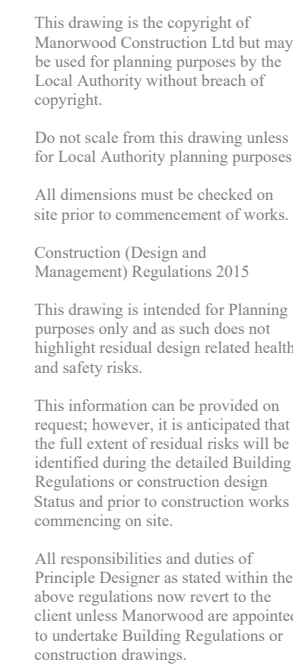
Drawing Site

Drawing No. 2510LA_R5_001



Indicative: 0.0°





Indicative: 0.0°

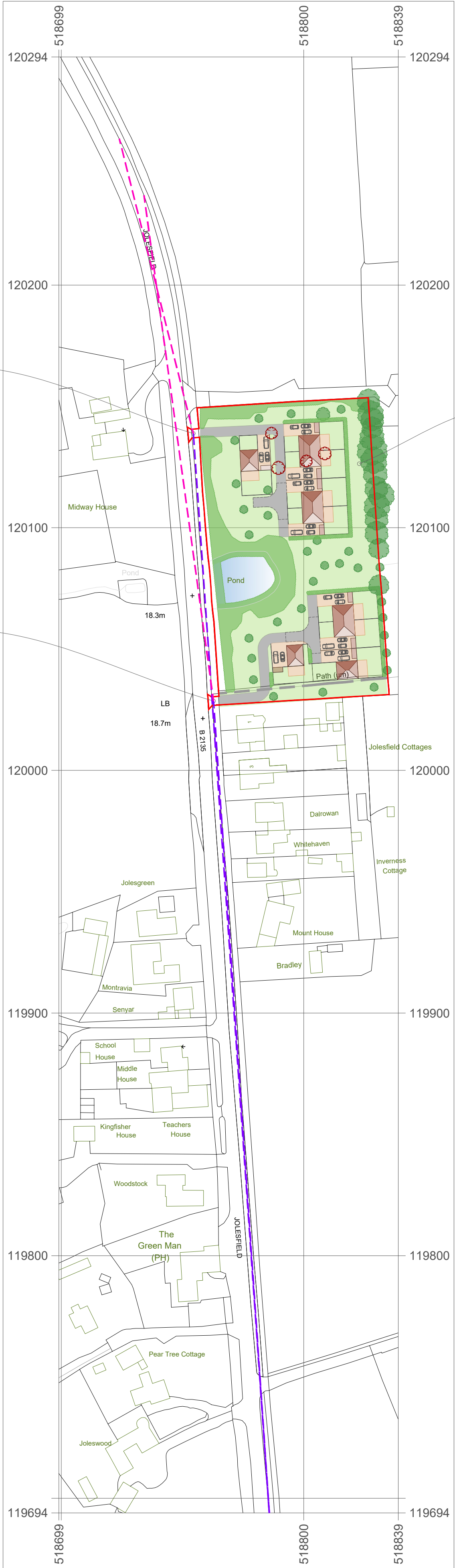
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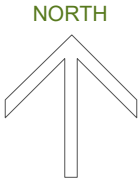
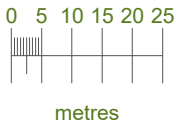
North entrance: North VS - ~125m
North entrance: South VS - ~445m
Set backs 2.4m from highway

South entrance: North VS - ~210m
South entrance: South VS - ~335m
Set backs 2.4m from highway

Application Area



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Address

Land North Of 1 Jolesfield
Cottages, Jolesfield, Partridge
Green, Horsham RH13 8JT

Submission **CLIENT**

Scale @ A2 1:1250

Job No. 2510LA_R5

Drawn By MD

Checked By BK

Drawn On 21.01.2026

Issued On 21.01.2026

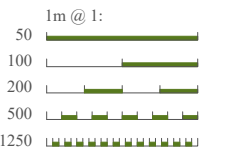
Status Existing

Drawing Location Plan

Drawing No. 2510LA_R5_003



Indicative: 0.0°



APPENDIX B



Jemma Frankland
Manorwood
Suite 114
26 The Hornet
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West Sussex
PO19 7BB

Application Number: DC/26/0262

TOWN & COUNTRY PLANNING ACT, 1990 (as amended)
TOWN & COUNTRY PLANNING (Development Management Procedure) (England) Order 2015

On behalf of: Jolesfield Development Ltd

In pursuance of their powers under the above-mentioned Act and Order, the Council hereby REFUSE to permit the works specified hereunder, that is to say:

Outline Application for the development of 9 new residential dwellings with all matters reserved except access.

Land North of Jolesfield Cottages, Jolesfield, Partridge Green, West Sussex

as shown on Plan and Application Number DC/26/0262 submitted to the Council on 16/02/2026. The reasons for the Council's decision to refuse to permit the above works are specified hereunder.

- 1 The development would be located beyond a defined built-up area on a site not allocated within the Development Plan, would be located on land defined as a Local Gap within the West Grinstead Neighbourhood Plan, and would not be essential to this countryside location. The development would therefore be contrary to the overarching spatial strategy and hierarchy approach of concentrating development within defined settlements and advocating a planned approach to settlement expansion, contrary to policies 1, 2, 4 and 26 of the Horsham District Planning Framework (2015) and Policy 1 of West Grinstead Neighbourhood Plan (2021). Notwithstanding the absence of a five-year land housing supply, and the provisions of the National Planning Policy Framework (2024) at paragraph 11(d), it is not considered that there are any material considerations in this instance which would outweigh harm arising from conflict with Local and Neighbourhood Plan policies in these regards.
- 2 It has not been demonstrated to the satisfaction of the Council that the proposal would not impact upon Hazel Dormouse, a European Protected Species, and therefore the proposal would be contrary to Policies 25 and 31 of the Horsham District Planning Framework (2015) as well as The Conservation of Habitats and Species Regulations 2017 (as amended) and the NERC Act 2006.
- 3 It has not been demonstrated to the satisfaction of the Council that the proposed access arrangements would not lead to an unacceptable impact upon highways safety, therefore the proposal is not compliant with Policy 40 of the Horsham District Planning Framework 2015 nor in line with Paragraph 116 of the NPPF (2024).

- 4 No s106 legal agreement has been completed to secure and monitor the proposed significant onsite Biodiversity Net Gain. Absent of the completed s106 legal agreement it has not been demonstrated that Biodiversity Net Gain is capable of being achieved and secured for 30 years as required by schedule 7A (Biodiversity Gain in England) of the Town and Country Planning Act 1990.

Schedule of plans/documents

Plan Type	Description	Drawing Number	Received Date
Supporting Statement	Ecology Supporting Letter	NONE	13.04.2026
Supporting Docs		NONE	13.04.2026
Supporting Statement	PLANNING STATEMENT	NONE	16.02.2026
Supporting Docs	BNG METRIC	NONE	16.02.2026
Location plan	EXISTING	2510LA_R5_000	16.02.2026
Block plan	EXISTING AND PROPOSED	2510LA_R5_001	16.02.2026
Block plan	PROPOSED	2510LA_R5_002	16.02.2026
Location plan	EXISTING	2510LA_R5_003	16.02.2026
Supporting Docs	LETTER FROM DAVID ARCHER ASSOCIATES	NONE	16.02.2026
Supporting Docs	TREE SURVEY SCHEDULE	NONE	16.02.2026
Supporting Docs		NONE	16.02.2026
Supporting Docs	BIODIVERSITY NET GAIN ASSESSMENT	NONE	16.02.2026
Plans	TREE PROTECTION PLAN	NONE	16.02.2026
Supporting Docs	FLOOD RISK ASSESSMENT AND SURFACE WATER DRAINAGE STRATEGY	NONE	16.02.2026

Community Infrastructure Levy (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. **This development constitutes CIL liable development.**

If you have not received a Liability Notice from the Council within 1 month of the decision date please contact the CIL Team at cil@horsham.gov.uk

CIL is a mandatory financial charge on development. In the case of outline applications the CIL charge will be calculated at the relevant reserved matters stage.

To avoid additional financial penalties, the requirements of CIL must be managed before development is commenced (including in the event of any successful appeal).

Payment must be made in accordance with the requirements of the CIL Demand Notice issued.

Note To Applicant

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.



Emma Parkes
Head of Development and Building Control

Date: 11/05/2026

ADDITIONAL INFORMATION

Right of Appeals

If you are aggrieved by the decision to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.

You must appeal within 12 weeks of the date of the decision notice for a householder application or 'minor commercial' (shop front) development, and within 6 months for other types of planning applications. There are different timescale – usually 28 days – if an enforcement notice is/has been served for the same (or very similar) land and development. Please note, only the applicant possesses the right of appeal.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are at <https://www.gov.uk/government/collections/casework-dealt-with-by-inquiries>.

APPENDIX C



DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/0262

Land North of Jolesfield Cottages, Jolesfield, Partridge Green, West Sussex, RH13 8JT,

DESCRIPTION:

Outline Application for the development of 9 new residential dwellings with all matters reserved except access.

RELEVANT PLANNING HISTORY:

None.

DESCRIPTION OF THE SITE

Land North of Jolesfield Cottages comprises a 0.9ha parcel of undeveloped land located to the north of the defined settlement boundary of Partridge Green, with the site considered a countryside location for planning purposes. The site can be accessed from the B2135 and is relatively flat in nature, enclosed on its eastern and western boundaries by existing vegetation. Parts of the site are situated within Flood Zone 2 and 3, and subject to an identified medium and high risk of surface water flooding, commensurate with a pond that sits centrally along the western boundary to the site.

The site is part of a Local Gap designated by West Grinstead Parish in their Neighbourhood Plan to prevent settlement coalescence of Partridge Green and Littleworth. The surrounds are predominantly rural in character, with some low-density residential development along the B2135 including Jolesfield Cottages immediately to the south of the proposal. There is an existing PRow (ref. 1839) to the south of the site, within the proposed development boundary. Jolesfield Common (playing fields) sit immediately to the east of the site. The Common and adjacent allotments are access via a short track along the application site's northern boundary. Grade II listed Midway House sits opposite the site to the west.

DESCRIPTION OF THE APPLICATION

The application seeks outline planning permission for nine residential dwellings with all matters reserved other than access. An indicative site layout shows five dwellings located in the northern part of the site and four dwellings in the southern part of the site. Access is proposed to be facilitated by two existing access points from Jolesfield (B2135) serving the northern and southern parts of the site respectively. The proposal seeks to retain the existing pond feature in the centre of the site and would not require changes to the PRow (ref. 1839).

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 4 - Strategic Policy: Settlement Expansion

Policy 16 - Strategic Policy: Meeting Local Housing Needs
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking

West Grinstead Neighbourhood Plan (2021):

Policy 1: Local Gap

Policy 4: Green Infrastructure: Existing Trees, Hedgerows, Habitats and Wildlife

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the most important policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). This includes, for applications involving the provision of housing, whether the Council can demonstrate a five year supply of deliverable housing sites (NPPF footnote 8).

The Council is currently unable to demonstrate a five year supply of deliverable housing sites, with the supply currently calculated as being 1.7 years. The presumption in favour of development within Paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the District (unless footnote 7 or Paragraph 14 applies to relevant applications), with Policies 2, 4, 15 and 26 now carrying only moderate weight in decision making.

All other policies within the HDPF as itemised above have been assessed against the NPPF and are considered to be consistent such that they continue to attract significant weight in decision making.

Horsham District Local Plan (2023-40) (Regulation 19):

Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 3: Settlement Expansion
Strategic Policy 6: Climate Change
Strategic Policy 7: Appropriate Energy Use
Strategic Policy 8: Sustainable Design and Construction
Strategic Policy 9: Water Neutrality
Strategic Policy 10: Flooding
Strategic Policy 11: Environmental Protection
Strategic Policy 12: Air Quality
Strategic Policy 13: The Natural Environment and Landscape Character
Strategic Policy 14: Countryside Protection
Strategic Policy 15: Settlement Coalescence
Strategic Policy 17: Green Infrastructure and Biodiversity
Strategic Policy 19: Development Quality
Strategic Policy 20: Development Principles
Policy 21: Heritage Assets and Managing Change within the Historic Environment
Strategic Policy 23: Infrastructure Provision
Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 38: Meeting Local Housing Needs

Policy 39: Affordable Housing
Policy 40: Improving Housing Standards in the District

Supplementary Planning Guidance:

Planning Obligations and Affordable Housing SPD (2017)
Community Infrastructure Levy (CIL) Charging Schedule (2017)

Planning Advice Notes:

Shaping Development in Horsham (SDPAN)
Biodiversity and Green Infrastructure

REPRESENTATIONS AND CONSULTATIONS RESPONSES

Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

INTERNAL CONSULTATIONS

HDC Arboricultural officer: Advice

The positioning of the dwellings is acceptable from an arboricultural perspective. In order to make an informed assessment of the development proposed at the site please seek confirmation on how and where any underground services such as fresh and foul water would be integrated into the scheme.

HDC Conservation: Comment

I agree with the conclusion reached at section 7 of the heritage statement, that there is potential for less than substantial harm to the setting of the listed building, Medway House. The harm would be at the lowest end of that scale. I do not disagree that mitigating this harm is possible but am reluctant to support the application. Please determine the application as directed by paragraph 215 of the NPPF and if you are satisfied this is a sustainable location for residential development.

HDC Drainage Engineer: Further Information Required

An indicative foul water drainage strategy including identified means of foul discharge should be provided prior to granting Outline planning permission.

OUTSIDE AGENCIES

Ecology Consultant:

Response 1: Further Information Required

We request clarification as to whether any hedgerow or scrub will be removed and, if so, whether these habitats have been assessed for the presence of Hazel Dormouse, a European Protected Species.

Response 2: Further Information Required

We note that a small area of mixed scrub will be removed and a non-licensed Precautionary Method Statement for Hazel Dormouse will be required. The outline details of this are required prior to determination in line with paragraph 99 of the ODPM Circular 06/2005. Furthermore, if a EPSL is required for this application, appropriate measures for the provision of the licence must be outlined prior to determination to allow certainty to the LPA that a licence will likely be granted.

Southern Water: Insufficient Information Provided

Construction of the development should not commence until details of the proposed means of foul water drainage disposal have been submitted to and approved in writing by the Local Planning Authority, in consultation with Southern Water.

WSCC Highways: Further Information Required

WSSC Highways would require a 7-day automatic speed survey carried out in the location of both proposed access points and scaled drawings detailing the separate access points and showing the required visibility in line with the 85th percentile recorded speeds. The applicant should provide a suitable crossing point with dropped kerbs and tactile paving on both sides of the B2135 at the point of the bus stop outside The Green Man public house. It is also questioned whether the site could be served by a singular access point onto the B1235 away from the other two access points.

WSSC Rights of Way: No Objection

Response 1: Further Information Required

Further information is required to clarify how Public Footpath 1839 will be accommodated, protected, and maintained during and following the proposed development.

Response 2: No Objection

I am satisfied with the applicant's response, which confirms that the PRoW is acknowledged and that they are committed to ensuring it is always protected and remains available, unless a temporary closure is formally applied for.

Nature Space: No Objection Subject to Conditions

The applicant has now been sent their NatureSpace documentation. Should you be minded approving the planning application there are mandatory conditions and informatives within the Report that must be used *in verbatim* on the decision notice.

PUBLIC CONSULTATIONS:

Representations:

13 letters of Objection have been received from 12 addresses, objecting to the application on the following grounds:

- Land is part of the Local Gap allocated in WGNP.
- Highways safety concerns.
- Flood risk and drainage issues.
- Site supports a lot of biodiversity.
- Within the curtilage of a Grade II Listed Building.
- Would have an urbanising effect and set precedent for other applications.
- Views across the site and surrounding fields would be lost.
- Footpath would become less rural.
- Site is located in a designated green space.
- Application is opportunistic.
- Development should be steered to more sustainable settlements.

No letters of support have been received. One contributor made comments neither objecting nor supporting the application, citing concerns over shared access being compromised by the development.

Parish Comments:

West Grinstead Parish Council: Strong Objection

WGPC strongly oppose this application on the following grounds:

- The site is within the local gap, not adjacent to the BUAB.
- The area is prone to flooding with surface water.
- Inadequate sewage infrastructure.
- Access is on an unsafe bend with high traffic speeds.
- Site is rich in wildlife.
- There is a local heritage asset opposite the site.
- Site does not conform with the WG Neighbourhood Plan
- There are currently several developments in the pipeline in the area.

- There are not enough services to support the development.

If HDC are minded approving then S106 monies should be provided for drainage infrastructure at the lowest point of the roadway, a reduction in speed and signage to assist this, a footpath to the playing fields, a cycle way to the village sports ground, improvement to wildlife corridors and habitats and improvement to the sewerage network.

Member Comments:

None received

HUMAN RIGHTS AND EQUALITY:

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

The main considerations material to this application relate to:

- The principle of development
- Arboriculture
- Heritage
- Residential Amenity
- Highways
- Ecology

Principle of Development:

Horsham District Planning Framework (HDPF, 2015) Policies 2, 3 and 4 collectively seek to ensure that development is appropriately sited to retain the district's distinctive settlement pattern and rural landscape character. Policy 3 designates a series of built-up area boundaries (BUAB) where development is acceptable in principle, with development on land outside of these boundaries more strictly controlled. The proposal is located outside of a defined BUAB meaning that Policy 4, which outlines the circumstances where development outside of a BUAB will be supported, is relevant.

The proposal does not meet the criteria for Policy 4 as the site is not allocated in a Local or Neighbourhood Plan and the red line boundary does not adjoin an existing settlement edge. There are some allowances made for a certain level of development in the countryside under Policy 26 of the HDPF, for example if it supports rural enterprise, however this proposal does not meet any of the criteria stated and is therefore not compliant with Policy 26.

Also relevant to this application is Policy 1 of West Grinstead's Neighbourhood Plan (WGNP) which designates a Local Gap between the existing settlements of Partridge Green, Jolesfield, Littleworth and the land centred around Jolesfield Common to ensure the openness and rural character between these settlements is retained. The proposed development is located within this Local Gap and therefore would only be deemed acceptable under Policy 1 if it meets the following stated criteria:

- It does not result in an unacceptable reduction in the openness and break between settlements;
- It contributes to the conservation and enhancement of the landscape character; and
- It safeguards residential amenity of neighbouring properties.

With regard to the first point, the applicant has stated that the site does not contribute visually to the openness of the Local Gap when viewed from the roadside and surroundings due to it being well

contained by hedgerows and trees, as well as being adjacent to existing houses to the south. Whilst it is accepted that there is an existing line of vegetation along the western boundary as well as a dense tree belt to the east, views from the PRoW (ref. 1839) to the north and from Mill Lane to the south remain open. It is therefore considered that the addition of 9 dwellings in this location would result in a reduction in this openness, as well as a change in landscape character from inherently rural to more urbanised.

Furthermore, though it is acknowledged that built development exists to the south of the site, the proposed development does not follow the existing settlement pattern and instead proposes two cul-de-sacs set back at a greater distance from the road, with built development concentrated on the eastern side of the site. This layout would result in a greater portion of the Local Gap being impacted and increased visibility of the proposal, particularly when viewed from the south. It is therefore concluded that the proposal does not meet criterion 1 or 2 of WGNP Policy 1.

Considering the above, the proposal directly conflicts with the overarching hierarchy and locational strategy of the development plan and therefore a principle for development has failed to be established. Whether this conflict with Policies 2, 4 and 26 of the HDPF and Policy 1 of the WGNP is outweighed by other material considerations is discussed in the Planning Balance at the end of this report.

Housing Mix and Affordable Housing:

Policy 16 of the HDPF (2015) seeks to achieve a mix of housing sizes, types and tenures in order to meet the district's housing needs as identified in the Strategic Housing Market Assessment (SHMA) and create sustainable, balanced communities. The policy also sets out requirements for affordable housing, although it is recognised in the Shaping Development in Horsham District PAN that this is no longer in line with national policy. It has since been confirmed that developments of less than 10 dwellings are not required to provide affordable housing; therefore, this is not discussed further in this report.

When considering the housing need as set out in the Northern West Sussex Strategic Housing Market Assessment (2019), this proposal should aim to achieve the following mix as far as practicable:

- 1-bed (5%) = 0.45 dwellings
- 2-bed (30%) = 2.7 dwellings
- 3-bed (40%) = 3.6 dwellings
- 4+ bed (25) = 2.25 dwellings

The indicative housing mix proposed by the applicant comprises 7 x 3-bed dwellings and 2 x 4-bed dwellings, resulting in solely large family homes being provided. While it is recognised that the application is at outline stage and therefore the housing mix is not fixed, the applicant should demonstrate that they have tried to meet the required housing mix as closely as possible. It is therefore recommended that, should the application be permitted, further consideration of housing mix is made at reserved matters stage.

Indicative Layout

Matters relating to appearance, landscaping, layout and scale have been reserved for later consideration. However, the applicant has provided an indicative layout plan (drawing no. 2510LA_R5_002) which sets out how nine homes could be accommodated on the site. No parameter plans have been provided for consideration.

Policy 32 of the HDPF (2015) states that good design is a key element in sustainable development and seeks to ensure that development promotes a high standard of urban design, architecture and landscape. Policy 33 states that development proposals should make efficient use of land, integrate effectively with the character of the surrounding area, use high quality and appropriate materials, retain landscaping where feasible (mitigating loss where necessary) and ensure no conflict with the character of the surrounding town or landscape.

The submitted indicative layout proposes the creation of what would effectively be two separate cul-de-sacs set back from the B2135, with five dwellings to the north and four to the south of the site. As currently shown, there is no internal road or pathways linking the two which results in a fragmented design that could feel incoherent to residents. Whilst it is appreciated that this layout has been informed by the flood risk issues at the site, it is queried whether a more joined up development could be achieved.

Arboriculture:

Policy 33 of the HDPF (2015) sets a presumption in favour of the retention of existing landscape and natural features including trees, while Policy 26 sets the expectation that development is appropriate to its respective setting and maintains the pattern of woodlands, hedgerows and trees. An initial evaluation of the site has found no areas of ancient woodland in close proximity; no tree preservation orders and no ancient trees.

The applicant has submitted both a Tree Survey Schedule and a Tree Protection Plan, the latter of which shows that one semi-mature Goat Willow (Category C) is to be removed as part of the proposal. The Council's Arboricultural Officer has reviewed the proposal and advised that the indicative siting of the dwellings is acceptable from an arboricultural perspective however, further information in relation to underground services would be required to make an informed assessment. As the proposal is at outline stage, it is considered acceptable for this to be provided at reserved matters stage.

Heritage:

Policy 34 of the HDPF states that the Council will sustain and enhance its historic environment through positive management of development affecting heritage assets, stating that development will only be permitted if the proposal would preserve or enhance those heritage assets.

The site is in close proximity to Medway House, a Grade II listed building located on the opposite side of Church Road (B2135). The applicant has submitted a Heritage Statement on the recommendation of the Council's Conservation Officer, which evaluates the impact of the proposal on Medway House and sets out any mitigation measures required. This statement concludes that the proposal would lead to a minor level of harm to the significance of Medway House, which correlates to 'less than substantial' harm in NPPF terms.

The Council's Conservation Officer has reviewed the Heritage Statement and agrees with the conclusions drawn, however is reluctant to support the application. They have therefore recommended that Officers determine the application in line with paragraph 215 of the NPPF, which states:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

This will be considered as part of the planning balance within the conclusion section of this report.

Residential Amenity:

Policy 33(2) of the HDPF (2015) requires development to ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land through loss of privacy, outlook, light, noise, or general disturbance. Similarly, Paragraph 198 of the NPPF requires development to be appropriate for its location and avoid impacts upon living conditions.

Neighbouring Amenity

The closest neighbouring dwelling (1 Jolesfield Cottages) is located immediately adjacent to the southern access point and is the first in a row of semi-detached dwellings heading towards Partridge Green. The proposed development indicatively consists of two areas of built development, with four dwellings proposed in the southern part of the site. The distance between the existing and proposed dwellings is such that there is unlikely to be a significant loss of outlook or light, and the orientation of the proposed dwellings is considered sufficient to prevent concerns around loss of privacy.

Amenity of Future Occupiers

The proposal as shown on drawing no. 2510LA_R5 accommodates nine dwellings across the site in two separate cul-de-sac areas. The siting and orientation of the dwellings is such that no concerns are raised around the amenity of future occupiers at this stage of planning with regard to loss of privacy, light and outlook and the relationship between the dwellings is considered to be typical of this type of development.

Construction Impacts

It is acknowledged that there may be temporary impacts relating to noise and/or general disturbance as a result of construction activity at the site. It is however considered that this can be appropriately managed via condition and will not lead to an unacceptable impact upon residential amenity.

Conclusion

Further information will be submitted at reserved matters stage (i.e. floor plans, elevations etc.) to enable a more complete assessment of residential amenity, however it is the opinion of Officers that there is sufficient space on site to accommodate the proposed number of dwellings without compromising the amenity of either existing neighbouring or future occupants. The proposal is therefore considered to conform with Policy 33 of the HDPF (2015).

Highways Impacts:

Policies 39 and 41 of the HDPF seek to ensure that both sufficient capacity in the existing infrastructure exists prior to the release of land for development and that adequate parking facilities are provided to meet the needs of anticipated users. In addition, paragraph 116 of the NPPF (2024) outlines how development that would result in an unacceptable impact upon highways safety should be refused. It is the intention of the applicant to utilise the two existing gated access points on the B2135 (Jolesfield) and is important to note that the speed limit changes midway between the two access points from 40mph to national speed limit (60mph).

WSCC Highways have been consulted on the proposal and advised that further information is required to ensure a robust assessment of highway safety matters. Though the applicant has provided visibility displays (drawing no. 2510LA_R5) for the access points, the Local Highways Authority (LHA) deem it necessary for 7-day automatic speed surveys to be carried out at both access points to inform these, as vehicles in this area will be accelerating and decelerating relative to the speed limit change. In addition, the LHA has raised concerns around how the proposed accesses will coexist with other uses (i.e. PRow, neighbouring access, allotment access) and suggested that a new singular access point would be preferable.

With regard to parking provision, the submitted Planning Statement confirms that two parking spaces would be provided per dwelling as well as an EV charging point and storage space for two bicycles. Going by the dwelling sizes specified on drawing no. 2510LA_R5_002 and the WSCC Parking Demand Calculator, this would be an undersupply of parking (18 spaces compared to the required 22), though it is noted that the same drawing shows space for three cars at 8 of the proposed dwellings. Should the application be permitted, it is recommended that further consideration is made of the required parking provision in line with the final housing mix at reserved matters stage.

Regarding other means of transport, the applicant has stated that the proposals' location means that a range of services are accessible by public transport, walking and cycling although it is highlighted by

the LHA that the existing PRoW (ref. 1839) may not be suitable for all residents as it is currently unsurfaced and unlit. In addition, they have flagged the need for a suitable crossing point with dropped kerbs and tactile paving on both sides of the B2135 near to the bus stop outside The Green Man public house, to ensure safe access. It is noted that there is a footway outside the site that leads south into Partridge Green and its various facilities. These are some 0.7 miles, a 16-minute walk according to Google maps, and not lit for the full length. This footpath will allow for walking and cycling to Partridge Green for part of the year.

Due to the existence of PRoW 1839 on site, WSCC PRoW team have been consulted on the application. Initially, further information was requested clarifying how the PRoW would be accommodated, protected and maintained both during and following the proposed development. The applicant provided additional information confirming that the footpath would be sensitively integrated into the layout and that access will be maintained at all times, unless a temporary diversion is applied for. WSCC PRoW have confirmed that they are satisfied with the information provided and have no objection at this stage.

To conclude, though it is acknowledged that some of the information requested by the LHA can be provided at Reserved Matters stage, insufficient information has been provided to ensure that the proposed access points would not lead to an unacceptable impact upon highways safety meaning the proposal is therefore not in line with paragraph 116 of the NPPF nor Policy 40 of the HDPF.

Ecology:

Policy 25 of the HDPF (2015) seeks to protect existing biodiversity and green infrastructure in the District by ensuring no net loss, while Policy 31 looks to encourage the provision and enhancement of new habitats as well as outlining requirements for areas of particular importance (SPAs, SACs, SSSIs etc.). This is in line with paragraphs 187-188 of the NPPF (2024).

An initial evaluation of the site shows that it is not statutorily designated, with the nearest designation being Chanctonbury Hill Site of Special Scientific Interest (SSSI) located approx. 8km to the southwest of the site. The site is also not located within the identified conservation area for any of the Sussex Bat Special Areas of Conservation, therefore no HRA screening assessment for these designations is required. The site is however located within the red impact risk zone for Great Crested Newt (GCN), where there is a high risk of GCN being present.

The applicant has submitted a Preliminary Ecological Appraisal (PEA- December 2025) based upon a site walkover undertaken in October 2025, which found an array of habitats on site. Biological records highlighted several protected species and features outside of the development footprint were identified to be suitable for roosting and foraging bats. As the identified features are to be retained, it was concluded that no further bat surveys were required. The PEA put forward several mitigation measures, including:

- Vegetation clearance to be undertaken outside of bird nesting season, unless preceded by an ecologist's check.
- Buffer zones of 10m to woodland and 5m to hedgerows and scrub.
- Lighting to comply with BCT (2023) guidance.

The Council's Ecological Consultant has reviewed the submitted information and requested that clarification be provided as to whether any hedgerow or scrub will be removed as part of the proposal and whether these have been assessed for the presence of Hazel Dormouse, a European Protected Species. The applicant responded confirming that a small area of mixed scrub is to be cleared but that a Method of Works would be prepared which they consider to be an appropriate response. This view was not shared by the Council's Ecological Consultant who advised in their second response that the outline details of the Method of Works should be provided prior to determination to ensure impacts upon protected species can be mitigated, and to rule out the requirement for a European Protected Species Mitigation Licence.

At the time of this second response, there remained outstanding reasons for refusal and therefore it was considered unnecessary to request that the applicant submit the required information. It is therefore concluded that the proposal is not compliant with Policies 25 or 31 of the HDPF, nor would it be in line with the requirements of The Conservation of Habitats and Species Regulations 2017 (as amended) or the NERC Act 2006.

GCN

Given the risk of impact from the development upon GCN, the applicant has applied for District Level Licence documentation to ensure impacts are satisfactorily mitigated. NatureSpace has been consulted on the proposal and confirmed that the documentation has been issued. Subject to the mandatory conditions and informative(s) being added to the decision, they are content that an impact can be ruled out.

Water Neutrality:

A 2021 Position Statement from Natural England identified that it could not be concluded with the required degree of certainty that new development in the Sussex North Water Supply Zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites. As a consequence, and to comply with the legal duties set out in the Conservation of Habitats and Species Regulations 2017 (known as the Habitat Regulations), all new development since has been required to demonstrate water neutrality.

On 31st October 2025 Natural England formally withdrew the 2021 Position Statement, citing a package of measures that they were satisfied would safeguard the Arun Valley sites. Principal amongst these measures is a reduction in the Southern Water abstraction licence 'by March 2026'. However, given the licence change has not yet taken place Horsham District Council, as competent authority under the Habitats Regulations, cannot yet be certain that new development will not result in adverse impacts on the Arun Valley sites.

To ensure development can come forward as water neutral in the meantime, the Council has agreed with Natural England to use the significant water savings made by Southern Water in 2024/25 through their programme of leakage reduction (amongst other measures). This has generated some 3,240,000 litres per day of water savings that can now be attributed to new development without increasing water abstraction in the Arun Valley beyond baseline. These savings were previously to be used to launch the Sussex North Water Certification Scheme (SNWCS), however following the withdrawal statement SNWCS will no longer be launching. Natural England standing advice dated 10 November 2025 raises no objection to using these savings to enable development to come forward. The standing advice clarifies that it functions as Natural England's formal response pursuant to Regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 to all relevant planning applications which seek to achieve water neutrality using the above Southern Water savings.

Officers have undertaken an Appropriate Assessment which demonstrates that the anticipated increase in mains water consumption from this development, alongside all other development granted since the 31st October 2025, will not exceed 3,240,000 litres per day.

Accordingly, Officers consider that the proposed development will not have an Adverse Effect on the Integrity of the Arun Valley Site, either alone or in combination with other plan and projects, thereby complying with Regulations 63 and 70 of the Conservation of Habitats and Species Regulations 2017, HDPF Policy 31, and paragraph 193 of the NPPF.

Drainage and Flood Risk:

Policy 38 of the HDPF states that development should follow a sequential approach to flood risk management, giving priority to development with the lowest risk of flooding and making required development safe without increasing flooding elsewhere. Development proposed will: take a sequential approach to ensure most vulnerable uses are placed in the lowest risk areas; avoid the functional

floodplain except for water-compatible uses and essential infrastructure; only be acceptable in Flood Zone 2 and 3 following completion of a sequential test and exceptions test if necessary; and require a site-specific Flood Risk Assessment for all development over 1 hectare in Flood Zone 1 and all proposals in Flood Zone 2 and 3.

Paragraph 170 of the NPPF discourages inappropriate development in areas at risk of flooding by directing development away from the areas at highest risk. Paragraphs 173 and 174 of the NPPF state that a sequential risk-based approach should be taken to individual applications, with the aim of this being to steer new development to areas with the lowest risk of flooding, whilst Paragraph 173 states that a sequential risk-based approach should be taken to individual applications in areas known to be at risk now or in future from any form of flooding.

The majority of the application site lies within Flood Zone 1, which is land defined by the Planning Practice Guidance for the NPPF for Flood Risk and Coastal Change as having a low probability of flooding. However, the central part of the application site surrounding the pond is listed on maps held by the Environmental Agency as Flood Zone 2/3 and is also subject to medium and high-risk of surface water flooding. As such the development may be at direct risk of flooding and may increase the risk of flooding elsewhere.

The applicant has submitted a Flood Risk Assessment (January 2025) which highlights that the proposed residential dwellings and access points are located on land identified to be wholly within Flood Zone 1 and outside of the areas of surface water flood risk. As such, paragraph 175 of the NPPF applies, which states that the sequential test does not need to be used in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary would be located on an area at risk of flooding both now and in the future.

A Surface Water Drainage Strategy has been incorporated into the Flood Risk Assessment (January 2025) which proposes a drainage arrangement of swales, attenuation tanks and permeable paving to manage surface water flows at the site before they are discharged to the existing pond or ditch/watercourse within the site boundary. It is concluded in this strategy that sufficient treatment is provided to mitigate against potential surface water flood risk associated with new access roads, driveways and dwellings.

The Council's Drainage Officer has been consulted on the application and has not raised any concerns with regard to flood risk, though they have recommended that an indicative foul water drainage strategy be provided prior to the granting of Outline permission. This can be secured by condition, alongside a detailed surface water drainage strategy that reflects the final scheme layout.

Other Matters:

Climate Change:

Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Dedicated refuse and recycling storage capacity
- Opportunities for biodiversity gain
- Cycle parking facilities
- 9 electric vehicle charging points

In addition to these measures, conditions are attached to secure the following:

- Water consumption limited to 110litres per person per day
- Requirement to provide full fibre broadband site connectivity
- Biodiversity mitigation and enhancement

Subject to these conditions the application will suitably reduce the impact of the development on climate change in accordance with local and national policy.

Biodiversity Net Gain (BNG):

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) mandates that every development must achieve at least a 10% Biodiversity Net Gain (BNG) (unless the development qualifies as exempt under the Biodiversity Gain Requirements (Exemptions) Regulations 2024) and that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the condition that development must not be begun unless a Biodiversity Gain Plan has been submitted to the planning authority and the planning authority has approved the Plan.

The Biodiversity Gain Plan must show how the development will achieve the required minimum 10% BNG using the statutory biodiversity metric tool and must demonstrate how the habitats will be managed and maintained for 30 years, starting from the date the development is completed. Off-site gains (on unregistered sites) and significant on-site enhancements will be secured over this period by way of a Legal Agreement.

The Applicant has submitted a Biodiversity Metric which demonstrates a 10.04 % net gain is achievable by way of significant onsite biodiversity gains. As the predicted gains are significant, a legal agreement will be required to secure the maintenance and monitoring of the biodiversity gains for the required 30 years. Given that there are outstanding reasons for refusal, a legal agreement **has not** been completed at this time.

Conclusions and Planning Balance:

It has been acknowledged elsewhere in this report that the proposal would lead to less than substantial harm to the Grade II listed Medway House and therefore the harm should be weighed against the public benefits of the proposal (NPPF paragraph 215). The proposal will provide 9 dwellings in an area that cannot currently demonstrate a full 5-year housing land supply, constituting a notable public benefit. Given the impact upon Medway House is deemed to be at the lowest end of the 'less than substantial' scale, it is considered that the public benefit of 9 additional homes (and associated economic benefits) outweighs the limited harm to the designated heritage asset.

As mentioned, the Council is unable to demonstrate a full 5-year housing land supply, and the NPPF Paragraph 11d presumption in favour of 'tilted balance' is therefore engaged. This balance requires permission to be granted, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. As heritage impacts and flood risks have been considered acceptable, there are no footnote 7 matters that otherwise provide a strong reason for refusal.

In addition, despite being less than five years old West Grinstead's Neighbourhood Plan does not contain allocations to meet the indicative housing requirement given by HDC (110 dwellings). Therefore, paragraph 14 of the NPPF is not relevant and the 'tilted balance' continues to apply.

Planning Balance

The application seeks the introduction of nine dwellings outside the defined built-up area boundary, on a site which has not been allocated for development within the adopted development plan, and without an essential need for a countryside location. The development is therefore contrary to Policies 2, 4 and 26 of the HDPF (2015) and deemed unacceptable when considered against the development plan. In addition, the proposal is located on a site which is part of the designated Local Gap outlined in West Grinstead's Neighbourhood Plan under Policy 1. This allocated Local Gap is in place to ensure the

openness and rural character between settlements is maintained and to prevent coalescence. Though the site is located adjacent to a row of residential houses and is enclosed by vegetation on two sides, views from the PRoW to the north and from Mill Lane to the south remain open and exhibit several key characteristics of the Landscape Character Area (J3 Cowfold and Shermanbury Farmlands). The development of 9 homes will lead to a reduction in this openness, particularly when looking north from the PRoW, and lead to the urbanisation of an inherently rural landscape.

Furthermore, the lack of an Outline Method of Works for mixed scrub removal means that an impact upon Hazel Dormice, a European Protected Species, cannot be ruled out. This lack of information means that the Council is unable to fulfil its statutory duties under s40 NERC Act 2006 (as amended) and The Conservation of Habitats and Species Regulations 2017 (as amended). In addition, there remains highway safety concerns relating to the proposed access that mean that the proposal does not conform with national policy (paragraph 116, NPPF). Collectively, these policy conflicts weigh very significantly against the proposals.

As the Council currently cannot demonstrate a five-year housing supply, the provision of nine additional dwellinghouses towards this supply shortfall as well as the associated socio-economic benefits is afforded significant weight in the overall planning balance.

Having regard to the above Policy conflicts, when considered against the requirements of the NPPF and the development plan, the harm afforded by the proposal's conflict with the HDPF spatial strategy and Policy 1 of the West Grinstead Neighbourhood Plan, the insufficient ecological information, and the identified highway safety concerns, significantly and demonstrably outweighs the benefits of nine dwellings. Accordingly, even when applying the tilted balance under paragraph 11(d), the proposal does not constitute sustainable development. The application is therefore refused.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. **This development constitutes CIL liable development.**

In the case of outline applications, the CIL charge will be calculated at the relevant reserved matters stage.

Recommendation: Application Refused

Reason(s) for Refusal:

1. The development would be located beyond a defined built-up area on a site not allocated within the Development Plan, would be located on land defined as a Local Gap within the West Grinstead Neighbourhood Plan, and would not be essential to this countryside location. The development would therefore be contrary to the overarching spatial strategy and hierarchy approach of concentrating development within defined settlements and advocating a planned approach to settlement expansion, contrary to policies 1, 2, 4 and 26 of the Horsham District Planning Framework (2015) and Policy 1 of West Grinstead Neighbourhood Plan (2021). Notwithstanding the absence of a five-year land housing supply, and the provisions of the National Planning Policy Framework (2024) at paragraph 11(d), it is not considered that there are any material considerations in this instance which would outweigh harm arising from conflict with Local and Neighbourhood Plan policies in these regards.
2. It has not been demonstrated to the satisfaction of the Council that the proposal would not impact upon Hazel Dormouse, a European Protected Species, and therefore the proposal would be contrary to Policies 25 and 31 of the Horsham District Planning Framework (2015) as well as The Conservation of Habitats and Species Regulations 2017 (as amended) and the NERC Act 2006.

3. It has not been demonstrated to the satisfaction of the Council that the proposed access arrangements would not lead to an unacceptable impact upon highways safety, therefore the proposal is not compliant with Policy 40 of the Horsham District Planning Framework 2015 nor in line with Paragraph 116 of the NPPF (2024).
4. No s106 legal agreement has been completed to secure and monitor the proposed significant onsite Biodiversity Net Gain. Absent of the completed s106 legal agreement it has not been demonstrated that Biodiversity Net Gain is capable of being achieved and secured for 30 years as required by schedule 7A (Biodiversity Gain in England) of the Town and Country Planning Act 1990.

NOTE TO APPLICANT

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/26/0262

(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **not approved**:

Plan Type	Description	Drawing Number	Received Date
Supporting Statement	PLANNING STATEMENT	NONE	16.02.2026
Supporting Docs	BNG METRIC	NONE	16.02.2026
Location plan	EXISTING	2510LA_R5_000	16.02.2026
Block plan	EXISTING AND PROPOSED	2510LA_R5_001	16.02.2026
Block plan	PROPOSED	2510LA_R5_002	16.02.2026
Location plan	EXISTING	2510LA_R5_003	16.02.2026
Supporting Docs	LETTER FROM DAVID ARCHER ASSOCIATES	NONE	16.02.2026
Supporting Docs	TREE SURVEY SCHEDULE	NONE	16.02.2026
Supporting Docs		NONE	16.02.2026
Supporting Docs	BIODIVERSITY NET GAIN ASSESSMENT	NONE	16.02.2026
Plans	TREE PROTECTION PLAN	NONE	16.02.2026
Supporting Docs	FLOOD RISK ASSESSMENT AND SURFACE WATER DRAINAGE STRATEGY	NONE	16.02.2026
Supporting Statement	Ecology Supporting Letter	NONE	13.04.2026
Supporting Docs		NONE	13.04.2026

DELEGATED

Case Officer sign/initial Sophie Moore Date: 11/05/2026

Authorising Officer sign/initial Adrian Smith Date: 11/05/2026

APPENDIX D

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

	Northbound	Southbound
Total	15403	17409
Mean Speed	41.8	40.4
85%	47.5	45.9



SITE: ATC - Jolesfield, Partridge Green

LOCATION: Attached to signpost

GRID REFERENCE: 50.967700, -0.310083

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

08 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0400	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0500	28	16	0	11	0	0	0	0	0	0	0	0	0	1	0	45.1	51.6
0600	84	68	0	13	0	0	0	0	0	0	0	0	0	3	0	44.8	50.4
0700	153	124	0	26	0	1	0	0	0	0	0	0	0	2	0	43.7	48.1
0800	199	175	1	18	1	1	1	0	1	0	0	0	0	1	0	40.3	45.5
0900	164	132	1	28	0	0	0	1	1	0	0	0	0	1	0	40.5	45.8
1000	157	127	2	26	0	1	0	1	0	0	0	0	0	0	0	41.1	46.6
1100	129	101	0	26	0	0	0	0	0	0	0	0	0	2	0	38.9	43.9
1200	145	124	0	18	0	1	0	1	1	0	0	0	0	0	0	40.4	45.3
1300	154	127	0	25	0	2	0	0	0	0	0	0	0	0	0	40.9	45
1400	127	105	0	20	0	0	0	1	0	0	0	0	0	1	0	42.2	47.7
1500	149	130	1	17	0	0	0	1	0	0	0	0	0	0	0	41.2	47.1
1600	209	185	1	20	1	0	0	1	0	0	0	0	0	1	0	41.6	46.9
1700	197	183	1	13	0	0	0	0	0	0	0	0	0	0	0	43.5	49
1800	123	107	0	14	0	0	0	0	0	0	0	0	0	2	0	43	47.9
1900	55	49	0	2	0	0	0	0	0	0	0	0	0	4	0	45.4	52.7
2000	72	69	0	2	0	0	0	0	0	0	0	0	0	1	0	41.6	48.7
2100	55	50	0	3	0	1	0	0	0	0	0	0	0	1	0	41.7	47
2200	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	41.4	47.1
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	64.1
07-19	1906	1620	7	251	2	6	1	6	3	0	0	0	0	10	0	41.5	46.8
06-22	2172	1856	7	271	2	7	1	6	3	0	0	0	0	19	0	41.7	47
06-00	2210	1893	7	272	2	7	1	6	3	0	0	0	0	19	0	41.7	47
00-00	2262	1925	7	291	2	7	1	6	3	0	0	0	0	20	0	41.8	47.1

09 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	54.3	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
0200	5	1	0	3	0	0	0	0	0	0	0	0	0	1	0	37.9	-
0300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0400	18	11	1	6	0	0	0	0	0	0	0	0	0	0	0	43.3	51.6
0500	27	19	0	6	1	0	0	0	0	0	0	0	0	1	0	45.7	50.6
0600	86	69	1	16	0	0	0	0	0	0	0	0	0	0	0	46.8	52.9
0700	158	131	3	18	0	2	0	0	0	0	0	0	0	3	1	43.7	48.7
0800	219	191	2	24	0	0	0	1	0	0	0	0	0	1	0	42.2	47.9
0900	175	149	1	21	1	2	0	0	0	0	0	0	0	1	0	41.3	46.3
1000	142	118	1	18	2	1	0	0	1	0	0	0	0	0	1	38.8	43.3
1100	134	109	0	21	1	0	0	0	2	0	0	0	0	1	0	40.6	46.5
1200	141	110	1	28	1	1	0	0	0	0	0	0	0	0	0	40.6	46.1
1300	154	125	1	24	1	0	0	0	0	0	0	1	0	2	0	41.1	45.4
1400	124	99	1	21	0	0	0	1	0	0	0	0	0	2	0	41.7	47.9
1500	145	133	1	10	0	1	0	0	0	0	0	0	0	0	0	41.1	45.6
1600	208	185	1	20	0	0	0	0	0	0	0	0	0	1	1	41.7	47.5
1700	224	204	1	17	0	0	0	0	0	0	0	0	0	2	0	44.1	49.5
1800	136	125	0	7	0	0	0	0	0	0	0	0	0	4	0	43.3	49.2
1900	55	48	0	6	0	0	0	0	0	0	0	0	0	1	0	43	50.3
2000	60	58	0	1	0	0	0	0	0	0	0	0	0	1	0	42.9	46.3
2100	37	34	0	1	0	0	0	0	0	0	0	0	0	2	0	38.9	47.2
2200	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	41.6	52.2
2300	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	47.4	60.1
07-19	1960	1679	13	229	6	7	0	2	3	0	0	1	0	17	3	41.8	47
06-22	2198	1888	14	253	6	7	0	2	3	0	0	1	0	21	3	42	47.6
06-00	2229	1916	14	256	6	7	0	2	3	0	0	1	0	21	3	42.1	47.6
00-00	2285	1950	15	274	7	7	0	2	3	0	0	1	0	23	3	42.1	47.9

10 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	41	-
0100	7	5	1	0	0	0	0	0	0	0	0	0	0	1	0	44.9	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	-
0300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0400	10	5	0	5	0	0	0	0	0	0	0	0	0	0	0	46.6	-
0500	33	19	0	14	0	0	0	0	0	0	0	0	0	0	0	45.3	51.1
0600	85	72	1	7	0	2	1	1	0	0	0	0	0	1	0	46.1	52.8
0700	194	156	0	36	0	0	0	0	0	0	0	0	0	1	1	44.1	49
0800	232	196	1	24	1	2	0	5	0	1	0	0	0	2	0	42.6	47.4
0900	175	131	1	40	1	0	0	0	0	1	0	0	0	1	0	40.1	45.3
1000	140	107	2	30	1	0	0	0	0	0	0	0	0	0	0	40.4	46
1100	143	119	1	19	0	1	0	1	0	0	0	0	0	2	0	39.7	43.9
1200	150	123	3	23	0	1	0	0	0	0	0	0	0	0	0	39.6	45.3
1300	136	111	1	23	0	0	0	0	1	0	0	0	0	0	0	41.8	48.2
1400	125	100	1	19	0	1	0	1	1	0	0	0	0	1	1	41.2	46.8
1500	179	157	0	20	0	0	0	1	1	0	0	0	0	0	0	41.4	46.3
1600	213	190	0	20	0	0	0	0	0	0	0	0	0	3	0	41.1	45.3
1700	248	227	0	18	1	0	0	0	0	0	0	0	0	2	0	43.5	49.2
1800	124	112	0	8	0	1	0	0	0	0	0	0	0	2	1	41.2	48.4
1900	73	69	0	3	0	0	0	0	0	0	0	0	0	1	0	44	49.8
2000	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	51.3
2100	49	47	0	1	0	0	0	0	1	0	0	0	0	0	0	40.3	46.6
2200	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	44.7	53.4
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	53.2
07-19	2059	1729	10	280	4	6	0	8	3	2	0	0	0	14	3	41.6	47.1
06-22	2310	1961	11	291	4	8	1	9	4	2	0	0	0	16	3	41.8	47.5
06-00	2354	2001	11	295	4	8	1	9	4	2	0	0	0	16	3	41.9	47.6
00-00	2415	2037	12	318	4	8	1	9	4	2	0	0	0	17	3	42	47.8

11 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0200	8	4	0	3	1	0	0	0	0	0	0	0	0	0	0	42.4	-
0300	6	2	0	2	0	2	0	0	0	0	0	0	0	0	0	41.7	-
0400	10	5	0	5	0	0	0	0	0	0	0	0	0	0	0	48	-
0500	22	15	0	6	1	0	0	0	0	0	0	0	0	0	0	49.7	60.3
0600	97	77	0	16	1	0	0	1	0	0	0	0	0	2	0	44.7	51
0700	186	152	3	28	0	2	0	0	0	0	0	0	0	1	0	43.3	48.4
0800	235	205	0	24	1	1	0	1	1	0	0	0	0	1	1	41.2	46.3
0900	183	143	2	36	1	0	0	0	0	0	0	0	0	1	0	40.2	45.7
1000	124	99	0	24	0	1	0	0	0	0	0	0	0	0	0	41.8	45.8
1100	151	119	0	30	1	0	0	0	1	0	0	0	0	0	0	41.3	46.4
1200	135	117	1	16	0	0	0	0	1	0	0	0	0	0	0	42.1	46.5
1300	145	121	0	24	0	0	0	0	0	0	0	0	0	0	0	41.9	48.7
1400	123	98	0	22	0	0	0	1	0	0	0	0	0	2	0	42.4	49.6
1500	178	151	1	23	1	1	0	0	0	0	0	0	0	1	0	42	47.9
1600	223	200	0	21	0	0	0	0	0	0	0	0	0	2	0	42.3	47.7
1700	200	189	0	8	0	0	0	0	0	0	0	0	0	2	1	42.4	48.5
1800	115	107	0	8	0	0	0	0	0	0	0	0	0	0	0	43.6	49.1
1900	71	65	0	6	0	0	0	0	0	0	0	0	0	0	0	43.3	49.3
2000	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	43.4	51.8
2100	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5	52.7
2200	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	49.4
2300	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	55.9
07-19	1998	1701	7	264	4	5	0	2	3	0	0	0	0	10	2	42	47.4
06-22	2231	1906	7	288	5	5	0	3	3	0	0	0	0	12	2	42.2	47.8
06-00	2265	1940	7	288	5	5	0	3	3	0	0	0	0	12	2	42.2	47.9
00-00	2319	1973	7	305	7	7	0	3	3	0	0	0	0	12	2	42.3	48.1

12 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	47.4	-
0100	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	46.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	46.4	-
0400	11	5	0	6	0	0	0	0	0	0	0	0	0	0	0	45.4	51.3
0500	20	15	0	5	0	0	0	0	0	0	0	0	0	0	0	48.6	53.4
0600	82	64	2	15	0	0	0	0	0	0	0	0	0	0	1	43.7	50.8
0700	181	140	0	36	0	0	1	3	0	0	0	0	0	1	0	41.8	47.2
0800	177	153	0	19	0	1	1	0	0	0	0	0	0	2	1	42.5	48.4
0900	171	139	1	31	0	0	0	0	0	0	0	0	0	0	0	40.3	45
1000	149	117	1	25	0	4	0	0	0	0	0	0	0	2	0	41.9	46.7
1100	187	155	1	27	1	0	0	0	0	0	0	0	0	3	0	40.5	44.8
1200	182	139	0	40	0	1	0	0	1	0	0	0	0	1	0	40.2	45
1300	177	145	0	26	0	2	0	0	0	0	0	0	0	4	0	41	46.4
1400	216	177	3	30	1	0	0	0	0	0	0	0	0	5	0	40.9	45.7
1500	205	175	3	23	0	2	0	0	0	0	0	0	0	2	0	41.7	48
1600	220	196	1	19	0	2	0	0	1	0	0	0	0	0	1	41	46.7
1700	217	190	0	23	0	0	0	0	0	0	0	0	0	3	1	43.5	48.7
1800	95	91	0	3	0	0	0	0	0	0	0	0	0	1	0	42.7	47.9
1900	82	71	0	7	0	0	0	0	0	0	0	0	0	4	0	44	51.5
2000	51	47	0	4	0	0	0	0	0	0	0	0	0	0	0	41.3	47.6
2100	41	35	0	1	0	0	0	0	1	0	0	0	0	4	0	42.9	52.9
2200	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	47.8
2300	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	51.2
07-19	2177	1817	10	302	2	12	2	3	2	0	0	0	0	24	3	41.5	46.8
06-22	2433	2034	12	329	2	12	2	3	3	0	0	0	0	32	4	41.7	46.9
06-00	2489	2090	12	329	2	12	2	3	3	0	0	0	0	32	4	41.7	47
00-00	2534	2119	12	344	2	12	2	3	3	0	0	0	0	33	4	41.8	47.1

13 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	48	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	41	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0500	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	45.6	52.2
0600	38	31	0	3	0	0	0	0	0	0	0	0	0	3	1	46.6	55.4
0700	54	47	0	7	0	0	0	0	0	0	0	0	0	0	0	45.6	52.3
0800	114	98	1	11	0	0	0	0	0	0	0	0	0	2	2	42.8	50.2
0900	149	127	0	16	0	1	0	0	0	0	0	0	0	4	1	42.1	48.8
1000	153	132	1	9	0	1	0	1	0	0	0	0	0	6	3	40.3	46.2
1100	170	152	1	7	1	0	0	0	1	0	0	0	0	8	0	40.7	45.3
1200	146	130	1	10	0	1	0	0	0	0	0	0	0	3	1	40.4	45.7
1300	140	132	2	4	0	0	0	0	0	0	0	0	0	2	0	41	46.6
1400	136	123	1	5	0	0	0	0	0	0	0	0	0	5	2	41.7	47.6
1500	142	127	0	7	0	0	0	0	0	0	0	0	0	7	1	40.5	45.1
1600	148	122	2	14	0	1	0	0	0	0	0	0	0	9	0	41.5	46.8
1700	124	111	0	9	0	0	1	2	0	0	0	0	0	1	0	41.7	46.7
1800	141	129	1	6	0	0	0	0	0	0	0	0	0	5	0	41.6	47.5
1900	61	59	0	1	0	0	0	0	0	0	0	0	0	1	0	42.8	49.8
2000	45	40	0	2	0	0	0	0	0	0	0	0	0	3	0	44.2	50.1
2100	44	42	0	1	0	0	0	0	0	1	0	0	0	0	0	41.5	51.6
2200	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	41.6	48.3
2300	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	49.6
07-19	1617	1430	10	105	1	4	1	3	1	0	0	0	0	52	10	41.4	47
06-22	1805	1602	10	112	1	4	1	3	1	1	0	0	0	59	11	41.6	47.4
06-00	1861	1657	10	113	1	4	1	3	1	1	0	0	0	59	11	41.7	47.4
00-00	1898	1690	10	116	1	4	1	3	1	1	0	0	0	60	11	41.7	47.6

14 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	43.9	50.7
0100	4	1	0	2	0	0	0	0	0	0	0	0	0	1	0	35.7 -	
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	51.6 -	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9 -	
0400	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	44.6 -	
0500	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	32.9 -	
0600	46	17	0	4	0	1	0	0	0	0	0	0	0	3	21	30.7	46.5
0700	44	30	1	2	0	1	0	0	0	0	0	0	0	10	0	47.1	56.2
0800	89	50	1	4	2	0	0	0	0	0	0	0	0	5	27	35.7	46.4
0900	105	99	1	5	0	0	0	0	0	0	0	0	0	0	0	40.7	45.8
1000	176	157	1	9	0	0	0	0	0	0	0	0	0	9	0	39.4	43.7
1100	160	147	2	6	0	0	0	1	0	0	0	0	0	4	0	40.9	45.5
1200	167	152	0	9	0	0	0	0	0	0	0	1	0	4	1	39.4	45.5
1300	138	123	0	12	0	0	0	0	0	0	0	0	0	3	0	41.2	47.4
1400	118	103	0	10	0	0	0	0	0	0	0	0	0	5	0	41.9	48.5
1500	122	111	0	6	0	0	0	0	0	0	0	0	0	5	0	40.7	46.3
1600	126	114	0	5	1	0	0	0	0	0	0	0	0	6	0	41.5	47.6
1700	117	108	0	8	0	0	0	0	0	0	0	0	0	0	1	41.4	46.6
1800	86	81	0	1	0	0	0	0	0	0	0	0	0	4	0	40.5	46.3
1900	57	55	0	1	0	0	0	0	0	0	0	0	0	1	0	43.5	49.3
2000	57	53	0	2	0	0	0	0	0	0	0	0	0	1	1	43.8	49.3
2100	30	28	0	1	0	0	0	0	0	1	0	0	0	0	0	41.9	51.1
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8 -	
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	50.4 -	
07-19	1448	1275	6	77	3	1	0	1	0	0	0	1	0	55	29	40.6	46.3
06-22	1638	1428	6	85	3	2	0	1	0	1	0	1	0	60	51	40.5	46.8
06-00	1654	1444	6	85	3	2	0	1	0	1	0	1	0	60	51	40.6	46.9
00-00	1690	1472	6	90	3	2	0	1	0	1	0	1	0	61	53	40.6	46.9



SITE: ATC - Jolesfield, Partridge Green

LOCATION: Attached to signpost

GRID REFERENCE: 50.967700, -0.310083

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

08 June 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	41.8	-
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	39.2	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.8	-
0300	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	44.5	-
0400	9	0	0	0	0	2	4	0	3	0	0	0	0	0	0	0	42.8	-
0500	28	0	0	0	0	5	6	11	4	1	0	1	0	0	0	0	45.1	51.6
0600	84	0	0	0	1	6	30	33	11	1	1	1	0	0	0	0	44.8	50.4
0700	153	0	2	0	1	6	63	69	10	1	1	0	0	0	0	0	43.7	48.1
0800	199	0	1	4	5	36	98	49	4	2	0	0	0	0	0	0	40.3	45.5
0900	164	0	1	2	3	45	76	26	5	4	2	0	0	0	0	0	40.5	45.8
1000	157	0	0	0	4	30	83	32	6	2	0	0	0	0	0	0	41.1	46.6
1100	129	0	2	3	6	26	70	20	1	0	1	0	0	0	0	0	38.9	43.9
1200	145	0	2	0	2	31	71	35	4	0	0	0	0	0	0	0	40.4	45.3
1300	154	0	0	0	3	30	87	26	6	2	0	0	0	0	0	0	40.9	45
1400	127	0	0	0	1	21	61	31	11	2	0	0	0	0	0	0	42.2	47.7
1500	149	0	0	0	6	27	73	32	8	3	0	0	0	0	0	0	41.2	47.1
1600	209	0	0	1	4	29	110	53	11	1	0	0	0	0	0	0	41.6	46.9
1700	197	0	0	0	1	6	105	61	21	3	0	0	0	0	0	0	43.5	49
1800	123	0	0	0	2	11	53	47	8	2	0	0	0	0	0	0	43	47.9
1900	55	0	0	1	0	8	15	16	8	4	2	1	0	0	0	0	45.4	52.7
2000	72	0	0	0	1	12	35	19	4	1	0	0	0	0	0	0	41.6	48.7
2100	55	0	0	0	0	10	25	15	5	0	0	0	0	0	0	0	41.7	47
2200	24	0	0	0	1	4	11	6	2	0	0	0	0	0	0	0	41.4	47.1
2300	14	0	0	0	0	2	5	1	1	3	2	0	0	0	0	0	48.2	64.1
07-19	1906	0	8	10	38	298	950	481	95	22	4	0	0	0	0	0	41.5	46.8
06-22	2172	0	8	11	40	334	1055	564	123	28	7	2	0	0	0	0	41.7	47
06-00	2210	0	8	11	41	340	1071	571	126	31	9	2	0	0	0	0	41.7	47
00-00	2262	0	8	11	41	350	1089	584	135	32	9	3	0	0	0	0	41.8	47.1

09 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	54.3	-
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	41.6	-
0200	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	37.9	-
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	47.5	-
0400	18	0	1	0	1	1	5	5	4	1	0	0	0	0	0	0	43.3	51.6
0500	27	0	0	0	0	2	9	7	7	2	0	0	0	0	0	0	45.7	50.6
0600	86	0	0	0	1	4	23	36	16	4	2	0	0	0	0	0	46.8	52.9
0700	158	0	1	0	1	10	76	52	14	3	0	0	0	1	0	0	43.7	48.7
0800	219	0	0	0	1	34	116	46	20	2	0	0	0	0	0	0	42.2	47.9
0900	175	0	0	0	0	31	94	44	5	1	0	0	0	0	0	0	41.3	46.3
1000	142	1	0	0	10	36	76	15	3	1	0	0	0	0	0	0	38.8	43.3
1100	134	0	0	0	2	36	61	30	3	2	0	0	0	0	0	0	40.6	46.5
1200	141	0	0	0	5	31	73	24	7	0	0	0	1	0	0	0	40.6	46.1
1300	154	0	0	0	1	26	89	32	4	1	0	1	0	0	0	0	41.1	45.4
1400	124	0	0	1	3	13	70	24	11	2	0	0	0	0	0	0	41.7	47.9
1500	145	0	1	0	2	18	83	37	4	0	0	0	0	0	0	0	41.1	45.6
1600	208	0	1	0	5	30	103	54	14	1	0	0	0	0	0	0	41.7	47.5
1700	224	0	0	0	0	17	97	80	23	5	2	0	0	0	0	0	44.1	49.5
1800	136	0	0	1	0	12	70	35	12	6	0	0	0	0	0	0	43.3	49.2
1900	55	0	0	0	1	8	24	12	8	2	0	0	0	0	0	0	43	50.3
2000	60	0	0	0	0	6	34	15	2	2	0	1	0	0	0	0	42.9	46.3
2100	37	0	1	0	2	14	11	6	2	1	0	0	0	0	0	0	38.9	47.2
2200	13	0	0	0	1	2	6	2	2	0	0	0	0	0	0	0	41.6	52.2
2300	18	0	0	0	0	0	10	2	3	1	1	1	0	0	0	0	47.4	60.1
07-19	1960	1	3	2	30	294	1008	473	120	24	2	1	1	1	0	0	41.8	47
06-22	2198	1	4	2	34	326	1100	542	148	33	4	2	1	1	0	0	42	47.6
06-00	2229	1	4	2	35	328	1116	546	153	34	5	3	1	1	0	0	42.1	47.6
00-00	2285	1	5	2	37	332	1136	559	166	37	5	3	1	1	0	0	42.1	47.9

10 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	41	-
0100	7	0	0	0	0	2	2	2	0	0	0	1	0	0	0	0	44.9	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.8	-
0300	7	0	0	0	0	2	1	1	1	1	1	0	0	0	0	0	46.9	-
0400	10	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	46.6	-
0500	33	0	0	0	0	3	10	10	9	1	0	0	0	0	0	0	45.3	51.1
0600	85	0	0	0	1	3	26	37	12	4	2	0	0	0	0	0	46.1	52.8
0700	194	0	1	0	2	9	76	82	20	4	0	0	0	0	0	0	44.1	49
0800	232	0	0	0	2	21	116	73	19	1	0	0	0	0	0	0	42.6	47.4
0900	175	0	0	1	5	47	84	30	6	2	0	0	0	0	0	0	40.1	45.3
1000	140	0	0	0	2	32	79	17	10	0	0	0	0	0	0	0	40.4	46
1100	143	0	0	0	4	39	75	21	3	1	0	0	0	0	0	0	39.7	43.9
1200	150	0	1	0	3	46	67	30	2	1	0	0	0	0	0	0	39.6	45.3
1300	136	0	1	0	1	27	56	34	15	2	0	0	0	0	0	0	41.8	48.2
1400	125	1	1	2	0	23	52	33	11	2	0	0	0	0	0	0	41.2	46.8
1500	179	0	0	0	1	37	89	41	8	3	0	0	0	0	0	0	41.4	46.3
1600	213	0	0	0	3	39	116	44	5	5	0	1	0	0	0	0	41.1	45.3
1700	248	0	0	0	2	29	101	88	23	3	1	1	0	0	0	0	43.5	49.2
1800	124	0	3	2	3	18	59	28	10	1	0	0	0	0	0	0	41.2	48.4
1900	73	0	0	1	0	9	24	28	9	1	0	1	0	0	0	0	44	49.8
2000	44	0	0	0	3	10	15	8	5	2	1	0	0	0	0	0	42.3	51.3
2100	49	0	0	0	2	11	24	8	3	1	0	0	0	0	0	0	40.3	46.6
2200	33	0	0	0	0	4	15	8	4	0	1	1	0	0	0	0	44.7	53.4
2300	11	0	0	0	0	1	5	2	2	1	0	0	0	0	0	0	45.5	53.2
07-19	2059	1	7	5	28	367	970	521	132	25	1	2	0	0	0	0	41.6	47.1
06-22	2310	1	7	6	34	400	1059	602	161	33	4	3	0	0	0	0	41.8	47.5
06-00	2354	1	7	6	34	405	1079	612	167	34	5	4	0	0	0	0	41.9	47.6
00-00	2415	1	7	6	34	413	1097	629	180	37	6	5	0	0	0	0	42	47.8

11 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	1	0	1	0	3	0	1	0	0	0	0	53.9	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36.2	-
0200	8	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	42.4	-
0300	6	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	41.7	-
0400	10	0	0	0	0	1	2	2	3	2	0	0	0	0	0	0	48	-
0500	22	0	0	0	0	0	6	4	8	3	1	0	0	0	0	0	49.7	60.3
0600	97	0	0	0	1	6	36	35	15	3	1	0	0	0	0	0	44.7	51
0700	186	0	0	0	1	14	89	66	14	2	0	0	0	0	0	0	43.3	48.4
0800	235	0	0	1	4	49	108	59	11	2	1	0	0	0	0	0	41.2	46.3
0900	183	0	0	0	11	42	82	40	5	2	1	0	0	0	0	0	40.2	45.7
1000	124	0	0	0	0	21	65	30	5	2	0	1	0	0	0	0	41.8	45.8
1100	151	0	0	0	0	35	69	40	7	0	0	0	0	0	0	0	41.3	46.4
1200	135	0	0	0	1	12	83	27	10	1	1	0	0	0	0	0	42.1	46.5
1300	145	0	0	1	3	24	64	37	14	2	0	0	0	0	0	0	41.9	48.7
1400	123	0	0	0	3	15	63	24	16	1	1	0	0	0	0	0	42.4	49.6
1500	178	0	0	1	0	39	68	56	9	4	1	0	0	0	0	0	42	47.9
1600	223	0	0	1	3	29	99	77	13	1	0	0	0	0	0	0	42.3	47.7
1700	200	0	1	0	6	26	86	62	17	2	0	0	0	0	0	0	42.4	48.5
1800	115	0	0	0	0	8	53	40	12	2	0	0	0	0	0	0	43.6	49.1
1900	71	0	0	0	1	8	34	18	7	3	0	0	0	0	0	0	43.3	49.3
2000	35	0	1	0	1	5	12	8	7	1	0	0	0	0	0	0	43.4	51.8
2100	30	0	0	0	1	5	15	4	2	3	0	0	0	0	0	0	42.5	52.7
2200	14	0	0	0	0	5	3	5	1	0	0	0	0	0	0	0	41.5	49.4
2300	20	0	0	0	0	3	6	6	2	2	1	0	0	0	0	0	45.9	55.9
07-19	1998	0	1	4	32	314	929	558	133	21	5	1	0	0	0	0	42	47.4
06-22	2231	0	2	4	36	338	1026	623	164	31	6	1	0	0	0	0	42.2	47.8
06-00	2265	0	2	4	36	346	1035	634	167	33	7	1	0	0	0	0	42.2	47.9
00-00	2319	0	2	4	36	352	1050	644	179	42	8	2	0	0	0	0	42.3	48.1

12 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	47.4	-
0100	5	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0	46.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	46.4	-
0400	11	0	0	0	0	1	2	7	0	1	0	0	0	0	0	0	45.4	51.3
0500	20	0	0	0	0	0	4	7	7	2	0	0	0	0	0	0	48.6	53.4
0600	82	0	1	1	0	9	28	29	11	3	0	0	0	0	0	0	43.7	50.8
0700	181	0	0	0	3	28	91	47	10	2	0	0	0	0	0	0	41.8	47.2
0800	177	1	0	0	1	16	94	49	12	4	0	0	0	0	0	0	42.5	48.4
0900	171	0	0	1	5	39	87	30	8	0	1	0	0	0	0	0	40.3	45
1000	149	0	1	0	3	23	70	41	9	1	0	1	0	0	0	0	41.9	46.7
1100	187	0	0	0	0	48	98	36	4	0	0	0	0	0	1	0	40.5	44.8
1200	182	0	0	0	8	45	87	35	5	1	0	0	1	0	0	0	40.2	45
1300	177	0	0	1	1	40	89	35	5	3	3	0	0	0	0	0	41	46.4
1400	216	0	0	0	3	45	116	41	7	2	0	1	1	0	0	0	40.9	45.7
1500	205	0	0	0	6	28	106	44	15	6	0	0	0	0	0	0	41.7	48
1600	220	0	1	1	3	47	104	50	12	2	0	0	0	0	0	0	41	46.7
1700	217	0	1	0	3	16	101	73	14	5	3	1	0	0	0	0	43.5	48.7
1800	95	0	0	1	0	13	40	33	7	1	0	0	0	0	0	0	42.7	47.9
1900	82	0	0	0	2	9	34	21	10	4	1	1	0	0	0	0	44	51.5
2000	51	0	0	0	1	10	25	12	0	2	1	0	0	0	0	0	41.3	47.6
2100	41	0	0	1	4	3	14	9	9	1	0	0	0	0	0	0	42.9	52.9
2200	36	0	0	0	2	6	13	13	0	1	1	0	0	0	0	0	42.1	47.8
2300	20	0	0	0	0	2	9	5	2	1	1	0	0	0	0	0	44.8	51.2
07-19	2177	1	3	4	36	388	1083	514	108	27	7	3	2	0	1	0	41.5	46.8
06-22	2433	1	4	6	43	419	1184	585	138	37	9	4	2	0	1	0	41.7	46.9
06-00	2489	1	4	6	45	427	1206	603	140	39	11	4	2	0	1	0	41.7	47
00-00	2534	1	4	6	45	431	1218	618	148	44	11	4	2	0	2	0	41.8	47.1

13 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	1	0	3	0	3	0	0	0	0	0	0	0	44.3	-
0100	4	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	48	-
0200	7	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	41	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	52.8	-
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	42.9	-
0500	15	0	0	0	0	1	4	6	3	1	0	0	0	0	0	0	45.6	52.2
0600	38	0	1	0	0	3	10	14	5	4	0	0	1	0	0	0	46.6	55.4
0700	54	0	0	0	0	6	16	20	7	4	0	1	0	0	0	0	45.6	52.3
0800	114	0	3	0	1	16	39	37	14	3	1	0	0	0	0	0	42.8	50.2
0900	149	0	1	1	3	20	76	28	15	4	1	0	0	0	0	0	42.1	48.8
1000	153	0	2	2	1	37	69	34	6	1	1	0	0	0	0	0	40.3	46.2
1100	170	0	0	0	4	41	77	37	8	3	0	0	0	0	0	0	40.7	45.3
1200	146	0	1	1	1	34	75	24	8	2	0	0	0	0	0	0	40.4	45.7
1300	140	0	0	3	5	23	62	33	13	1	0	0	0	0	0	0	41	46.6
1400	136	0	2	0	1	23	69	31	6	2	1	1	0	0	0	0	41.7	47.6
1500	142	0	1	0	3	31	68	31	6	1	1	0	0	0	0	0	40.5	45.1
1600	148	0	0	0	0	24	82	31	10	0	0	1	0	0	0	0	41.5	46.8
1700	124	0	0	1	7	14	62	31	5	3	1	0	0	0	0	0	41.7	46.7
1800	141	0	0	0	1	30	68	31	6	4	0	0	1	0	0	0	41.6	47.5
1900	61	0	0	1	1	5	30	15	6	3	0	0	0	0	0	0	42.8	49.8
2000	45	0	0	0	1	8	17	10	5	1	0	2	1	0	0	0	44.2	50.1
2100	44	0	0	0	2	12	15	8	6	0	1	0	0	0	0	0	41.5	51.6
2200	33	0	0	0	0	7	16	8	1	0	1	0	0	0	0	0	41.6	48.3
2300	23	0	0	0	0	3	9	8	2	1	0	0	0	0	0	0	44.1	49.6
07-19	1617	0	10	8	27	299	763	368	104	28	6	3	1	0	0	0	41.4	47
06-22	1805	0	11	9	31	327	835	415	126	36	7	5	3	0	0	0	41.6	47.4
06-00	1861	0	11	9	31	337	860	431	129	37	8	5	3	0	0	0	41.7	47.4
00-00	1898	0	11	9	32	342	870	441	138	39	8	5	3	0	0	0	41.7	47.6

14 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	0	0	2	2	6	0	0	1	0	0	0	0	0	43.9	50.7
0100	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	35.7	-
0200	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	51.6	-
0300	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	33.9	-
0400	7	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	44.6	-
0500	7	0	1	1	1	0	3	1	0	0	0	0	0	0	0	0	32.9	-
0600	46	0	15	7	1	3	10	8	1	1	0	0	0	0	0	0	30.7	46.5
0700	44	0	0	0	1	3	14	11	8	5	1	0	0	1	0	0	47.1	56.2
0800	89	0	15	11	1	7	25	26	2	2	0	0	0	0	0	0	35.7	46.4
0900	105	0	0	0	2	23	52	22	5	1	0	0	0	0	0	0	40.7	45.8
1000	176	0	0	0	7	49	92	26	2	0	0	0	0	0	0	0	39.4	43.7
1100	160	0	0	0	2	30	86	34	7	1	0	0	0	0	0	0	40.9	45.5
1200	167	0	2	1	9	43	77	28	5	2	0	0	0	0	0	0	39.4	45.5
1300	138	0	0	2	3	34	54	35	9	0	1	0	0	0	0	0	41.2	47.4
1400	118	0	0	0	0	22	63	18	12	2	0	1	0	0	0	0	41.9	48.5
1500	122	0	0	1	3	24	54	32	8	0	0	0	0	0	0	0	40.7	46.3
1600	126	0	1	1	1	20	70	23	5	4	1	0	0	0	0	0	41.5	47.6
1700	117	0	1	0	3	22	51	30	8	2	0	0	0	0	0	0	41.4	46.6
1800	86	0	1	1	2	23	30	25	4	0	0	0	0	0	0	0	40.5	46.3
1900	57	0	0	0	0	5	24	21	5	2	0	0	0	0	0	0	43.5	49.3
2000	57	0	1	0	0	5	24	21	2	3	0	1	0	0	0	0	43.8	49.3
2100	30	0	0	0	1	6	11	6	6	0	0	0	0	0	0	0	41.9	51.1
2200	9	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	44.8	-
2300	7	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0	50.4	-
07-19	1448	0	20	17	34	300	668	310	75	19	3	1	0	1	0	0	40.6	46.3
06-22	1638	0	36	24	36	319	737	366	89	25	3	2	0	1	0	0	40.5	46.8
06-00	1654	0	36	24	36	321	741	370	92	27	4	2	0	1	0	0	40.6	46.9
00-00	1690	0	37	26	37	327	752	379	96	28	5	2	0	1	0	0	40.6	46.9

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	15403	3	74	64	262	2547	7212	3854	1042	259	52	24	6	2	2	0	41.8	47.5



SITE: ATC - Jolesfield, Partridge Green

LOCATION: Attached to signpost

GRID REFERENCE: 50.967700, -0.310083

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	1-5.	1-7.
Hour									
0000-0100	5	1	3	6	5	7	11	4	5.4
0100-0200	4	2	7	2	5	4	4	4	4
0200-0300	1	5	1	8	0	7	4	3	3.7
0300-0400	5	3	7	6	4	1	3	5	4.1
0400-0500	9	18	10	10	11	3	7	11.6	9.7
0500-0600	28	27	33	22	20	15	7	26	21.7
0600-0700	84	86	85	97	82	38	46	86.8	74
0700-0800	153	158	194	186	181	54	44	174.4	138.6
0800-0900	199	219	232	235	177	114	89	212.4	180.7
0900-1000	164	175	175	183	171	149	105	173.6	160.3
1000-1100	157	142	140	124	149	153	176	142.4	148.7
1100-1200	129	134	143	151	187	170	160	148.8	153.4
1200-1300	145	141	150	135	182	146	167	150.6	152.3
1300-1400	154	154	136	145	177	140	138	153.2	149.1
1400-1500	127	124	125	123	216	136	118	143	138.4
1500-1600	149	145	179	178	205	142	122	171.2	160
1600-1700	209	208	213	223	220	148	126	214.6	192.4
1700-1800	197	224	248	200	217	124	117	217.2	189.6
1800-1900	123	136	124	115	95	141	86	118.6	117.1
1900-2000	55	55	73	71	82	61	57	67.2	64.9
2000-2100	72	60	44	35	51	45	57	52.4	52
2100-2200	55	37	49	30	41	44	30	42.4	40.9
2200-2300	24	13	33	14	36	33	9	24	23.1
2300-2400	14	18	11	20	20	23	7	16.6	16.1
Totals									
0700-1900	1906	1960	2059	1998	2177	1617	1448	2020	1880.7
0600-2200	2172	2198	2310	2231	2433	1805	1638	2268.8	2112.4
0600-0000	2210	2229	2354	2265	2489	1861	1654	2309.4	2151.7
0000-0000	2262	2285	2415	2319	2534	1898	1690	2363	2200.4
AM Peak	800	800	800	800	1100	1100	1000		
	199	219	232	235	187	170	176		
PM Peak	1600	1700	1700	1600	1600	1600	1200		
	209	224	248	223	220	148	167		



SITE: ATC - Jolesfield, Partridge Green

LOCATION: Attached to signpost

GRID REFERENCE: 50.967700, -0.310083

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

08 June 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	38.9 -	
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2 -	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49 -	
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7 -	
0400	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	47.5	57
0500	31	22	0	5	3	0	0	0	0	1	0	0	0	0	0	40.2	49.7
0600	78	67	0	10	0	1	0	0	0	0	0	0	0	0	0	43	49.1
0700	240	188	1	43	3	0	0	3	0	0	0	0	0	2	0	41.1	45.9
0800	274	229	1	41	0	1	0	0	0	0	0	0	0	2	0	39.5	44.3
0900	172	142	1	25	1	1	0	0	2	0	0	0	0	0	0	37.9	42.7
1000	124	96	1	25	1	1	0	0	0	0	0	0	0	0	0	40.6	45.5
1100	150	126	0	22	0	1	0	0	1	0	0	0	0	0	0	38.8	44.3
1200	178	145	2	30	1	0	0	0	0	0	0	0	0	0	0	39.2	43.9
1300	157	127	1	27	0	1	0	0	0	0	0	0	0	1	0	40.3	45.3
1400	146	120	1	20	0	0	3	2	0	0	0	0	0	0	0	39.7	44.8
1500	187	159	2	24	0	0	0	2	0	0	0	0	0	0	0	41	45.6
1600	260	224	0	28	1	0	2	2	1	0	0	0	0	2	0	40.1	45
1700	236	203	2	29	0	0	0	0	0	1	0	0	0	1	0	41.1	45.7
1800	156	139	1	11	1	0	0	1	1	0	0	0	0	2	0	41.7	47
1900	84	78	0	4	1	0	0	0	0	0	0	0	0	1	0	41.5	48.9
2000	77	69	0	5	0	0	0	0	0	0	0	0	0	3	0	43	49.5
2100	40	38	0	1	0	0	0	0	0	0	0	0	0	1	0	41.8	49.9
2200	25	23	1	1	0	0	0	0	0	0	0	0	0	0	0	39.5	46.1
2300	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	43.2	49.8
07-19	2280	1898	13	325	8	5	5	10	5	1	0	0	0	10	0	40.1	45.2
06-22	2559	2150	13	345	9	6	5	10	5	1	0	0	0	15	0	40.4	45.5
06-00	2603	2189	14	349	9	6	5	10	5	1	0	0	0	15	0	40.4	45.5
00-00	2663	2236	14	356	12	6	5	10	5	2	0	0	0	17	0	40.4	45.6

09 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	45.6	-
0100	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	41.6	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49.9	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0400	26	21	0	4	0	0	0	0	0	0	0	0	0	1	0	45	52.7
0500	32	26	0	5	1	0	0	0	0	0	0	0	0	0	0	46.1	52.2
0600	87	68	0	16	2	0	0	0	0	0	0	0	0	1	0	45.9	52.6
0700	251	200	1	47	0	1	0	1	0	0	0	0	0	1	0	42.3	47.2
0800	298	248	2	40	0	1	1	2	0	0	0	0	0	4	0	40.6	44.4
0900	157	124	0	26	1	3	0	1	0	0	0	0	0	2	0	39.1	43.8
1000	194	151	6	33	2	1	1	0	0	0	0	0	0	0	0	37.9	43
1100	167	128	0	32	3	3	0	0	1	0	0	0	0	0	0	39.5	44.5
1200	176	129	1	41	2	1	0	0	1	0	0	0	0	1	0	39.4	43.7
1300	148	110	0	30	1	0	0	2	1	0	0	0	0	3	1	39.1	43.4
1400	159	133	0	21	0	4	0	1	0	0	0	0	0	0	0	39.6	45
1500	195	161	1	26	0	1	1	2	0	0	0	0	0	2	1	39.6	44.6
1600	224	190	3	29	0	0	0	0	1	0	0	0	0	1	0	40.8	45.8
1700	250	216	2	23	1	0	0	2	0	0	0	0	0	6	0	41.1	46.6
1800	185	169	1	13	0	0	0	0	0	0	0	0	0	1	1	41.2	45.8
1900	87	72	0	13	0	0	0	0	0	0	0	0	0	2	0	42.4	48.3
2000	65	59	0	3	0	0	0	0	1	0	0	0	0	2	0	41.8	49.8
2100	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	40.1	46.8
2200	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	39.9	45.8
2300	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	43	52.8
07-19	2404	1959	17	361	10	15	3	11	4	0	0	0	0	21	3	40.2	45.2
06-22	2699	2212	17	395	12	15	3	11	5	0	0	0	0	26	3	40.5	45.6
06-00	2738	2247	17	399	12	15	3	11	5	0	0	0	0	26	3	40.5	45.6
00-00	2812	2307	17	410	13	15	3	11	5	0	0	0	0	28	3	40.6	45.9

10 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	50.9	-
0100	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	42.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0300	7	4	0	2	0	1	0	0	0	0	0	0	0	0	0	43.7	-
0400	22	20	0	1	0	0	0	0	0	0	0	0	0	1	0	48.6	58.7
0500	30	25	0	4	1	0	0	0	0	0	0	0	0	0	0	45.3	54.4
0600	92	70	0	21	1	0	0	0	0	0	0	0	0	0	0	43.8	49.9
0700	234	189	0	40	0	1	0	0	0	0	0	0	0	4	0	42.5	47.1
0800	288	249	0	37	0	1	0	0	0	0	0	0	0	1	0	40.6	45
0900	160	129	1	29	1	0	0	0	0	0	0	0	0	0	0	39.2	43.5
1000	150	107	6	32	1	3	0	0	0	0	0	0	0	1	0	38	43.3
1100	153	124	2	20	2	2	0	1	0	0	0	0	0	1	1	38.9	43.5
1200	185	145	0	31	3	1	0	1	2	1	0	0	0	1	0	38.8	44.9
1300	133	107	0	23	0	1	1	1	0	0	0	0	0	0	0	38.5	42.9
1400	162	134	4	19	0	1	1	3	0	0	0	0	0	0	0	40.3	44.7
1500	179	150	1	23	0	3	0	1	0	0	0	0	0	1	0	40	45.6
1600	243	208	0	31	1	0	0	1	0	0	0	0	0	1	1	39.9	44.7
1700	255	232	2	18	0	0	0	1	0	0	0	0	0	2	0	41.6	46.1
1800	162	149	1	12	0	0	0	0	0	0	0	0	0	0	0	39.4	46.4
1900	103	91	1	8	1	0	0	0	0	0	0	0	0	2	0	40.9	46
2000	58	50	0	6	0	0	0	1	0	0	0	0	0	1	0	43.9	51.6
2100	50	44	0	1	0	1	0	0	0	0	0	0	0	4	0	40.7	47.2
2200	24	22	0	1	0	1	0	0	0	0	0	0	0	0	0	44.1	51.1
2300	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	43.4	52.1
07-19	2304	1923	17	315	8	13	2	9	2	1	0	0	0	12	2	40	45
06-22	2607	2178	18	351	10	14	2	10	2	1	0	0	0	19	2	40.3	45.4
06-00	2655	2222	18	354	10	15	2	10	2	1	0	0	0	19	2	40.4	45.5
00-00	2722	2278	18	361	11	17	2	10	2	1	0	0	0	20	2	40.5	45.8

11 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8	-
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	52.5	-
0400	18	17	0	0	0	0	0	0	0	0	0	0	0	1	0	47.7	54.6
0500	26	20	0	6	0	0	0	0	0	0	0	0	0	0	0	47.2	54.9
0600	83	62	2	16	0	0	0	1	0	0	0	0	0	1	1	43.6	50.6
0700	253	211	0	38	1	1	0	0	0	0	0	0	0	1	1	42.3	48
0800	276	226	1	42	1	2	0	1	0	0	0	0	0	3	0	39.8	45.2
0900	169	133	0	33	1	2	0	0	0	0	0	0	0	0	0	39.1	44
1000	144	106	1	31	3	1	0	0	1	0	0	0	0	1	0	39.8	45.2
1100	166	123	1	37	0	4	0	1	0	0	0	0	0	0	0	39.2	43.8
1200	168	134	0	33	0	0	0	1	0	0	0	0	0	0	0	40.3	44.8
1300	149	121	2	22	0	1	0	1	0	0	0	0	0	2	0	39.7	45.6
1400	181	139	2	34	1	1	0	3	1	0	0	0	0	0	0	39.3	44.1
1500	203	167	1	26	1	2	0	3	0	1	0	0	0	2	0	40.8	45.7
1600	207	177	1	29	0	0	0	0	0	0	0	0	0	0	0	38.9	44.3
1700	240	212	1	25	0	0	0	0	0	0	0	0	0	2	0	40.7	45.5
1800	149	136	1	11	1	0	0	0	0	0	0	0	0	0	0	41.4	46.5
1900	111	101	1	9	0	0	0	0	0	0	0	0	0	0	0	41.9	46.9
2000	54	48	0	5	0	0	0	0	1	0	0	0	0	0	0	41.6	48.3
2100	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	45.9
2200	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	41	46.8
2300	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	44.3	54.6
07-19	2305	1885	11	361	9	14	0	10	2	1	0	0	0	11	1	40.2	45.3
06-22	2598	2141	14	391	9	14	0	11	3	1	0	0	0	12	2	40.4	45.6
06-00	2637	2177	14	394	9	14	0	11	3	1	0	0	0	12	2	40.4	45.6
00-00	2700	2232	14	401	9	14	0	11	3	1	0	0	0	13	2	40.6	46

12 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	42.4	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	55.2	-
0300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0400	18	16	0	1	0	0	0	0	0	0	0	0	0	1	0	47.6	56.2
0500	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	45.9	51.1
0600	73	56	0	14	1	1	0	0	0	0	0	0	0	1	0	44.7	50.3
0700	214	164	1	46	2	0	0	0	0	0	0	0	0	1	0	40.4	45.7
0800	231	190	0	35	3	1	1	0	0	0	0	0	0	1	0	40.4	45.1
0900	183	147	1	31	1	2	0	1	0	0	0	0	0	0	0	39.3	44.9
1000	158	128	2	21	2	1	0	0	0	0	0	0	0	4	0	40.1	46.3
1100	170	127	1	39	0	0	0	0	0	1	0	0	0	2	0	38.7	43.1
1200	207	168	2	32	1	1	0	0	1	0	0	0	0	1	1	38.7	44.3
1300	164	139	1	22	0	1	0	0	0	0	0	0	0	0	1	39.6	44.8
1400	211	176	2	26	1	1	0	2	1	0	0	0	0	1	1	39.6	44.7
1500	206	181	0	20	0	1	1	1	0	0	0	0	0	2	0	38	43.3
1600	275	240	4	26	0	0	0	0	1	0	0	0	0	3	1	38.4	44
1700	236	209	2	19	0	0	2	0	0	0	0	0	0	4	0	41.1	46.1
1800	173	155	0	14	0	1	0	0	0	0	0	0	0	3	0	40.7	46.4
1900	97	86	1	8	0	0	0	0	0	0	0	0	0	2	0	42.8	50.8
2000	60	56	0	2	1	0	0	0	0	0	0	0	0	1	0	42.1	50.9
2100	42	41	0	1	0	0	0	0	0	0	0	0	0	0	0	42.2	51
2200	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	41.5	45.5
2300	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	44	54.5
07-19	2428	2024	16	331	10	9	4	4	3	1	0	0	0	22	4	39.6	44.9
06-22	2700	2263	17	356	12	10	4	4	3	1	0	0	0	26	4	39.9	45.5
06-00	2758	2317	17	360	12	10	4	4	3	1	0	0	0	26	4	40	45.5
00-00	2826	2375	17	368	12	10	4	4	3	1	0	0	0	28	4	40.1	45.7

13 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	51.3	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0500	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	47	57.5
0600	23	18	2	3	0	0	0	0	0	0	0	0	0	0	0	46.3	55.2
0700	51	49	0	2	0	0	0	0	0	0	0	0	0	0	0	42.2	49.5
0800	81	66	0	13	0	0	0	0	0	0	0	0	0	0	2	39.1	47
0900	126	109	0	10	0	0	0	1	0	0	0	0	0	5	1	40.2	45.5
1000	171	153	0	7	0	0	0	0	0	0	0	0	0	7	4	39.1	43.4
1100	158	140	0	15	0	0	0	0	0	0	0	0	0	3	0	39.9	45.6
1200	209	185	1	16	0	0	0	0	1	1	0	0	0	5	0	39.2	44.4
1300	194	179	1	9	0	0	0	0	0	0	0	0	0	5	0	40.6	46.2
1400	143	134	0	6	0	0	0	0	0	0	0	0	0	3	0	40.6	47.4
1500	134	117	1	13	0	0	0	0	0	0	0	0	0	3	0	40	46
1600	145	129	0	11	0	0	0	0	0	0	0	0	0	5	0	41.1	46.4
1700	146	135	1	7	0	0	0	0	0	0	0	0	0	3	0	40.6	46.4
1800	116	107	0	9	0	0	0	0	0	0	0	0	0	0	0	40.9	46.9
1900	86	74	1	9	0	0	0	1	0	0	0	0	0	1	0	39.8	45.2
2000	46	43	0	3	0	0	0	0	0	0	0	0	0	0	0	43	47.9
2100	47	44	0	3	0	0	0	0	0	0	0	0	0	0	0	40.5	45.8
2200	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	39.3	44.7
2300	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	44.3	57.8
07-19	1674	1503	4	118	0	0	0	1	1	1	0	0	0	39	7	40.2	46
06-22	1876	1682	7	136	0	0	0	2	1	1	0	0	0	40	7	40.3	46.2
06-00	1931	1734	7	139	0	0	0	2	1	1	0	0	0	40	7	40.3	46.2
00-00	1975	1768	8	147	0	0	0	2	1	1	0	0	0	41	7	40.4	46.3

14 June 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	57.2
0100	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	43.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0500	11	8	0	1	0	0	1	0	0	0	0	0	0	1	0	45.6	63.4
0600	18	13	0	2	0	0	0	0	0	0	0	0	0	1	2	40.4	48
0700	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5	47.8
0800	47	39	0	3	0	0	0	0	0	0	0	0	0	0	5	39.8	47
0900	93	75	1	6	0	2	0	0	0	0	0	0	0	6	3	39.7	45.8
1000	138	119	1	9	0	0	0	0	0	1	0	0	0	6	2	38.9	44.8
1100	141	120	0	7	0	3	0	0	0	0	0	0	0	10	1	39.9	46.3
1200	169	140	1	14	0	0	0	0	0	0	0	0	0	13	1	38.7	44.7
1300	150	135	1	4	0	0	0	0	0	0	0	0	0	9	1	40.1	44.6
1400	178	163	0	10	0	0	0	0	0	0	0	0	0	4	1	40	45
1500	114	103	0	8	0	0	0	0	0	0	0	0	0	3	0	39.9	46.6
1600	149	136	1	8	0	0	0	0	0	0	0	0	0	4	0	41.4	47.1
1700	128	114	0	8	0	0	0	1	0	0	0	0	0	4	1	40.8	46.1
1800	117	106	0	8	0	0	0	0	0	0	0	0	0	3	0	39.8	45.9
1900	77	65	1	5	0	1	0	0	0	0	0	0	0	5	0	41.5	46.7
2000	48	40	0	3	0	0	0	0	0	0	0	0	0	5	0	41.6	47.9
2100	35	31	0	4	0	0	0	0	0	0	0	0	0	0	0	43.4	48.6
2200	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	49.7
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-
07-19	1459	1284	5	86	0	5	0	1	0	1	0	0	0	62	15	40	45.7
06-22	1637	1433	6	100	0	6	0	1	0	1	0	0	0	73	17	40.2	45.9
06-00	1669	1465	6	100	0	6	0	1	0	1	0	0	0	73	17	40.2	46.1
00-00	1711	1502	6	102	0	6	1	1	0	1	0	0	0	75	17	40.3	46.1



SITE: ATC - Jolesfield, Partridge Green

LOCATION: Attached to signpost

GRID REFERENCE: 50.967700, -0.310083

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

08 June 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	38.9	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.2	-
0200	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	49	-
0300	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	42.7	-
0400	17	0	0	0	0	2	4	4	5	0	2	0	0	0	0	0	47.5	57
0500	31	0	2	1	3	3	10	9	2	1	0	0	0	0	0	0	40.2	49.7
0600	78	1	0	0	0	3	41	24	8	1	0	0	0	0	0	0	43	49.1
0700	240	0	0	0	0	57	126	41	10	4	2	0	0	0	0	0	41.1	45.9
0800	274	0	0	0	10	75	137	42	8	2	0	0	0	0	0	0	39.5	44.3
0900	172	0	1	5	6	61	78	18	3	0	0	0	0	0	0	0	37.9	42.7
1000	124	0	0	0	2	27	62	32	0	1	0	0	0	0	0	0	40.6	45.5
1100	150	1	3	2	6	41	71	23	3	0	0	0	0	0	0	0	38.8	44.3
1200	178	0	2	0	5	49	93	24	5	0	0	0	0	0	0	0	39.2	43.9
1300	157	0	0	0	3	37	80	31	5	1	0	0	0	0	0	0	40.3	45.3
1400	146	0	0	0	5	41	69	26	5	0	0	0	0	0	0	0	39.7	44.8
1500	187	0	0	0	2	37	96	43	9	0	0	0	0	0	0	0	41	45.6
1600	260	0	0	0	6	66	128	54	6	0	0	0	0	0	0	0	40.1	45
1700	236	0	0	0	2	35	140	49	10	0	0	0	0	0	0	0	41.1	45.7
1800	156	0	0	1	5	24	69	48	8	1	0	0	0	0	0	0	41.7	47
1900	84	0	0	1	2	19	36	15	8	3	0	0	0	0	0	0	41.5	48.9
2000	77	0	0	0	0	7	43	16	10	1	0	0	0	0	0	0	43	49.5
2100	40	0	0	0	1	9	14	10	4	2	0	0	0	0	0	0	41.8	49.9
2200	25	0	0	0	3	8	9	2	2	1	0	0	0	0	0	0	39.5	46.1
2300	19	0	0	0	0	4	7	5	2	1	0	0	0	0	0	0	43.2	49.8
07-19	2280	1	6	8	52	550	1149	431	72	9	2	0	0	0	0	0	40.1	45.2
06-22	2559	2	6	9	55	588	1283	496	102	16	2	0	0	0	0	0	40.4	45.5
06-00	2603	2	6	9	58	600	1299	503	106	18	2	0	0	0	0	0	40.4	45.5
00-00	2663	2	8	10	61	607	1318	519	115	19	4	0	0	0	0	0	40.4	45.6

09 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	3	2	0	0	0	0	0	1	0	0	0	45.6	-
0100	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	41.6	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	49.9	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.2	-
0400	26	0	0	0	0	3	7	12	3	1	0	0	0	0	0	0	45	52.7
0500	32	0	0	0	0	0	13	13	4	2	0	0	0	0	0	0	46.1	52.2
0600	87	0	0	0	0	2	29	32	21	3	0	0	0	0	0	0	45.9	52.6
0700	251	0	0	0	1	23	141	67	13	6	0	0	0	0	0	0	42.3	47.2
0800	298	0	0	0	2	63	169	53	11	0	0	0	0	0	0	0	40.6	44.4
0900	157	0	0	1	6	55	67	21	6	1	0	0	0	0	0	0	39.1	43.8
1000	194	0	0	1	8	81	78	23	3	0	0	0	0	0	0	0	37.9	43
1100	167	0	0	1	9	48	76	25	7	0	1	0	0	0	0	0	39.5	44.5
1200	176	0	0	1	2	49	97	24	2	1	0	0	0	0	0	0	39.4	43.7
1300	148	0	1	1	6	45	74	17	3	1	0	0	0	0	0	0	39.1	43.4
1400	159	0	0	0	5	53	75	20	4	2	0	0	0	0	0	0	39.6	45
1500	195	0	0	2	5	56	89	38	5	0	0	0	0	0	0	0	39.6	44.6
1600	224	0	0	3	0	48	104	63	5	1	0	0	0	0	0	0	40.8	45.8
1700	250	0	0	0	2	59	117	54	15	2	0	0	0	0	1	0	41.1	46.6
1800	185	0	0	1	2	35	101	37	8	1	0	0	0	0	0	0	41.2	45.8
1900	87	1	0	0	0	15	38	23	8	1	1	0	0	0	0	0	42.4	48.3
2000	65	0	0	1	0	9	37	8	9	1	0	0	0	0	0	0	41.8	49.8
2100	56	0	0	1	1	19	17	13	3	1	1	0	0	0	0	0	40.1	46.8
2200	26	0	0	0	1	7	12	5	0	1	0	0	0	0	0	0	39.9	45.8
2300	13	0	0	0	1	1	7	1	2	0	1	0	0	0	0	0	43	52.8
07-19	2404	0	1	11	48	615	1188	442	82	15	1	0	0	0	1	0	40.2	45.2
06-22	2699	1	1	13	49	660	1309	518	123	21	3	0	0	0	1	0	40.5	45.6
06-00	2738	1	1	13	51	668	1328	524	125	22	4	0	0	0	1	0	40.5	45.6
00-00	2812	1	1	13	51	675	1354	553	133	25	4	0	1	0	1	0	40.6	45.9

10 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	50.9	-
0100	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	42.7	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0300	7	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	43.7	-
0400	22	0	0	0	0	1	5	6	6	4	0	0	0	0	0	0	48.6	58.7
0500	30	0	0	0	1	4	8	9	5	2	0	1	0	0	0	0	45.3	54.4
0600	92	0	0	0	0	11	35	32	10	4	0	0	0	0	0	0	43.8	49.9
0700	234	0	0	0	0	28	110	79	15	2	0	0	0	0	0	0	42.5	47.1
0800	288	0	0	0	1	60	168	49	9	1	0	0	0	0	0	0	40.6	45
0900	160	0	0	0	4	49	84	22	1	0	0	0	0	0	0	0	39.2	43.5
1000	150	0	0	5	10	44	71	18	1	1	0	0	0	0	0	0	38	43.3
1100	153	0	1	1	6	48	75	18	4	0	0	0	0	0	0	0	38.9	43.5
1200	185	0	1	1	13	58	78	25	9	0	0	0	0	0	0	0	38.8	44.9
1300	133	0	0	0	5	51	60	14	3	0	0	0	0	0	0	0	38.5	42.9
1400	162	0	0	2	3	34	89	26	6	1	1	0	0	0	0	0	40.3	44.7
1500	179	0	0	0	8	40	95	26	9	0	0	1	0	0	0	0	40	45.6
1600	243	0	0	0	12	61	116	44	7	3	0	0	0	0	0	0	39.9	44.7
1700	255	0	0	0	0	43	137	63	10	1	0	1	0	0	0	0	41.6	46.1
1800	162	0	1	6	11	38	64	31	7	4	0	0	0	0	0	0	39.4	46.4
1900	103	0	0	1	2	19	52	23	5	1	0	0	0	0	0	0	40.9	46
2000	58	0	0	0	1	9	18	19	8	2	1	0	0	0	0	0	43.9	51.6
2100	50	0	0	0	1	12	24	8	5	0	0	0	0	0	0	0	40.7	47.2
2200	24	0	0	0	1	1	11	5	4	2	0	0	0	0	0	0	44.1	51.1
2300	24	0	0	0	0	3	14	2	3	2	0	0	0	0	0	0	43.4	52.1
07-19	2304	0	3	15	73	554	1147	415	81	13	1	2	0	0	0	0	40	45
06-22	2607	0	3	16	77	605	1276	497	109	20	2	2	0	0	0	0	40.3	45.4
06-00	2655	0	3	16	78	609	1301	504	116	24	2	2	0	0	0	0	40.4	45.5
00-00	2722	0	3	16	80	615	1319	523	130	31	2	3	0	0	0	0	40.5	45.8

11 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	40.7	-
0100	4	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	48.5	-
0200	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	50.8	-
0300	5	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	52.5	-
0400	18	0	0	0	0	1	5	3	7	2	0	0	0	0	0	0	47.7	54.6
0500	26	0	0	0	0	0	7	10	7	2	0	0	0	0	0	0	47.2	54.9
0600	83	0	0	1	1	15	23	29	8	4	2	0	0	0	0	0	43.6	50.6
0700	253	0	0	1	0	28	138	66	17	3	0	0	0	0	0	0	42.3	48
0800	276	0	0	2	7	86	123	44	11	3	0	0	0	0	0	0	39.8	45.2
0900	169	0	0	1	4	62	73	23	6	0	0	0	0	0	0	0	39.1	44
1000	144	0	0	2	5	37	62	34	4	0	0	0	0	0	0	0	39.8	45.2
1100	166	0	0	0	8	48	82	25	2	0	1	0	0	0	0	0	39.2	43.8
1200	168	0	0	0	2	43	85	33	5	0	0	0	0	0	0	0	40.3	44.8
1300	149	0	0	0	4	40	73	25	6	1	0	0	0	0	0	0	39.7	45.6
1400	181	0	0	1	10	44	87	36	3	0	0	0	0	0	0	0	39.3	44.1
1500	203	0	0	0	6	41	95	47	13	0	1	0	0	0	0	0	40.8	45.7
1600	207	0	0	2	7	64	98	31	5	0	0	0	0	0	0	0	38.9	44.3
1700	240	0	0	0	4	51	122	53	9	1	0	0	0	0	0	0	40.7	45.5
1800	149	0	0	0	4	30	64	41	9	0	1	0	0	0	0	0	41.4	46.5
1900	111	0	0	0	1	21	48	35	4	2	0	0	0	0	0	0	41.9	46.9
2000	54	0	1	0	0	9	28	9	5	1	1	0	0	0	0	0	41.6	48.3
2100	45	0	0	0	2	10	19	13	1	0	0	0	0	0	0	0	40.5	45.9
2200	27	0	0	0	0	9	6	9	2	1	0	0	0	0	0	0	41	46.8
2300	12	0	0	0	2	0	4	1	4	1	0	0	0	0	0	0	44.3	54.6
07-19	2305	0	0	9	61	574	1102	458	90	8	3	0	0	0	0	0	40.2	45.3
06-22	2598	0	1	10	65	629	1220	544	108	15	6	0	0	0	0	0	40.4	45.6
06-00	2637	0	1	10	67	638	1230	554	114	17	6	0	0	0	0	0	40.4	45.6
00-00	2700	0	1	10	67	642	1247	570	132	24	7	0	0	0	0	0	40.6	46

12 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	1	1	2	4	1	0	0	0	0	0	0	0	41.3	-
0100	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	42.4	-
0200	3	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	55.2	-
0300	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	43.7	-
0400	18	0	0	0	0	0	9	1	6	1	0	1	0	0	0	0	47.6	56.2
0500	28	0	0	0	0	0	11	11	4	2	0	0	0	0	0	0	45.9	51.1
0600	73	0	0	0	0	6	29	26	6	6	0	0	0	0	0	0	44.7	50.3
0700	214	0	1	0	1	59	101	42	10	0	0	0	0	0	0	0	40.4	45.7
0800	231	0	0	0	3	53	123	43	9	0	0	0	0	0	0	0	40.4	45.1
0900	183	0	0	0	9	61	76	30	7	0	0	0	0	0	0	0	39.3	44.9
1000	158	0	1	0	6	47	64	28	10	2	0	0	0	0	0	0	40.1	46.3
1100	170	0	0	0	7	68	74	16	3	1	1	0	0	0	0	0	38.7	43.1
1200	207	0	0	4	11	67	91	24	8	2	0	0	0	0	0	0	38.7	44.3
1300	164	0	0	2	6	42	77	34	3	0	0	0	0	0	0	0	39.6	44.8
1400	211	0	0	4	10	50	104	33	7	2	1	0	0	0	0	0	39.6	44.7
1500	206	1	0	1	21	72	83	22	5	0	0	1	0	0	0	0	38	43.3
1600	275	0	1	1	19	90	117	38	9	0	0	0	0	0	0	0	38.4	44
1700	236	0	0	0	2	58	109	53	13	1	0	0	0	0	0	0	41.1	46.1
1800	173	0	0	2	5	42	80	29	12	3	0	0	0	0	0	0	40.7	46.4
1900	97	0	0	0	0	23	32	25	14	3	0	0	0	0	0	0	42.8	50.8
2000	60	0	0	0	0	16	23	11	9	1	0	0	0	0	0	0	42.1	50.9
2100	42	0	0	0	2	9	16	7	7	0	1	0	0	0	0	0	42.2	51
2200	34	0	0	0	0	6	18	7	3	0	0	0	0	0	0	0	41.5	45.5
2300	24	0	0	0	1	3	12	4	1	0	2	1	0	0	0	0	44	54.5
07-19	2428	1	3	14	100	709	1099	392	96	11	2	1	0	0	0	0	39.6	44.9
06-22	2700	1	3	14	102	763	1199	461	132	21	3	1	0	0	0	0	39.9	45.5
06-00	2758	1	3	14	103	772	1229	472	136	21	5	2	0	0	0	0	40	45.5
00-00	2826	1	3	14	104	774	1256	493	147	24	7	3	0	0	0	0	40.1	45.7

13 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	0	3	2	4	1	0	0	0	0	0	0	0	42.5	-
0100	4	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	51.3	-
0200	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	43.2	-
0300	6	0	0	0	0	2	1	1	1	0	1	0	0	0	0	0	44.8	-
0400	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	44.8	-
0500	16	0	0	0	0	1	6	5	1	2	1	0	0	0	0	0	47	57.5
0600	23	0	0	0	0	2	6	10	2	2	1	0	0	0	0	0	46.3	55.2
0700	51	0	0	0	2	10	23	9	5	1	1	0	0	0	0	0	42.2	49.5
0800	81	0	1	1	2	34	20	17	5	1	0	0	0	0	0	0	39.1	47
0900	126	0	0	1	5	30	60	23	6	1	0	0	0	0	0	0	40.2	45.5
1000	171	0	0	4	2	46	95	20	4	0	0	0	0	0	0	0	39.1	43.4
1100	158	0	0	0	3	46	71	31	7	0	0	0	0	0	0	0	39.9	45.6
1200	209	0	0	1	4	69	100	34	1	0	0	0	0	0	0	0	39.2	44.4
1300	194	0	0	0	6	46	95	39	5	1	0	2	0	0	0	0	40.6	46.2
1400	143	0	0	5	4	32	60	26	15	1	0	0	0	0	0	0	40.6	47.4
1500	134	0	0	1	3	39	60	23	7	1	0	0	0	0	0	0	40	46
1600	145	0	0	0	2	32	73	28	8	2	0	0	0	0	0	0	41.1	46.4
1700	146	0	0	1	4	36	60	34	10	1	0	0	0	0	0	0	40.6	46.4
1800	116	0	0	0	4	27	55	22	4	2	2	0	0	0	0	0	40.9	46.9
1900	86	0	0	0	6	19	42	16	3	0	0	0	0	0	0	0	39.8	45.2
2000	46	0	0	0	1	7	18	15	2	2	1	0	0	0	0	0	43	47.9
2100	47	0	0	0	0	12	26	6	3	0	0	0	0	0	0	0	40.5	45.8
2200	30	1	0	0	0	6	15	8	0	0	0	0	0	0	0	0	39.3	44.7
2300	25	0	0	0	0	3	12	5	0	4	1	0	0	0	0	0	44.3	57.8
07-19	1674	0	1	14	41	447	772	306	77	11	3	2	0	0	0	0	40.2	46
06-22	1876	0	1	14	48	487	864	353	87	15	5	2	0	0	0	0	40.3	46.2
06-00	1931	1	1	14	48	496	891	366	87	19	6	2	0	0	0	0	40.3	46.2
00-00	1975	1	1	14	48	504	901	381	92	23	8	2	0	0	0	0	40.4	46.3

14 June 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	0	3	4	8	0	3	0	0	0	0	0	0	45.5	57.2
0100	9	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	43.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	48.5	-
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	41.4	-
0500	11	0	0	0	0	4	2	2	1	1	0	1	0	0	0	0	45.6	63.4
0600	18	0	0	1	2	1	6	6	2	0	0	0	0	0	0	0	40.4	48
0700	35	0	0	0	0	6	16	10	2	1	0	0	0	0	0	0	42.5	47.8
0800	47	0	0	4	2	5	19	15	1	1	0	0	0	0	0	0	39.8	47
0900	93	0	1	4	0	23	44	13	6	1	1	0	0	0	0	0	39.7	45.8
1000	138	0	0	3	11	38	55	27	4	0	0	0	0	0	0	0	38.9	44.8
1100	141	0	1	3	4	33	66	21	13	0	0	0	0	0	0	0	39.9	46.3
1200	169	0	0	2	11	54	71	26	4	1	0	0	0	0	0	0	38.7	44.7
1300	150	0	0	1	5	33	81	24	4	1	1	0	0	0	0	0	40.1	44.6
1400	178	0	0	2	7	43	83	37	6	0	0	0	0	0	0	0	40	45
1500	114	0	0	1	4	36	44	20	9	0	0	0	0	0	0	0	39.9	46.6
1600	149	0	0	0	1	30	74	33	8	1	1	0	1	0	0	0	41.4	47.1
1700	128	0	1	0	1	32	59	25	8	1	1	0	0	0	0	0	40.8	46.1
1800	117	0	2	0	11	23	49	22	6	4	0	0	0	0	0	0	39.8	45.9
1900	77	0	0	1	1	15	29	26	4	0	1	0	0	0	0	0	41.5	46.7
2000	48	0	0	0	1	14	16	12	4	1	0	0	0	0	0	0	41.6	47.9
2100	35	0	0	0	0	6	11	15	2	1	0	0	0	0	0	0	43.4	48.6
2200	22	0	0	0	1	4	11	3	3	0	0	0	0	0	0	0	41.4	49.7
2300	10	0	0	0	0	2	2	4	1	1	0	0	0	0	0	0	44.6	-
07-19	1459	0	5	20	57	356	661	273	71	11	4	0	1	0	0	0	40	45.7
06-22	1637	0	5	22	61	392	723	332	83	13	5	0	1	0	0	0	40.2	45.9
06-00	1669	0	5	22	62	398	736	339	87	14	5	0	1	0	0	0	40.2	46.1
00-00	1711	0	5	22	62	405	747	356	89	18	5	1	1	0	0	0	40.3	46.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	17409	5	22	99	473	4222	8142	3395	838	164	37	9	2	0	1	0	40.4	45.9



SITE: ATC - Jolesfield, Partridge Green

LOCATION: Attached to signpost

GRID REFERENCE: 50.967700, -0.310083

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	1-5.	1-7.
Hour									
0000-0100	4	6	4	6	9	10	18	5.8	8.1
0100-0200	1	7	3	4	4	4	9	3.8	4.6
0200-0300	3	1	1	4	3	5	0	2.4	2.4
0300-0400	4	2	7	5	6	6	2	4.8	4.6
0400-0500	17	26	22	18	18	3	2	20.2	15.1
0500-0600	31	32	30	26	28	16	11	29.4	24.9
0600-0700	78	87	92	83	73	23	18	82.6	64.9
0700-0800	240	251	234	253	214	51	35	238.4	182.6
0800-0900	274	298	288	276	231	81	47	273.4	213.6
0900-1000	172	157	160	169	183	126	93	168.2	151.4
1000-1100	124	194	150	144	158	171	138	154	154.1
1100-1200	150	167	153	166	170	158	141	161.2	157.9
1200-1300	178	176	185	168	207	209	169	182.8	184.6
1300-1400	157	148	133	149	164	194	150	150.2	156.4
1400-1500	146	159	162	181	211	143	178	171.8	168.6
1500-1600	187	195	179	203	206	134	114	194	174
1600-1700	260	224	243	207	275	145	149	241.8	214.7
1700-1800	236	250	255	240	236	146	128	243.4	213
1800-1900	156	185	162	149	173	116	117	165	151.1
1900-2000	84	87	103	111	97	86	77	96.4	92.1
2000-2100	77	65	58	54	60	46	48	62.8	58.3
2100-2200	40	56	50	45	42	47	35	46.6	45
2200-2300	25	26	24	27	34	30	22	27.2	26.9
2300-2400	19	13	24	12	24	25	10	18.4	18.1
Totals									
0700-1900	2280	2404	2304	2305	2428	1674	1459	2344.2	2122
0600-2200	2559	2699	2607	2598	2700	1876	1637	2632.6	2382.3
0600-0000	2603	2738	2655	2637	2758	1931	1669	2678.2	2427.3
0000-0000	2663	2812	2722	2700	2826	1975	1711	2744.6	2487
AM Peak	800	800	800	800	800	1000	1100		
	274	298	288	276	231	171	141		
PM Peak	1600	1700	1700	1700	1600	1200	1400		
	260	250	255	240	275	209	178		



Survey Type: Automatic Traffic Counter

Location: Jolesfield Partridge Green

