

Transport Statement

Scarp House,
Land at Sunningdale,
Steyping,
BN44 3AA



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Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	28-04-2026	RS	RW	RW

2	11-05-2026	RS	RW	RW
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Executive Summary

GTA Civils & Transport Ltd has been commissioned by SJD Projects to prepare a Transport Statement in connection with the proposed development of a single dwelling of exceptional design under Paragraph 84 of the NPPF. The application site is located at Scarp house, Steyning (BN44 3AA).

The development comprises a new vehicular access from Horsham Road (B2135), the erection of a single dwelling, and associated parking and cycle provision. Appropriate visibility splays are achievable at the proposed access.

The site is located on the northern outskirts of Steyning. Bus stops are located approximately 1.2km from the site, with Steyning High Street approximately 2.1km away. The site is accessible by walking, cycling and public transport for some local trips; however, given the limited scale of the development, the associated trip generation impact will be minimal.

The development will provide the required level of car parking and cycle parking in accordance with West Sussex County Council and Horsham District Council standards.

Trip generation associated with the development is expected to be very low and will have a negligible impact on the surrounding highway network.

Overall, the proposed development is considered acceptable in transport terms with no severe highway impacts.

1 Introduction

- 1.1 This report has been prepared for SJD Projects in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by SJD Projects to prepare a Transport Report in support of a proposed development comprising the erection of a single dwelling on land to the south of the existing dwelling at Scarp House, Steyning.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS) 1 & 2;
- West Sussex County Council Local Transport Plan 2011-2026 (2011);
- West Sussex Guidance on Parking at New Developments (2020);
- Horsham District Planning Framework 2015-2031 (2015);
- Horsham District Draft Local Plan 2019-2036 (2020).

Horsham District Planning Framework (2015)

- 1.4 The site is located outside of the defined built-up area boundary and is not allocated for housing development within the Horsham District Planning Framework (HDPF). The HDPF acknowledges that the district as a whole is car reliant with reference to 2011 Census travel to work data with approximately 76% travelling to work by car.
- 1.5 With regards to Sustainable Transport Policy 40, paragraph 11.6 recognises the high reliance on private car journeys in relation to the dispersed rural nature of the district as a whole, it states:

'the dispersed rural settlements combined with limited public transport result in a population which is highly reliant on the car and is likely to continue to do so because the dispersed nature of the district settlements makes public transport economically difficult to sustain'.

- 1.6 Policy 40 aims to achieve 'people living healthier lives' through increased sustainable travel and safe access, and states development will be supported if it accords with the various reasons listed, those relating to this application are as follows:

4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.

5. Is located in areas where there are, or will be a choice in the modes of transport available.

- 1.7 The application site is situated outside of any of the defined settlements as categorised under Policy 3 of the HDPF, and therefore is considered to be in a countryside location in policy terms.
- 1.8 The idea of '20 minute neighbourhoods' has grown as the COVID-19 pandemic lockdowns put a spotlight on the importance of the liveability of neighbourhoods, with people spending more time locally, working at home if possible, using public green space, cycling and walking instead of using cars and connecting with neighbours.
- 1.9 Some facilities exist within cycling distance of the site, although the site does not form part of a continuous or walkable settlement and therefore remains physically separate from Steyning. The site is not located within or adjacent to any defined settlement and is physically separated from built form, consistent with the definition of 'isolated' as set out in case law.
- 1.10 Whilst there are no footways connecting to the site, cycle access to Ashurst and Steyning is possible for some. It is likely that short distance car trips would also provide for access to local facilities, these journeys could be made using local taxi firms.
- 1.11 Relative car dependency would not make the site unsustainable in transport terms. Future occupiers would be reliant on private vehicle use, which is characteristic of rural locations. Given the very low level of trip generation associated with a single dwelling, this does not give rise to any material transport or highway impacts.

WSCC Pre-Application Advice

- 1.12 A West Sussex County Council (WSCC) pre-application consultation has been undertaken in relation to the provision of a new vehicular access to serve a single dwelling on land south of the existing property 'Sunningdale', Horsham Road, Steyning, BN44 3AA.
- 1.13 This Transport Report has been prepared to respond to the comments issued by WSCC in their pre-application advice dated 17th November 2025. A summary of the key points which are addressed within this Transport Report are as follows:
- Visibility splays are in accordance with the 85th percentile speeds recorded during ATC surveys;
 - Requirement for a Stage 1 Road Safety Audit of the proposed access;
 - Requirement for review of Personal Injury Accident (PIA) data for the last 5 years;
 - Provision of policy-compliant parking in accordance with WSCC standards;
 - Assessment of anticipated trip generation associated with the proposed dwelling;
 - Swept path analysis to demonstrate safe access and egress for service and emergency vehicles;
 - Outline of delivery and servicing arrangements for the site;

- Consideration of site accessibility and availability of sustainable transport modes.

2 Site Location

- 2.1 An aerial view of the site is shown below in **Figure 2.1**.
- 2.2 The site is located off the B2135 Horsham Road, on the outskirts of Steyning, West Sussex (BN44 3AA). The site currently comprises an undeveloped field located to the south of the existing dwelling at Sunningdale. Vehicular access to the site is proposed directly from Horsham Road.

Figure 2.1 – Aerial View of Site Location



3 Local Highway Network

- 3.1 **Figure 3.1** shows the local highway network in the vicinity of the site.
- 3.2 The site is accessed directly from Horsham Road (B2135), which is subject to the national speed limit for single carriageway roads (60mph). However, recent Automatic Traffic Count (ATC) surveys indicate observed vehicle speeds of approximately 46mph southbound and 44mph northbound in the vicinity of the site.
- 3.3 Horsham Road (B2135) provides local connectivity between Steyning and the surrounding area. Approximately 1km to the south of the site access, Horsham Road connects with Steyning Bypass and Washington Road. These routes provide access into Steyning town centre, with Washington Road also extending westwards towards London Road (A24), facilitating wider strategic connections.
- 3.4 Steyning Bypass connects to Shoreham Road, which routes south towards Shoreham-by-Sea. This in turn links with the A27, a key east-west strategic route along the south coast, providing connectivity to Brighton, Worthing and beyond.

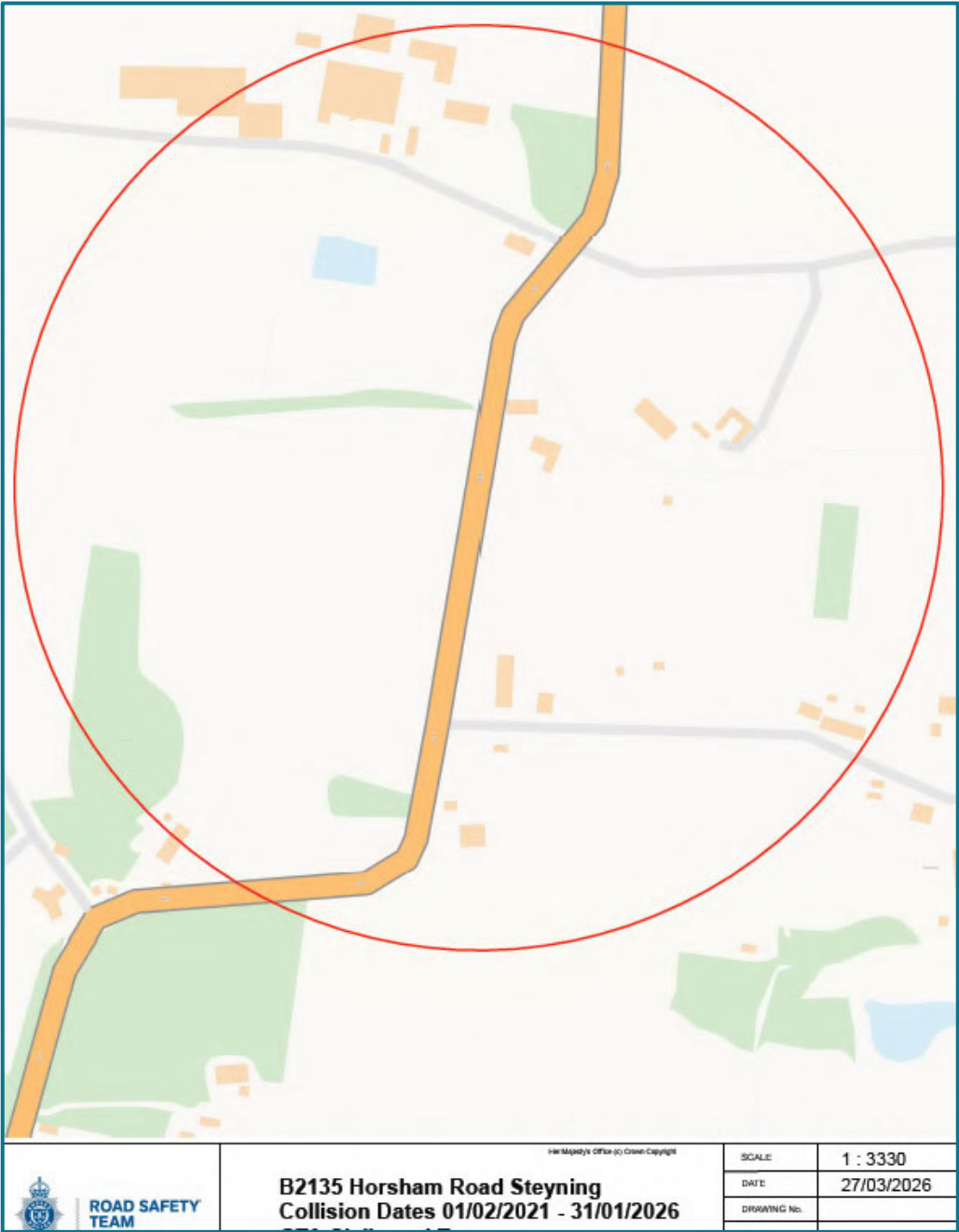
Figure 3.1 – Local Highway Network



PIA Data

- 3.5 As requested within the WSCC pre-application advice, the local personal injury accident (PIA) data has been obtained from the West Sussex Road Safety Team for the most recent 5-year period from 01/02/2021 to 31/01/2026. The observation area includes a 300metre radius around the site.
- 3.6 The review demonstrates that there have been no recorded incidents in the past 5-years within the observation area. It is reasonable to conclude that the proposed development will not result in an increase in the risk of accidents.

Figure 3.2 – Extract of PIA Map Data



Speed Survey (ATC)

- 3.7 A speed survey was undertaken for a 7-day period from Tuesday 2nd September – Monday 8th September 2025.
- 3.8 The speed of traffic has been determined using an ATC placed on Horsham Road, Steyning close to the proposed access of the site.
- 3.9 The ATC equipment location is shown in **Figure 3.3** below.

Figure 3.3 – Location of ATC Equipment



- 3.10 The 7-day survey recorded 85%ile speeds as follows:

- North Bound = 44 mph
- South Bound = 46 mph

- 3.11 The survey is included at **Appendix A**.

4 Modal Choices

- 4.1 The site is located east of B2135 Horsham Road, in the northern outskirt of Steyning, and consists a vacant field south of residential property, known as Sunningdale.
- 4.2 The site is surrounded predominantly by open land and agricultural fields, with a number of dispersed residential properties in the surrounding area. Horsham Road (B2135) provides connectivity towards Steyning High Street, located approximately 2.1km to the south, as well as onward connections to the wider highway network.
- 4.3 The site is not located within or adjacent to any defined settlement and is physically separated from built form, consistent with the definition of 'isolated' as set out in case law.

Bus

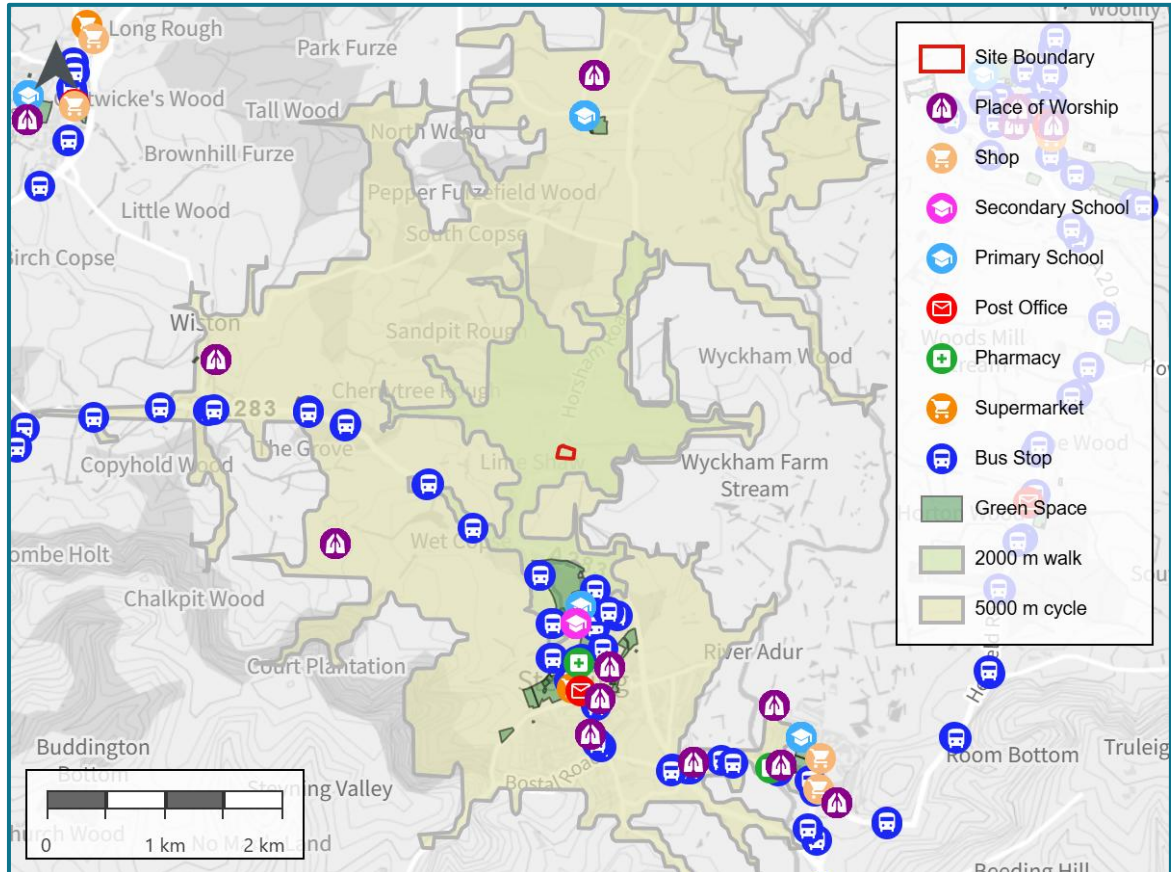
- 4.4 The nearest bus stop to the site is located on Washington Road, approximately 1.2km from the site access, equating to around a 15-minute walk or 5-minute cycle. This stop is served by bus route 743.
- 4.5 A further pair of bus stops are located on Horsham Road at The Spinney, approximately 1.4km from the site, served by routes 100, 740 and 743, providing connections to Steyning, Lancing, East Worthing, Burgess Hill, and Horsham, as well as access to Steyning Grammar School and other educational facilities. The services also offer onward links to wider employment, retail, and service centres across the area.

Walking & Cycling

- 4.6 There are no footways in the vicinity of the site, and no footway connections to the local bus stops. There are no Public Rights of Way (PROW) connecting directly to the site. Overall, it is recognised that the pedestrian accessibility of the site is limited.
- 4.7 While some facilities exist within cycling distance, the site does not form part of a continuous or walkable settlement and remains physically separate from Steyning. The site has limited access, primarily via private vehicle or cycling, to a modest range of facilities which provide for some day-to-day basic needs within Steyning and Ashurst.
- 4.8 Steyning High Street is located approximately 2km south of the proposed site access. The High Street provides a range of services and amenities including shops, food outlets, and community facilities, forming the main service centre for the settlement. This equates to approximately an 8-minute cycle or a 21-minute walk.

- 4.9 The map below demonstrates local amenities and facilities within the vicinity of the site, with a 2km walking distance and 5km cycling distance shown.

Figure 4.1- Local Amenities Map



Accessibility Summary

- 4.10 Overall, the site is physically separate from Steyning and has limited access to a modest range of day-to-day facilities, with connectivity primarily achieved by private vehicle and, to a lesser extent, cycling. The distance to essential services, combined with the absence of continuous pedestrian infrastructure, means that future occupiers would be likely to rely on private car travel for the majority of journeys.
- 4.11 However, this level of car reliance is characteristic of the rural context and is not uncommon or unexpected for development in such locations. In this regard, it is relevant that paragraph 84(e) of the NPPF does not require isolated homes in the countryside to meet the same locational criteria as set out in paragraphs 110 and 115, which seek to prioritise sustainable transport modes and reduce the need to travel.
- 4.12 In transport terms, the proposed development comprises a single dwelling and would therefore generate a very low level of trip demand. The limited number of vehicle movements associated with the site would not result in any material impact on the local highway network. Furthermore, given the site's proximity to Ashurst and Steyning, the majority of trips are likely to be short in distance.
- 4.13 On this basis, whilst the site does not benefit from strong accessibility by non-car modes, the scale of development and its rural context mean that the proposals can be considered acceptable in transport terms.

5 Proposed Development

- 5.1 The proposed development comprises the formation of a new vehicular access from Horsham Road (B2135) to serve a new five-bedroom dwelling. The proposed site layout plan is included at **Appendix B**.

Proposed Access

- 5.2 The proposed access is located approximately 43m south of the existing Sunningdale access and is designed with a 4.8m wide carriageway and 6m kerb radii on either side. The access has been positioned with consideration to existing hedgerows and associated tree root protection areas.
- 5.3 Horsham Road is subject to a 60mph speed limit in the vicinity of the site. A 7-day speed survey undertaken between Tuesday 2nd and Monday 8th September 2025 recorded 85th percentile speeds of 46.3mph southbound and 44.4mph northbound.
- 5.4 In accordance with DMRB standards, the required visibility splays are therefore calculated as 2.4m x 131m to the southbound direction and 2.4m x 123m to the northbound direction. These visibility splays have been demonstrated as achievable at the proposed access location.
- 5.5 The extent of the adopted highway boundary has been confirmed with West Sussex County Council (WSCC) and is illustrated on the access drawing. The required visibility splays can be accommodated within land under the applicant's control and/or the public highway, as shown on the access plan included at **Appendix C**.

Servicing and Emergency Vehicle Access

- 5.6 Refuse collections will take place from Horsham Road, similarly to other existing residential properties, future residents will be required to move their bins to the kerbside on collection days. Refuse vehicle access into the site will not be required.
- 5.7 Fire appliances will be able to reach within 45 metres of all parts of the building, in accordance with Regulation B5 (Paragraph 13.1) of the Building Regulations Approved Document B. Vehicle tracking of a fire tender vehicle is included on the access plan, as the largest vehicle likely to require access into the site.

Proposed Parking

- 5.8 In accordance with West Sussex County Council's Guidance on Parking at New Developments (September 2020), the site is located within Parking Zone 1, where a dwelling of this size requires three off-street parking spaces.
- 5.9 The proposed development will provide three parking spaces in line with the adopted standards; all accommodated within the site boundary and designed to allow safe and convenient access and manoeuvring.
- 5.10 The proposed development will provide cycle parking in accordance with West Sussex County Council's Guidance on Parking at New Developments (September 2020). Based on the scale of the development, a minimum of two cycle parking spaces are required, and these will be provided.

Stage 1 Road Safety Audit (RSA1)

- 5.11 A Stage 1 Road Safety audit has been undertaken by EC Road Safety Limited in April 2026 to assess the proposed site access. The audit took place at the offices of EC Road Safety in March 2026, and comprised an examination of documents, plus a visit to the site of the proposed scheme. The Audit report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG119.
- 5.12 It is considered that the proposed scheme is sufficient in terms of road safety and there are no risks raised within the RSA1. A copy of the RSA1 Response Report is included at **Appendix D**.

6 Trip Generation

- 6.1 All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.
- 6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.
- 6.3 The proposed development comprises of the erection of a single residential dwelling. The TRICS database has been interrogated to identify appropriate trip rate data for privately owned residential dwellings, with the following relevant parameters being applied:

- Survey Year: Post 2015 surveys;
- Days: Weekdays only;
- Location: Edge of Town and Neighbourhood Centre location types;
- Number of units: 6-25 Units;
- Car Ownership: From 1.1 to 2.0;
- Population: Less than 10,000 within 1 mile.

- 6.4 **Table 6.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Trip Rates for Development (1 Dwelling)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.107	0.375	0.482	0.232	0.125	0.357	1.982	2.180	4.162

- 6.5 **Table 6.2** shows the resultant trips based on the development scale.

Table 6.2 – Proposed Development Trips (1 Dwelling)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0	0	1	0	0	1	2	2	4

Resultant trips rounded to the nearest whole number

- 6.6 The full details of the TRICS assessment can be seen in **Appendix E**.

Summary of Trips

6.7 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 1 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 1 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 4 two-way daily weekday vehicle trips are forecast.

6.8 Based on the TRICS analysis, the likely traffic generation of the proposed development can easily be accommodated on the local highway network and no further assessment or mitigation of highway impact is required.

7 Conclusion

- 7.1 This Transport Statement has assessed the existing transport conditions and considered the transport implications of the proposed development at Scarp House, Steyning (BN44 3AA).
- 7.2 The site is located east of B2135 Horsham Road, in the northern outskirt of Steyning, and consists a vacant field south of residential property, known as Sunningdale.
- 7.3 The proposed development comprises the formation of a new vehicular access from Horsham Road (B2135) to serve a new five-bedroom dwelling.
- 7.4 The proposed access is situated approximately 43metres south of the existing Sunningdale access, with a road width of 4.8metres, and radii of 6metres on each side. The access location has been sited with consideration of the impact on the existing hedges and tree root protection zones.
- 7.5 Horsham Road is subject to a 60mph speed limit in this location. A 7-day speed survey has been undertaken on Tuesday 2nd – Monday 8th September 2025, which revealed 85th %ile vehicle speeds of 46.3mph (southbound) and 44.4mph (northbound).
- 7.6 In line with DMRB standards, the required visibility splays are therefore 2.4m x 131m and 2.4m x 123m respectively. This has been demonstrated to be achievable at the proposed access location.
- 7.7 PIA data has been obtained, and this has demonstrated that there have been no recorded vehicle collisions within the site vicinity over the most recent 5-year period.
- 7.8 Trip generation associated with a single dwelling is expected to be very low, with approximately 4 two-way daily vehicle trips generated by the development. Such levels of traffic would be negligible in the context of the surrounding highway network.
- 7.9 The site is located in a rural position with limited access to local services by walking. Future occupiers would therefore be reliant on private vehicle use for most journeys, which is typical and expected in such rural locations. In transport terms, the site's isolated position and limited accessibility are characteristic of its context, and the very low level of trip generation ensures that no material highway or sustainability impacts would arise.
- 7.10 In conclusion, the proposed development is considered acceptable in accessibility and sustainability terms and would not result in any severe residual highway or transport impacts.

- End of Report -

Appendix A

ATC Speed Survey

AUTOMATIC TRAFFIC COUNT REPORT

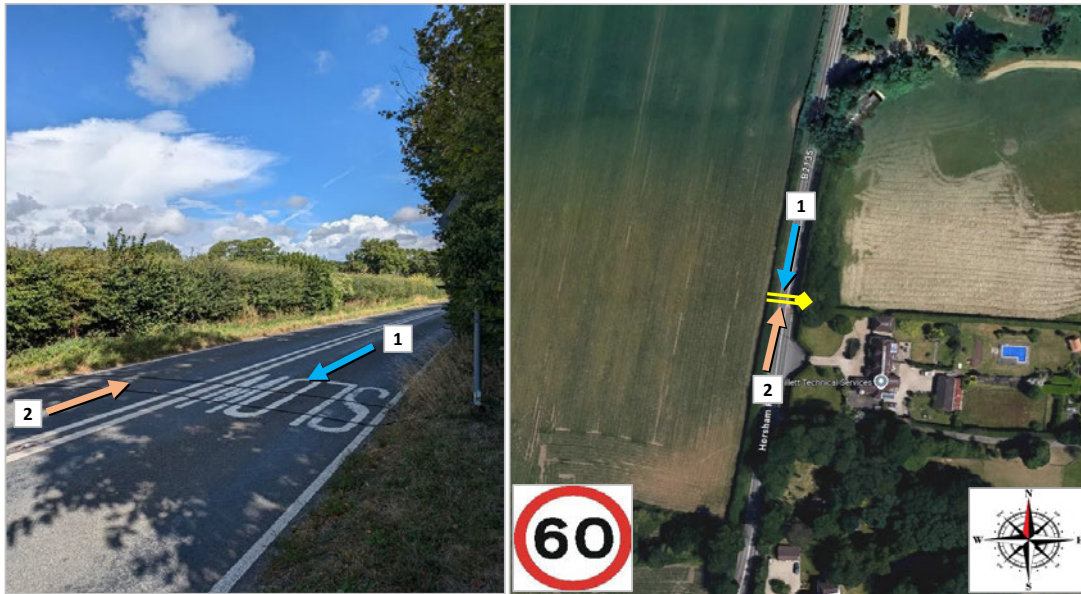
Report Id: TW3-010925

SITE LOCATION: Horsham Rd, Steyning
[Coordinates \(50.905911, -0.331626\)](#)

Client: GTA Civils

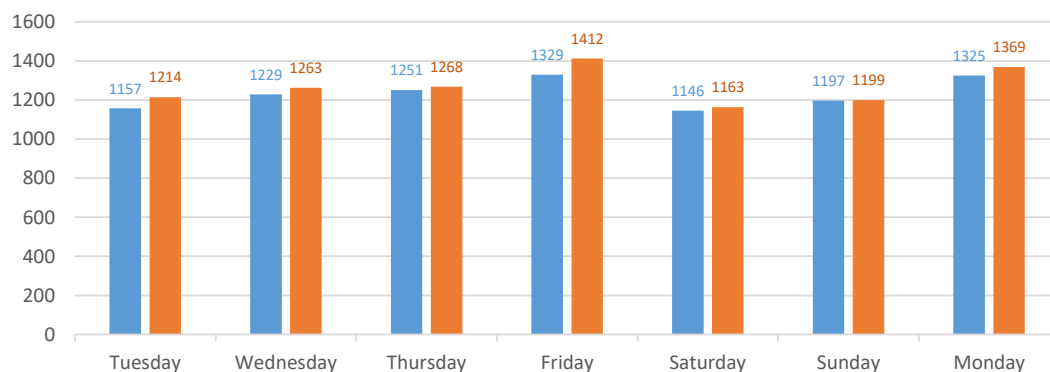
DATE: Tuesday 2nd September - Monday 8th September 2025

Requester: Richard Wells



			Direction 1			Direction 2		
Summary			South Bound			North Bound		
			Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed
Day 1	Tuesday	02/09/2025	1157	40.8	46.4	1214	39.2	44.1
Day 2	Wednesday	03/09/2025	1229	39.9	45.5	1263	38.8	43.8
Day 3	Thursday	04/09/2025	1251	40.5	46.9	1268	39.6	44.5
Day 4	Friday	05/09/2025	1329	40.3	46.8	1412	39.4	44.9
Day 5	Saturday	06/09/2025	1146	38.7	46.2	1163	39	45.5
Day 6	Sunday	07/09/2025	1197	38.3	45.5	1199	36.7	43.5
Day 7	Monday	08/09/2025	1325	40	46.9	1369	38.9	44.6
Week Total			8634	39.8	46.3	8888	38.8	44.4

Total Vehicles



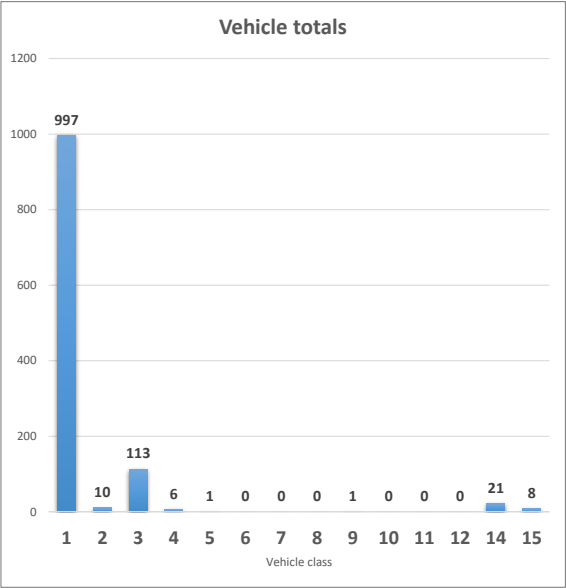


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Tuesday, 2 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	4	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	10	2	0	4	4	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0600	18	6	1	4	7	14	0	4	0	0	0	0	0	0	0	0	0	0	0	
0700	55	12	9	10	24	41	0	11	0	0	0	0	0	0	0	0	0	2	1	
0800	79	23	16	19	21	66	1	9	1	0	0	0	0	0	0	0	0	2	0	
0900	73	14	21	19	19	65	1	6	1	0	0	0	0	0	0	0	0	0	0	
1000	74	17	14	18	25	55	3	12	0	1	0	0	0	0	0	0	0	0	3	
1100	61	15	17	20	9	52	1	6	2	0	0	0	0	0	0	0	0	0	0	
1200	74	29	18	10	17	64	1	6	0	0	0	0	0	0	0	0	0	3	0	
1300	77	15	23	20	19	70	0	7	0	0	0	0	0	0	0	0	0	0	0	
1400	79	22	18	22	17	67	1	9	0	0	0	0	0	0	0	0	0	2	0	
1500	101	15	15	31	40	87	1	8	1	0	0	0	0	0	0	0	0	3	1	
1600	127	31	25	40	31	115	1	8	0	0	0	0	0	0	0	0	0	3	0	
1700	113	25	37	27	24	107	0	5	0	0	0	0	0	0	0	0	0	0	1	
1800	95	40	19	19	17	81	0	7	0	0	0	0	0	0	0	0	0	5	2	
1900	42	10	13	5	14	37	0	5	0	0	0	0	0	0	0	0	0	0	0	
2000	33	14	7	4	8	28	0	4	0	0	0	0	0	0	0	0	0	1	0	
2100	18	8	2	4	4	17	0	0	0	0	0	0	0	1	0	0	0	0	0	
2200	13	5	3	3	2	12	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	8	1	4	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1008	258	232	255	263	870	10	94	5	1	0	0	0	0	0	0	0	20	8	
06-22	1119	296	255	272	296	966	10	107	5	1	0	0	0	1	0	0	0	21	8	
06-00	1140	302	262	278	298	986	10	108	5	1	0	0	0	1	0	0	0	21	8	
00-00	1157	306	265	283	303	997	10	113	6	1	0	0	0	1	0	0	0	21	8	



Tuesday, 2 September 2025

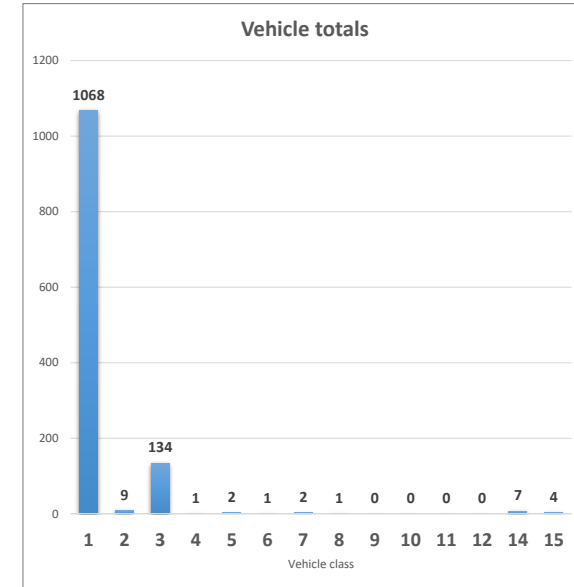
Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH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

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Wednesday, 3 September 2025

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	5	1	2	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	5	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	24	3	5	7	9	18	1	4	1	0	0	0	0	0	0	0	0	0	0	
0700	55	5	10	18	22	44	1	9	0	0	0	0	0	0	0	0	0	1	0	
0800	81	23	19	21	18	66	1	11	0	0	0	1	0	0	0	0	0	1	1	
0900	73	17	12	25	19	60	2	10	0	0	0	0	0	0	0	0	0	0	1	
1000	83	17	24	20	22	68	0	13	0	1	0	0	0	0	0	0	0	1	0	
1100	77	13	20	20	24	63	0	12	0	0	0	1	0	0	0	0	0	1	0	
1200	79	23	18	22	16	66	1	12	0	0	0	0	0	0	0	0	0	0	0	
1300	75	26	13	16	20	58	1	14	0	1	0	0	1	0	0	0	0	0	0	
1400	77	18	20	20	19	66	1	9	0	0	0	0	0	0	0	0	0	1	0	
1500	92	24	20	19	29	82	0	10	0	0	0	0	0	0	0	0	0	0	0	
1600	141	40	17	49	35	128	0	12	0	0	1	0	0	0	0	0	0	0	0	
1700	125	34	32	32	27	117	0	7	0	0	0	0	0	0	0	0	0	1	0	
1800	108	38	23	26	21	102	0	3	0	0	0	0	0	0	0	0	0	1	2	
1900	42	14	12	7	9	37	0	5	0	0	0	0	0	0	0	0	0	0	0	
2000	34	4	13	11	6	33	0	1	0	0	0	0	0	0	0	0	0	0	0	
2100	22	5	3	7	7	22	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	17	4	6	5	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	9	2	3	3	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	
07-19	1066	278	228	288	272	920	7	122	0	2	1	2	1	0	0	0	0	7	4	
06-22	1188	304	261	320	303	1030	8	132	1	2	1	2	1	0	0	0	0	7	4	
06-00	1214	310	270	328	306	1055	8	133	1	2	1	2	1	0	0	0	0	7	4	
00-00	1229	313	272	334	310	1068	9	134	1	2	1	2	1	0	0	0	0	7	4	



Wednesday, 3 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0 ≤5mph	MPH 5 ≤10mph	MPH 10 ≤15mph	MPH 15 ≤20mph	MPH 20 ≤25mph	MPH 25 ≤30mph	MPH 30 ≤35mph	MPH 35 ≤40mph	MPH 40 ≤45mph	MPH 45 ≤50mph	MPH 50 ≤55mph	MPH 55 ≤60mph	MPH 60 ≤65mph	MPH 65 ≤70mph	MPH 70 ≤75mph	MPH 75 ≤80mph	MPH 80 ≤85mph	MPH 85 ≤90mph	MPH 90 ≤95mph	MPH 95 ≤100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
0000	3	2	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.9	3.3	
0100	5	1	2	1	1	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	-	42	3.7	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.1	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.7	-	
0500	5	0	0	3	2	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-	41.5	5.3	
0600	24	3	5	7	9	0	0	0	0	0	0	1	10	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	41.3	4.2
0700	55	5	10	18	22	0	0	0	0	0	2	3	24	19	4	2	1	0	0	0	0	0	0	0	0	0	0	0	43.8	40.3	4.9
0800	81	23	19	21	18	0	0	1	1	4	8	11	18	26	10	2	0	0	0	0	0	0	0	0	0	0	0	0	45.1	37.6	7.9
0900	73	17	12	25	19	0	0	1	0	0	2	10	27	26	4	3	0	0	0	0	0	0	0	0	0	0	0	0	43.7	39.2	5.8
1000	83	17	24	20	22	0	0	0	0	0	2	15	32	20	11	3	0	0	0	0	0	0	0	0	0	0	0	0	45.9	39.4	5.4
1100	77	13	20	20	24	0	0	0	1	0	2	17	23	25	6	3	0	0	0	0	0	0	0	0	0	0	0	0	44.7	39.2	5.9
1200	79	23	18	22	16	0	0	0	0	0	7	23	29	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	41.5	37.1	4.8
1300	75	26	13	16	20	0	0	0	0	0	1	18	26	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	43.3	38.7	4.7
1400	77	18	20	20	19	0	0	0	0	0	3	9	37	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	44.4	39	5
1500	92	24	20	19	29	0	0	0	0	0	2	10	43	29	6	1	0	1	0	0	0	0	0	0	0	0	1	1.087	44.2	39.4	5
1600	141	40	17	49	35	0	0	0	0	12	1	7	45	53	17	2	2	2	0	0	0	0	0	0	0	2	1.418	45.7	39.9	7.1	
1700	125	34	32	32	27	0	0	0	0	0	1	9	30	51	24	8	1	1	0	0	0	0	0	0	0	1	0.8	47.4	42.6	5.4	
1800	108	38	23	26	21	0	0	0	1	1	0	8	24	47	20	6	1	0	0	0	0	0	0	0	0	0	0	0	46.8	41.8	5.8
1900	42	14	12	7	9	0	0	0	0	0	3	4	12	9	5	7	1	0	1	0	0	0	0	0	0	1	2.381	50.7	42	8.6	
2000	34	4	13	11	6	0	0	0	0	0	0	3	8	9	9	5	0	0	0	0	0	0	0	0	0	0	0	0	50.3	43.2	6.1
2100	22	5	3	7	7	0	0	0	0	0	1	2	8	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	49.8	41.1	6.9
2200	17	4	6	5	2	0	0	0	0	0	0	5	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	37.4	4.6
2300	9	2	3	3	1	0	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.5	3.7
07-19	1066	278	228	288	272	0	0	2	3	17	31	140	358	354	116	35	6	4	0	0	0	0	0	0	0	4	0.375	45.1	39.7	6	
06-22	1188	304	261	320	303	0	0	2	3	17	35	150	396	385	138	49	8	4	1	0	0	0	0	0	0	5	0.421	45.6	40	6.1	
06-00	1214	310	270	328	306	0	0	2	3	17	35	155	405	395	140	49	8	4	1	0	0	0	0	0	0	5	0.412	45.5	39.9	6.1	
00-00	1229	313	272	334	310	0	0	2	3	17	35	157	409	402	142	49	8	4	1	0	0	0	0	0	0	5	0.407	45.5	39.9	6.1	

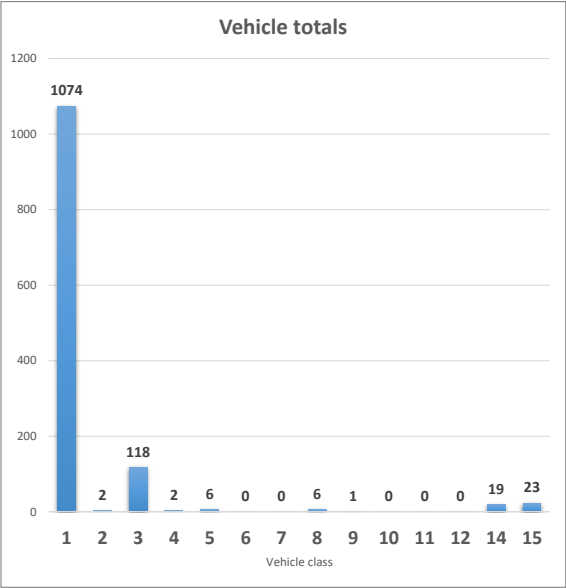


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Thursday, 4 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	6	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	5	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	5	0	2	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	16	3	4	4	5	11	0	5	0	0	0	0	0	0	0	0	0	0	0	
0700	41	8	10	11	12	31	0	7	1	0	0	0	0	0	0	0	0	1	1	
0800	92	23	28	23	18	80	0	11	0	0	0	0	0	0	0	0	0	1	0	
0900	71	16	19	20	16	62	0	7	0	2	0	0	0	0	0	0	0	0	0	
1000	71	13	23	12	23	60	0	10	0	0	0	0	0	0	0	0	0	1	0	
1100	73	14	22	19	18	56	1	9	1	0	0	0	3	0	0	0	0	1	2	
1200	76	14	21	20	21	64	0	8	0	1	0	0	1	0	0	0	0	1	1	
1300	81	16	17	28	20	70	1	7	0	1	0	0	0	0	0	0	0	0	2	
1400	81	14	18	20	29	69	0	8	0	0	0	0	1	0	0	0	0	3	0	
1500	108	28	21	22	37	97	0	3	0	0	0	0	1	0	0	0	0	5	2	
1600	136	32	33	36	35	119	0	15	0	1	0	0	0	0	0	0	0	0	1	
1700	165	46	43	32	44	143	0	15	0	0	0	0	0	0	0	0	0	2	5	
1800	86	25	18	22	21	69	0	6	0	1	0	0	0	0	0	0	0	3	7	
1900	63	21	14	13	15	60	0	1	0	0	0	0	0	0	0	0	0	1	1	
2000	33	12	10	7	4	28	0	3	0	0	0	0	0	1	0	0	0	0	1	
2100	19	7	4	5	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	13	3	4	5	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	7	1	1	3	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	
07-19	1081	249	273	265	294	920	2	106	2	6	0	0	6	0	0	0	0	18	21	
06-22	1212	292	305	294	321	1038	2	115	2	6	0	0	6	1	0	0	0	19	23	
06-00	1232	296	310	302	324	1057	2	116	2	6	0	0	6	1	0	0	0	19	23	
00-00	1251	300	314	312	325	1074	2	118	2	6	0	0	6	1	0	0	0	19	23	



Thursday, 4 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
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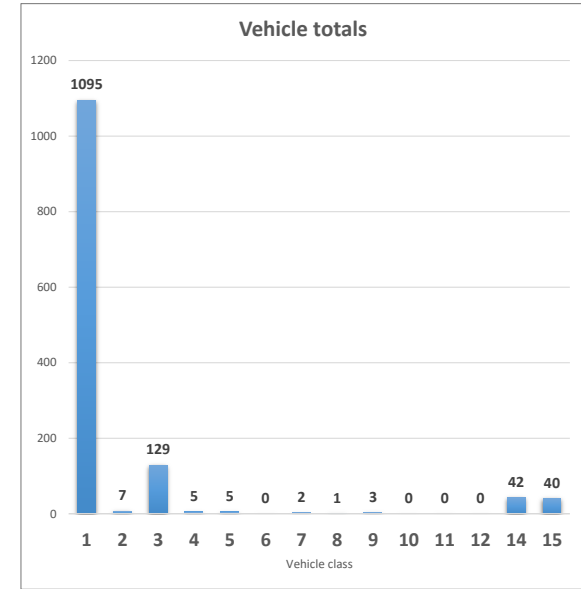


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Friday, 5 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	5	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	2	1	1	2	0	0	0	0	0	1	0	0	0	0	0	1	0	
0600	13	1	4	2	6	10	0	3	0	0	0	0	0	0	0	0	0	0	0	
0700	52	7	10	14	21	41	0	9	0	0	0	1	0	0	0	0	0	0	1	
0800	87	21	22	14	20	71	0	10	1	0	0	0	1	0	0	0	0	4	0	
0900	91	23	23	17	28	69	2	14	1	1	0	0	0	0	0	0	0	1	3	
1000	92	24	19	25	24	69	0	12	0	0	0	0	0	1	0	0	0	8	2	
1100	77	15	21	21	20	58	1	10	0	0	0	0	0	0	0	0	0	6	2	
1200	86	24	16	29	17	70	1	7	0	0	0	0	0	0	0	0	0	2	6	
1300	95	20	23	24	28	81	0	6	0	0	0	0	0	0	0	0	0	1	7	
1400	114	27	29	31	27	92	1	6	0	1	0	0	0	2	0	0	0	6	6	
1500	112	23	34	22	33	96	0	11	0	0	0	0	0	0	0	0	0	4	1	
1600	143	50	28	32	33	116	1	16	0	2	0	0	0	0	0	0	0	3	5	
1700	121	31	35	26	29	105	0	9	1	0	0	0	0	0	0	0	0	3	3	
1800	89	28	26	20	15	76	0	7	0	0	0	0	0	0	0	0	0	2	4	
1900	62	16	16	20	10	52	1	6	2	1	0	0	0	0	0	0	0	0	0	
2000	27	7	6	9	5	25	0	1	0	0	0	0	0	0	0	0	0	1	0	
2100	29	6	9	4	10	27	0	2	0	0	0	0	0	0	0	0	0	0	0	
2200	19	1	4	10	4	19	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	6	0	2	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1159	293	286	285	295	944	6	117	3	4	0	1	1	3	0	0	0	40	40	
06-22	1290	323	321	320	326	1058	7	129	5	5	0	1	1	3	0	0	0	41	40	
06-00	1315	324	327	331	333	1083	7	129	5	5	0	1	1	3	0	0	0	41	40	
00-00	1329	324	333	336	336	1095	7	129	5	5	0	2	1	3	0	0	0	42	40	



Friday, 5 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation		
0000	5	0	2	2	1	0	0	0	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	46.6	9.6	
0100	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.9	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.2	0.6	
0400	2	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39	1	
0500	4	0	2	1	1	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	44.4	9.7	
0600	13	1	4	2	6	0	0	0	0	0	0	1	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	43.2	4.9
0700	52	7	10	14	21	0	0	0	0	1	1	3	17	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	41.1	5.6
0800	87	21	22	24	20	0	0	0	0	0	2	8	27	35	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	45.5	40.5	5
0900	91	23	23	17	28	0	0	1	1	3	1	19	27	27	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	45	38.6	7.2
1000	92	24	19	25	24	0	0	1	1	1	2	7	29	34	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	45.9	40.1	6.7
1100	77	15	21	21	20	0	0	0	6	0	2	8	26	21	12	0	1	1	0	0	0	0	0	0	0	0	1	1.299	46.3	38.9	8.6	
1200	86	24	16	29	17	0	0	2	3	4	2	6	24	27	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	47.5	39	9.3
1300	95	20	23	24	28	0	0	6	1	0	3	8	41	22	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	37.8	8.1
1400	114	27	29	31	27	0	0	4	5	0	2	14	36	29	20	2	2	0	0	0	0	0	0	0	0	0	0	0	0	46.4	38.7	8.6
1500	112	23	34	22	33	0	0	0	1	1	0	7	36	43	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	45.6	41.2	5.6
1600	143	50	28	32	33	0	0	4	1	4	5	9	38	55	18	4	3	2	0	0	0	0	0	0	0	2	1.399	46.2	40.1	8.3		
1700	121	31	35	26	29	0	0	1	0	2	1	11	16	54	31	4	0	1	0	0	0	0	0	0	0	1	0.826	47.5	41.9	6.5		
1800	89	28	26	20	15	0	0	0	1	2	2	3	17	34	19	10	0	1	0	0	0	0	0	0	0	1	1.124	49.6	42.5	7.3		
1900	62	16	16	20	10	0	0	0	0	3	2	7	20	17	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	45.8	39.4	6.8
2000	27	7	6	9	5	0	0	0	0	0	0	5	2	7	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	50.4	43.6	6.5
2100	29	6	9	4	10	0	0	0	0	0	1	4	3	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49.2	42.6	6.1
2200	19	1	4	10	4	0	0	0	0	0	0	0	2	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	48.3	45.2	5.3
2300	6	0	2	1	3	0	0	0	0	0	0	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	44.9	6.9
07-19	1159	293	286	285	295	0	0	0	19	20	18	23	103	334	399	182	45	11	5	0	0	0	0	0	0	5	0.431	46.3	40	7.5		
06-22	1290	323	321	320	326	0	0	19	20	21	26	120	361	438	213	55	12	5	0	0	0	0	0	0	0	5	0.388	46.6	40.2	7.4		
06-00	1315	324	327	331	333	0	0	19	20	21	26	120	364	449	221	56	14	5	0	0	0	0	0	0	0	5	0.38	46.6	40.3	7.4		
00-00	1329	324	333	336	336	0	0	19	20	21	26	121	367	455	221	58	16	5	0	0	0	0	0	0	0	5	0.376	46.8	40.3	7.4		

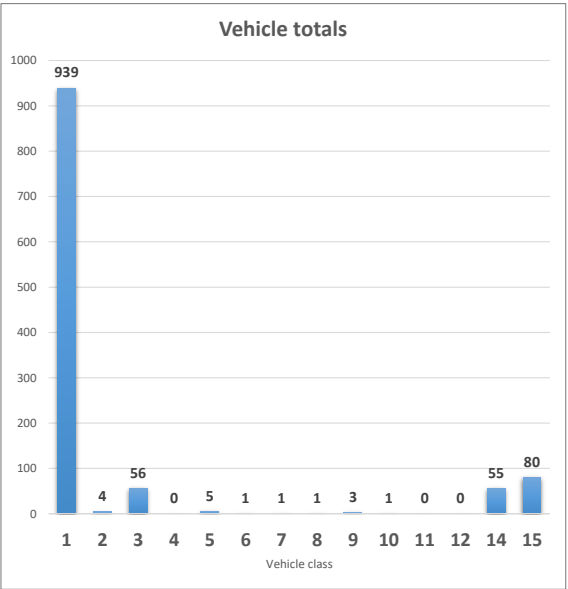


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Saturday, 6 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	6	2	0	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	5	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	9	2	1	2	4	7	0	1	0	0	0	0	0	0	0	0	0	1	0	
0700	36	6	6	10	14	24	0	9	0	0	1	0	0	0	0	0	0	1	1	
0800	51	7	18	11	15	40	0	2	0	1	0	0	0	0	0	0	0	3	5	
0900	76	26	16	18	16	51	0	6	0	0	0	0	0	0	0	0	0	4	15	
1000	95	24	19	24	28	73	1	6	0	1	0	0	0	2	1	0	0	4	7	
1100	109	28	21	32	28	83	1	6	0	1	0	0	0	0	0	0	0	4	14	
1200	108	26	21	33	28	85	0	2	0	2	0	0	0	0	0	0	0	7	12	
1300	110	30	30	30	20	90	1	8	0	0	0	0	0	0	0	0	0	5	6	
1400	100	30	18	27	25	83	1	1	0	0	0	1	0	0	0	0	0	9	5	
1500	91	24	22	19	26	73	0	6	0	0	0	0	0	0	0	0	0	6	6	
1600	79	23	15	17	24	68	0	3	0	0	0	0	0	0	0	0	0	4	4	
1700	66	18	16	22	10	59	0	2	0	0	0	0	0	0	0	0	0	3	2	
1800	54	14	11	15	14	47	0	1	0	0	0	0	0	0	0	0	0	4	2	
1900	41	6	6	16	13	39	0	0	0	0	0	0	1	0	0	0	0	0	1	
2000	24	6	5	8	5	23	0	1	0	0	0	0	0	0	0	0	0	0	0	
2100	29	6	8	6	9	28	0	0	0	0	0	0	0	1	0	0	0	0	0	
2200	20	6	4	7	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	30	7	11	10	2	28	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	975	256	213	258	248	776	4	52	0	5	1	1	0	2	1	0	0	54	79	
06-22	1078	276	233	290	279	873	4	54	0	5	1	1	1	3	1	0	0	55	80	
06-00	1128	289	248	307	284	921	4	56	0	5	1	1	1	3	1	0	0	55	80	
00-00	1146	295	251	312	288	939	4	56	0	5	1	1	1	3	1	0	0	55	80	



Saturday, 6 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph						
0000	6	2	0	2	2	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	40.1	4.4	
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-	46.5	2.6	
0200	2	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	41.1	6.6	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	5	0	2	2	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-	42	4.3	
0500	2	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.4	2.3	
0600	9	2	1	2	4	0	0	0	0	0	0	0	1	2	3	2	0	1	0	0	0	0	0	0	0	1	11.11	-	47.3	6.7	
0700	36	6	6	10	14	0	0	0	1	0	0	0	5	13	11	5	1	0	0	0	0	0	0	0	0	0	0	50.9	44.3	6.4	
0800	51	7	18	11	15	0	0	3	3	1	0	5	15	11	9	3	1	0	0	0	0	0	0	0	0	0	0	48	38.4	10.5	
0900	76	26	16	18	16	0	0	2	10	8	2	3	24	14	12	0	0	1	0	0	0	0	0	0	0	1	1.316	46	35	10.9	
1000	95	24	19	24	28	0	0	1	13	6	2	2	29	29	10	1	1	1	0	0	0	0	0	0	0	1	1.053	45	36.6	10.3	
1100	109	28	21	32	28	0	0	1	15	8	4	12	28	26	11	4	0	0	0	0	0	0	0	0	0	0	0	44.9	35.3	10	
1200	108	26	21	33	28	0	0	2	8	8	5	7	31	30	11	1	3	2	0	0	0	0	0	0	0	2	1.852	45.6	37.3	10.4	
1300	110	30	30	30	20	0	0	0	10	4	4	11	26	38	13	4	0	0	0	0	0	0	0	0	0	0	0	45.6	37.8	8.8	
1400	100	30	18	27	25	0	0	2	11	3	0	9	26	32	10	4	0	2	1	0	0	0	0	0	0	3	3	45.5	38	10.5	
1500	91	24	22	19	26	0	0	1	4	6	5	5	27	26	11	2	0	3	1	0	0	0	0	0	0	4	4.396	46.1	38.7	10.1	
1600	79	23	15	17	24	0	0	0	4	0	0	4	28	33	8	2	0	0	0	0	0	0	0	0	0	0	0	45	39.6	6.2	
1700	66	18	16	22	10	0	0	1	1	0	0	2	19	25	15	1	1	0	0	1	0	0	0	0	0	1	1.515	47.1	42.1	7.3	
1800	54	14	11	15	14	0	0	0	2	2	0	3	17	14	11	2	3	0	0	0	0	0	0	0	0	0	0	47.9	40.9	8.3	
1900	41	6	6	16	13	0	0	0	1	0	0	3	15	13	4	4	1	0	0	0	0	0	0	0	0	0	0	49	41.3	6.6	
2000	24	6	5	8	5	0	0	0	0	0	0	2	8	9	4	1	0	0	0	0	0	0	0	0	0	0	0	46.3	41.5	4.8	
2100	29	6	8	6	9	0	0	0	0	1	0	5	12	7	3	0	0	1	0	0	0	0	0	0	0	1	3.448	45.1	39.5	6.9	
2200	20	6	4	7	3	0	0	0	0	0	0	0	6	8	5	1	0	0	0	0	0	0	0	0	0	0	0	47.6	42.8	4.4	
2300	30	7	11	10	2	0	0	0	0	0	1	0	11	8	7	2	0	0	0	0	0	0	0	0	0	0	0	48.1	42.2	5.9	
07-19	975	256	213	258	248	0	0	0	13	82	46	22	63	275	291	132	29	10	9	2	1	0	0	0	0	0	12	1.231	46.1	38.1	9.7
06-22	1078	276	233	290	279	0	0	0	13	83	47	22	73	311	322	146	36	11	11	2	1	0	0	0	0	0	14	1.299	46.1	38.4	9.5
06-00	1128	289	248	307	284	0	0	0	13	83	48	22	74	328	338	158	39	11	11	2	1	0	0	0	0	0	14	1.241	46.2	38.6	9.4
00-00	1146	295	251	312	288	0	0	0	13	83	48	22	74	336	343	163	39	11	11	2	1	0	0	0	0	0	14	1.222	46.2	38.7	9.3

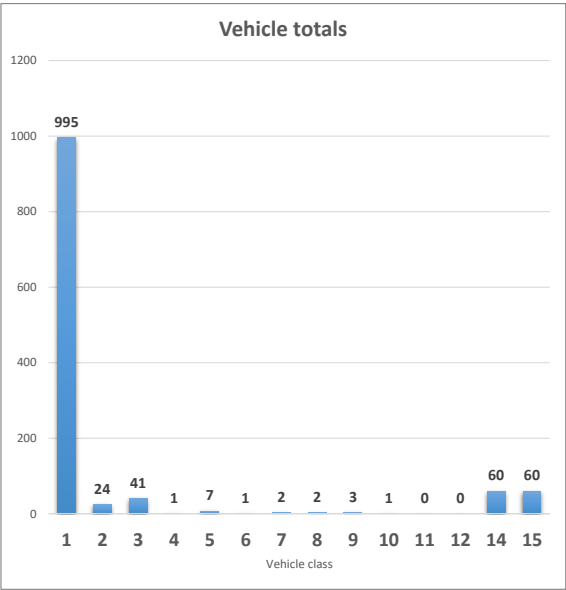


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Sunday, 7 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	8	3	1	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	6	0	1	2	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	18	1	3	7	7	13	0	1	0	0	0	0	0	0	0	0	0	2	2	
0800	52	11	9	13	19	38	1	3	0	0	0	0	0	1	0	0	0	1	8	
0900	79	11	21	15	32	62	1	1	0	0	0	0	1	0	0	0	0	5	9	
1000	93	22	24	21	26	71	0	5	0	0	0	1	1	0	0	0	0	5	10	
1100	112	28	24	31	29	84	3	0	0	1	0	0	0	0	0	0	0	15	9	
1200	127	36	27	34	30	91	7	2	0	4	0	0	0	1	1	0	0	9	12	
1300	124	26	32	41	25	104	6	7	0	2	0	0	0	0	0	0	0	4	1	
1400	125	26	31	29	39	113	4	3	0	0	0	0	0	0	0	0	0	1	4	
1500	117	27	21	34	35	100	1	5	0	0	0	0	0	0	0	0	0	7	4	
1600	122	40	22	32	28	111	0	3	0	0	0	0	0	1	0	0	0	6	1	
1700	73	23	24	15	11	65	0	4	0	0	0	1	1	0	0	0	0	2	0	
1800	48	12	13	11	12	44	0	2	0	0	0	0	0	0	0	0	0	2	0	
1900	40	13	10	6	11	37	1	2	0	0	0	0	0	0	0	0	0	0	0	
2000	20	10	4	1	5	17	0	2	1	0	0	0	0	0	0	0	0	0	0	
2100	15	5	6	2	2	13	0	1	0	0	0	0	0	0	0	0	0	1	0	
2200	12	7	2	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1090	263	251	283	293	896	23	36	0	7	1	2	2	3	1	0	0	59	60	
06-22	1171	291	272	294	314	969	24	41	1	7	1	2	2	3	1	0	0	60	60	
06-00	1184	299	274	294	317	982	24	41	1	7	1	2	2	3	1	0	0	60	60	
00-00	1197	304	276	297	320	995	24	41	1	7	1	2	2	3	1	0	0	60	60	



Sunday, 7 September 2025

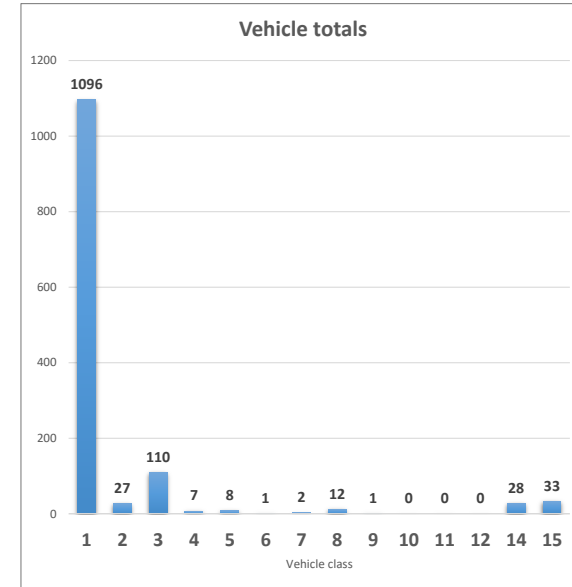
Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH</
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ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Monday, 8 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	4	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	18	1	4	7	6	17	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	65	12	8	16	29	54	0	4	2	0	0	0	0	0	0	0	0	3	2	
0800	111	26	35	23	27	96	0	8	2	0	0	0	0	0	0	0	0	2	3	
0900	79	19	21	20	19	65	1	9	0	1	0	0	0	0	0	0	0	0	3	
1000	72	24	22	17	9	58	0	9	0	1	0	0	0	0	0	0	0	1	3	
1100	59	13	12	17	17	47	1	6	0	0	0	1	1	0	0	0	0	0	3	
1200	85	20	19	21	25	61	1	11	1	0	0	0	0	0	0	0	0	5	6	
1300	75	28	16	14	17	61	2	6	1	2	0	0	0	0	0	0	0	1	2	
1400	79	16	23	27	13	63	0	7	0	0	0	1	0	0	0	0	0	6	2	
1500	115	23	23	33	36	97	0	12	1	1	1	0	2	0	0	0	0	0	1	
1600	139	39	26	39	35	124	0	11	0	0	0	0	0	0	0	0	0	4	0	
1700	141	32	47	29	33	119	5	8	0	1	0	0	2	0	0	0	0	3	3	
1800	110	34	34	20	22	92	1	9	0	1	0	0	1	0	0	0	0	2	4	
1900	63	21	21	9	12	54	3	2	0	1	0	0	1	0	0	0	0	1	1	
2000	42	14	12	6	10	31	4	4	0	0	0	0	2	1	0	0	0	0	0	
2100	32	9	10	7	6	25	4	2	0	0	0	0	1	0	0	0	0	0	0	
2200	24	6	6	10	2	18	5	1	0	0	0	0	0	0	0	0	0	0	0	
2300	6	4	2	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	
07-19	1130	286	286	276	282	937	11	100	7	7	1	2	6	0	0	0	0	27	32	
06-22	1285	331	333	305	316	1064	22	109	7	8	1	2	10	1	0	0	0	28	33	
06-00	1315	341	341	315	318	1086	27	110	7	8	1	2	12	1	0	0	0	28	33	
00-00	1325	344	344	317	320	1096	27	110	7	8	1	2	12	1	0	0	0	28	33	



Monday, 8 September 2025

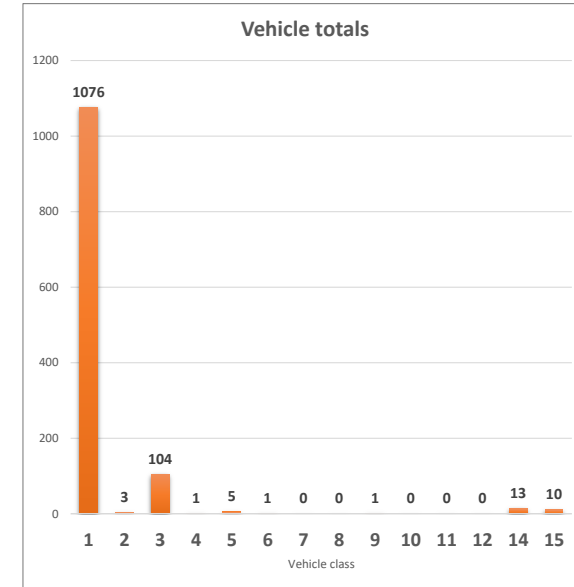
Time	15 Minute Bin Drops					MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation		
	Hourly Totals	00-15	15-30	30-45	45-00																											
0000	4	3	1	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.5	3.7	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	45.9	-	
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.7	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	4	0	1	2	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	47.7	8.8	
0600	18	1	4	7	6	0	0	0	0	0	0	0	2	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	44.9	3.9
0700	65	12	8	16	29	0	0	0	1	3	0	6	18	25	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	46.5	40.3	7.4
0800	111	26	35	23	27	0	0	0	6	0	1	5	30	48	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	40.4	7.2
0900	79	19	21	20	19	0	0	0	4	0	3	11	28	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	38.1	6.5
1000	72	24	22	17	9	0	1	0	5	0	5	7	29	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	37	8.3
1100	59	13	12	17	17	0	0	0	5	1	3	6	14	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	38.5	8.5
1200	85	20	19	21	25	0	0	4	2	0	2	10	25	26	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	45.9	38.7	8.6
1300	75	28	16	14	17	0	0	1	2	1	2	11	18	19	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	48	40	8.2
1400	79	16	23	27	13	0	0	0	1	1	4	7	26	20	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	49.2	40.6	7.4
1500	115	23	23	33	36	0	0	1	0	1	2	6	24	51	27	2	0	1	0	0	0	0	0	0	0	0	1	0.87	47.5	41.9	6	
1600	139	39	26	39	35	0	0	0	0	3	2	9	35	49	31	9	0	1	0	0	0	0	0	0	0	0	1	0.719	47.4	42	6.1	
1700	141	32	47	29	33	0	0	0	5	7	7	4	37	48	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	46.6	39.5	8.1
1800	110	34	34	20	22	0	0	1	2	3	3	17	23	29	23	6	2	1	0	0	0	0	0	0	0	0	1	0.909	48	40.3	8.5	
1900	63	21	21	9	12	0	0	0	3	0	3	5	13	27	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	46.9	39.9	7.7
2000	42	14	12	6	10	0	0	0	2	2	4	8	14	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	36.2	8.3
2100	32	9	10	7	6	0	0	0	0	0	3	4	11	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	39.4	6.3
2200	24	6	6	10	2	0	0	0	0	0	2	5	7	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	49.4	40.2	7.9
2300	6	4	2	0	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.9	7.9
07-19	1130	286	286	276	282	0	1	7	33	20	34	99	307	372	194	51	9	3	0	0	0	0	0	0	0	0	3	0.265	46.8	40	7.6	
06-22	1285	331	333	305	316	0	1	7	38	22	44	116	347	420	218	59	10	3	0	0	0	0	0	0	0	0	3	0.233	46.8	39.9	7.6	
06-00	1315	341	341	315	318	0	1	7	38	22	46	123	355	424	223	62	11	3	0	0	0	0	0	0	0	0	3	0.228	46.8	39.9	7.6	
00-00	1325	344	344	317	320	0	1	7	38	22	46	123	358	427	225	63	12	3	0	0	0	0	0	0	0	0	3	0.226	46.9	40	7.6	

ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Tuesday, 2 September 2025

Time	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	5	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	4	0	0	3	1	1	0	1	0	0	0	0	0	0	0	0	0	2	0	
0500	18	2	3	5	8	14	0	4	0	0	0	0	0	0	0	0	0	0	0	
0600	40	6	11	9	14	34	0	5	0	0	0	0	0	0	0	0	0	0	1	
0700	113	27	27	26	33	98	0	11	0	0	0	0	0	0	0	0	0	2	2	
0800	143	35	43	33	32	125	0	12	0	1	0	0	0	1	0	0	0	2	2	
0900	86	22	26	15	23	68	1	12	0	2	0	0	0	0	0	0	0	0	3	
1000	86	14	25	26	21	74	1	9	1	0	0	0	0	1	0	0	0	0	1	
1100	55	9	9	20	17	47	0	7	0	1	0	0	0	0	0	0	0	0	0	
1200	70	18	23	13	16	65	1	3	0	0	0	0	0	0	0	0	0	1	0	
1300	80	20	15	22	23	72	0	8	0	0	0	0	0	0	0	0	0	0	0	
1400	84	23	17	17	27	76	0	7	0	1	0	0	0	0	0	0	0	0	0	
1500	81	19	22	18	22	75	0	4	0	0	1	0	0	0	0	0	0	1	0	
1600	94	30	18	18	28	86	0	7	0	0	0	0	0	0	0	0	0	1	0	
1700	86	23	24	19	20	81	0	1	0	0	0	0	0	0	0	0	0	3	1	
1800	55	19	14	8	14	52	0	2	0	0	0	0	0	0	0	0	0	1	0	
1900	39	12	7	7	13	35	0	4	0	0	0	0	0	0	0	0	0	0	0	
2000	33	6	12	8	7	31	0	2	0	0	0	0	0	0	0	0	0	0	0	
2100	21	7	3	8	3	18	0	3	0	0	0	0	0	0	0	0	0	0	0	
2200	14	4	3	5	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	3	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1033	259	263	235	276	919	3	83	1	5	1	0	0	1	0	0	0	11	9	
06-22	1166	290	296	267	313	1037	3	97	1	5	1	0	0	1	0	0	0	11	10	
06-00	1183	295	299	274	315	1054	3	97	1	5	1	0	0	1	0	0	0	11	10	
00-00	1214	302	304	283	325	1076	3	104	1	5	1	0	0	1	0	0	0	13	10	



Tuesday, 2 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0 ≤5mph	MPH 5 ≤10mph	MPH 10 ≤15mph	MPH 15 ≤20mph	MPH 20 ≤25mph	MPH 25 ≤30mph	MPH 30 ≤35mph	MPH 35 ≤40mph	MPH 40 ≤45mph	MPH 45 ≤50mph	MPH 50 ≤55mph	MPH 55 ≤60mph	MPH 60 ≤65mph	MPH 65 ≤70mph	MPH 70 ≤75mph	MPH 75 ≤80mph	MPH 80 ≤85mph	MPH 85 ≤90mph	MPH 90 ≤95mph	MPH 95 ≤100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
0000	5	2	2	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.4	1.5
0100	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.9	-
0200	2	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35	2.7
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.1	-
0400	4	0	0	3	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-	41.5	4.1
0500	18	2	3	5	8	0	0	0	0	0	0	6	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	43.1	38.5	4.4
0600	40	6	11	9	14	0	0	0	0	2	0	2	9	14	10	1	2	0	0	0	0	0	0	0	0	0	0	47.9	42.2	7.2
0700	113	27	27	26	33	0	0	0	1	1	1	8	40	50	9	3	0	0	0	0	0	0	0	0	0	0	0	44.2	40.2	4.7
0800	143	35	43	33	32	0	0	1	0	1	0	14	52	56	13	6	0	0	0	0	0	0	0	0	0	0	0	44.2	40	5.2
0900	86	22	26	15	23	0	0	1	3	0	2	14	32	28	5	1	0	0	0	0	0	0	0	0	0	0	0	43.5	38	6.4
1000	86	14	25	26	21	0	0	1	0	0	2	12	36	26	7	2	0	0	0	0	0	0	0	0	0	0	0	44	38.8	5.5
1100	55	9	9	20	17	0	0	0	0	0	0	8	25	20	2	0	0	0	0	0	0	0	0	0	0	0	0	42.5	38.8	3.7
1200	70	18	23	13	16	0	0	0	0	0	3	14	23	23	4	1	1	1	0	0	0	0	0	0	0	1	1.429	44.4	39.2	6.1
1300	80	20	15	22	23	0	0	0	0	0	3	18	31	26	1	1	0	0	0	0	0	0	0	0	0	0	0	42.5	38	4.3
1400	84	23	17	17	27	0	0	0	0	2	2	11	39	24	6	0	0	0	0	0	0	0	0	0	0	0	0	42.8	38.7	4.8
1500	81	19	22	18	22	0	0	0	0	1	1	17	27	23	11	1	0	0	0	0	0	0	0	0	0	0	0	44.9	39.3	4.9
1600	94	30	18	18	28	0	0	1	1	0	1	10	44	30	5	2	0	0	0	0	0	0	0	0	0	0	0	43.7	38.9	5.4
1700	86	23	24	19	20	0	0	0	0	2	2	14	31	25	10	1	1	0	0	0	0	0	0	0	0	0	0	44.8	39.4	5.8
1800	55	19	14	8	14	0	0	0	0	0	1	12	19	19	4	0	0	0	0	0	0	0	0	0	0	0	0	42.2	38.9	4
1900	39	12	7	7	13	0	0	0	0	0	0	6	17	12	3	1	0	0	0	0	0	0	0	0	0	0	0	44.3	39.4	4.5
2000	33	6	12	8	7	0	0	0	0	0	1	5	11	11	3	2	0	0	0	0	0	0	0	0	0	0	0	45	39.9	5
2100	21	7	3	8	3	0	0	0	0	0	0	3	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	45.9	40.1	5.3
2200	14	4	3	5	2	0	0	0	0	0	1	3	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	45.3	38.5	5.5
2300	3	1	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36	4.5
07-19	1033	259	263	235	276	0	0	4	5	7	18	152	399	350	77	18	2	1	0	0	0	0	0	0	0	1	0.097	43.7	39.1	5.2
06-22	1166	290	296	267	313	0	0	4	5	9	19	168	445	393	95	23	4	1	0	0	0	0	0	0	0	1	0.086	44.1	39.3	5.3
06-00	1183	295	299	274	315	0	0	4	5	9	20	173	449	397	98	23	4	1	0	0	0	0	0	0	1	0.085	44.1	39.2	5.3	
00-00	1214	302	304	283	325	0	0	4	5	9	20	180	459	408	101	23	4	1	0	0	0	0	0	0	1	0.082	44.1	39.2	5.2	

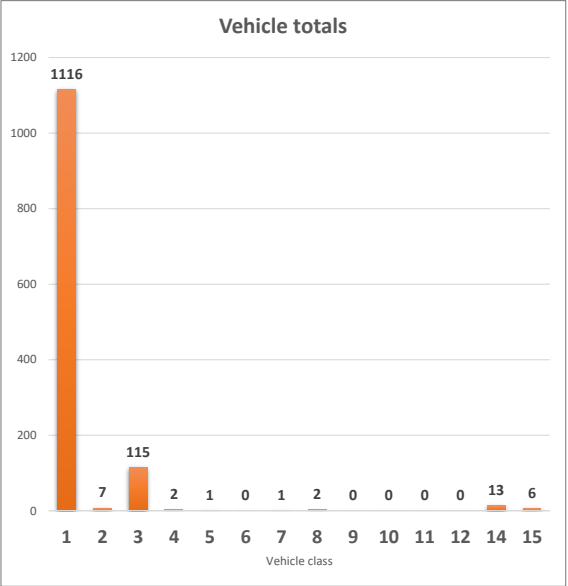


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Wednesday, 3 September 2025

15 Minute Bin Drops					Number Vehicle Classes VRX Scheme														
Time	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 8 Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	1	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0500	15	1	6	3	5	14	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	44	7	12	12	13	39	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	111	25	19	39	28	94	0	16	0	0	0	0	0	0	0	0	0	0	1
0800	139	37	37	35	30	128	0	8	1	0	0	0	0	0	0	0	0	2	0
0900	82	24	25	14	19	67	1	9	0	0	0	0	0	0	0	0	0	4	1
1000	86	22	17	21	26	75	0	11	0	0	0	0	0	0	0	0	0	0	0
1100	77	21	21	17	18	65	1	11	0	0	0	0	0	0	0	0	0	0	0
1200	87	24	20	16	27	69	0	15	0	1	0	0	0	0	0	0	0	2	0
1300	85	23	21	20	21	71	1	11	0	0	0	0	1	0	0	0	0	0	1
1400	71	25	11	20	15	61	0	10	0	0	0	0	0	0	0	0	0	0	0
1500	82	19	15	23	25	78	0	3	0	0	0	0	0	0	0	0	0	1	0
1600	100	23	32	25	20	90	2	4	0	0	0	1	1	0	0	0	0	1	1
1700	99	28	29	22	20	92	2	3	1	0	0	0	0	0	0	0	0	1	0
1800	66	18	14	16	18	61	0	3	0	0	0	0	0	0	0	0	0	0	2
1900	56	16	18	13	9	56	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28	12	8	6	2	26	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	16	2	5	6	3	15	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	10	5	4	1	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1085	289	261	268	267	951	7	104	2	1	0	1	2	0	0	0	0	11	6
06-22	1229	326	304	305	294	1087	7	112	2	1	0	1	2	0	0	0	0	11	6
06-00	1239	331	308	306	294	1096	7	113	2	1	0	1	2	0	0	0	0	11	6
00-00	1263	334	314	311	304	1116	7	115	2	1	0	1	2	0	0	0	0	13	6



Wednesday, 3 September 2025

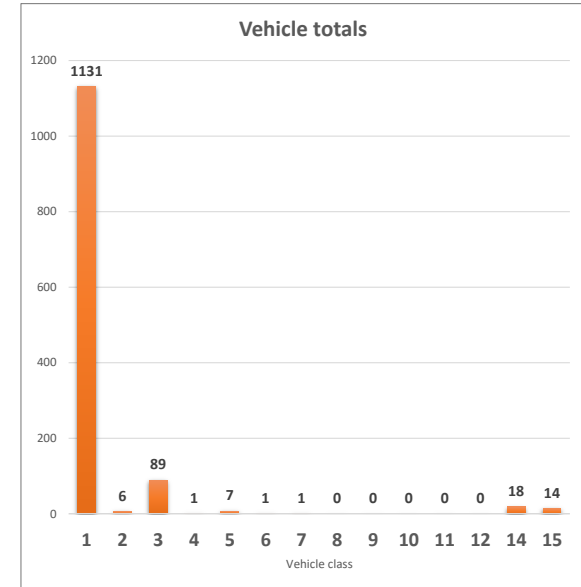
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.1	-
0100	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.1	-
0200	3	1	0	1	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.2	8.5
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	4	0	0	1	3	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.8	7.6
0500	15	1	6	3	5	0	0	0	0	0	0	6	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	44.8	37.6	5.2
0600	44	7	12	12	13	0	0	0	0	1	1	6	12	18	5	1	0	0	0	0	0	0	0	0	0	0	0	45.2	40.2	5.5
0700	111	25	19	39	28	0	0	0	0	2	1	16	44	41	7	0	0	0	0	0	0	0	0	0	0	0	0	43.1	39	4.3
0800	139	37	37	35	30	0	0	0	1	1	3	12	56	48	13	4	1	0	0	0	0	0	0	0	0	0	0	44.9	39.7	5.3
0900	82	24	25	14	19	0	0	0	1	0	2	13	32	26	6	1	1	0	0	0	0	0	0	0	0	0	0	44.2	38.9	5.5
1000	86	22	17	21	26	0	0	0	0	7	5	15	38	16	5	0	0	0	0	0	0	0	0	0	0	0	0	42	36.5	5.9
1100	77	21	21	17	18	0	0	0	0	0	3	14	30	24	5	1	0	0	0	0	0	0	0	0	0	0	0	42.5	38.5	4.5
1200	87	24	20	16	27	0	0	0	0	6	4	26	33	9	5	4	0	0	0	0	0	0	0	0	0	0	0	41.7	36.4	6.5
1300	85	23	21	20	21	0	0	0	1	0	1	17	31	25	8	2	0	0	0	0	0	0	0	0	0	0	0	42.7	38.6	5.2
1400	71	25	11	20	15	0	0	0	0	4	17	25	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	38.1	5.1
1500	82	19	15	23	25	0	0	0	0	1	1	9	29	27	13	2	0	0	0	0	0	0	0	0	0	0	0	46.1	40.3	5.1
1600	100	23	32	25	20	0	0	0	1	3	4	9	40	32	6	5	0	0	0	0	0	0	0	0	0	0	0	44.1	39	6
1700	99	28	29	22	20	0	0	0	0	0	2	9	43	32	10	2	1	0	0	0	0	0	0	0	0	0	0	44.2	39.9	4.7
1800	66	18	14	16	18	0	0	0	2	1	0	5	24	26	8	0	0	0	0	0	0	0	0	0	0	0	0	44.6	39.4	6
1900	56	16	18	13	9	0	0	0	0	0	2	8	23	17	3	3	0	0	0	0	0	0	0	0	0	0	0	44.5	39.8	5.3
2000	28	12	8	6	2	0	0	0	0	0	1	5	11	7	1	3	0	0	0	0	0	0	0	0	0	0	0	45.1	39.4	5.8
2100	16	2	5	6	3	0	0	0	0	0	0	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	46	40.4	4
2200	10	5	4	1	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.6	3.4
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	1085	289	261	268	267	0	0	0	6	21	30	162	425	327	90	21	3	0	0	0	0	0	0	0	0	0	0	43.6	38.8	5.5
06-22	1229	326	304	305	294	0	0	0	6	22	34	183	477	375	101	28	3	0	0	0	0	0	0	0	0	0	0	43.8	38.9	5.4
06-00	1239	331	308	306	294	0	0	0	6	22	34	185	481	379	101	28	3	0	0	0	0	0	0	0	0	0	0	43.8	38.9	5.4
00-00	1263	334	314	311	304	0	0	0	6	23	36	192	488	384	103	28	3	0	0	0	0	0	0	0	0	0	0	43.8	38.8	5.5

ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Thursday, 4 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	8	0	2	4	2	6	0	0	0	0	0	0	0	0	0	0	0	2	0	
0500	17	4	7	4	2	15	0	1	0	0	0	0	0	0	0	0	0	0	1	
0600	50	10	14	6	20	45	0	5	0	0	0	0	0	0	0	0	0	0	0	
0700	108	20	28	23	37	96	1	9	0	0	0	0	0	0	0	0	0	1	1	
0800	127	26	36	34	31	113	0	12	0	1	0	0	0	0	0	0	0	1	0	
0900	87	20	30	23	14	73	0	12	1	0	0	0	0	0	0	0	0	1	0	
1000	74	19	14	24	17	65	0	6	0	1	0	0	0	0	0	0	0	0	2	
1100	70	17	11	26	16	59	1	7	0	1	0	0	0	0	0	0	0	0	2	
1200	90	23	21	31	15	78	1	9	0	1	0	0	0	0	0	0	0	0	1	
1300	82	29	17	24	12	75	1	5	0	0	0	0	0	0	0	0	0	0	1	
1400	90	24	26	19	21	85	0	3	0	0	0	0	0	0	0	0	0	2	0	
1500	99	26	14	23	36	84	1	7	0	1	0	0	0	0	0	0	0	3	3	
1600	92	25	20	26	21	87	0	2	0	1	0	0	0	0	0	0	0	1	1	
1700	89	16	28	24	21	78	0	4	0	0	0	1	0	0	0	0	0	6	0	
1800	70	23	12	16	19	65	0	2	0	1	0	0	0	0	0	0	0	1	1	
1900	37	15	7	7	8	35	1	1	0	0	0	0	0	0	0	0	0	0	0	
2000	27	10	9	4	4	25	0	2	0	0	0	0	0	0	0	0	0	0	0	
2100	25	4	6	4	11	24	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	15	7	6	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	
2300	4	0	3	1	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	
07-19	1078	268	257	293	260	958	5	78	1	7	0	1	0	0	0	0	0	16	12	
06-22	1217	307	293	314	303	1087	6	87	1	7	0	1	0	0	0	0	0	16	12	
06-00	1236	314	302	317	303	1104	6	87	1	7	1	1	0	0	0	0	0	16	13	
00-00	1268	320	313	325	310	1131	6	89	1	7	1	1	0	0	0	0	0	18	14	



Thursday, 4 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0 ≤5mph	MPH 5 ≤10mph	MPH 10 ≤15mph	MPH 15 ≤20mph	MPH 20 ≤25mph	MPH 25 ≤30mph	MPH 30 ≤35mph	MPH 35 ≤40mph	MPH 40 ≤45mph	MPH 45 ≤50mph	MPH 50 ≤55mph	MPH 55 ≤60mph	MPH 60 ≤65mph	MPH 65 ≤70mph	MPH 70 ≤75mph	MPH 75 ≤80mph	MPH 80 ≤85mph	MPH 85 ≤90mph	MPH 90 ≤95mph	MPH 95 ≤100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
0000	3	2	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	41.2	8.1	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	46.5	-	
0200	2	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.2	3.1	
0300	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.3	-	
0400	8	0	2	4	2	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	-	41.1	5.5	
0500	17	4	7	4	2	0	0	0	0	0	1	4	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	39.3	6.2
0600	50	10	14	6	20	0	0	0	0	1	0	0	16	17	12	4	0	0	0	0	0	0	0	0	0	0	0	0	49	43	5.7
0700	108	20	28	23	37	0	0	0	0	0	0	13	50	35	8	1	1	0	0	0	0	0	0	0	0	0	0	0	43.5	39.6	4.3
0800	127	26	36	34	31	0	0	0	0	0	0	13	50	39	21	3	0	1	0	0	0	0	0	0	0	1	0.787	45.8	40.8	5	
0900	87	20	30	23	14	0	0	0	0	0	2	15	36	22	11	1	0	0	0	0	0	0	0	0	0	0	0	0	44.1	39.3	4.8
1000	74	19	14	24	17	0	0	1	1	0	1	13	29	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	43.9	38.5	6.1
1100	70	17	11	26	16	0	0	0	3	0	2	10	35	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	43.9	37.8	6.8
1200	90	23	21	31	15	0	0	1	0	3	2	14	32	31	6	1	0	0	0	0	0	0	0	0	0	0	0	0	43.6	38.5	5.8
1300	82	29	17	24	12	0	0	0	1	0	2	9	36	27	5	2	0	0	0	0	0	0	0	0	0	0	0	0	44.1	39	5.3
1400	90	24	26	19	21	0	0	0	0	0	0	13	34	29	11	2	1	0	0	0	0	0	0	0	0	0	0	0	45.2	40.1	4.8
1500	99	26	14	23	36	0	0	0	4	0	2	15	40	26	5	6	1	0	0	0	0	0	0	0	0	0	0	0	43.8	38.7	7.1
1600	92	25	20	26	21	0	0	0	0	0	2	3	14	22	38	11	2	0	0	0	0	0	0	0	0	0	0	0	44.8	39.9	5.6
1700	89	16	28	24	21	0	0	0	0	0	4	8	36	30	7	2	1	0	1	0	0	0	0	0	0	1	1.124	44.5	40	6.1	
1800	70	23	12	16	19	0	0	0	0	0	2	0	9	28	21	3	6	1	0	0	0	0	0	0	0	0	0	0	45.1	40.1	6.3
1900	37	15	7	7	8	0	0	0	0	0	1	0	5	7	16	5	2	0	1	0	0	0	0	0	0	1	2.703	45.7	41	6.5	
2000	27	10	9	4	4	0	0	0	0	0	0	2	2	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	41.9	38	4.3
2100	25	4	6	4	11	0	0	0	0	0	0	5	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	46.6	40.4	5.6
2200	15	7	6	2	0	0	0	0	0	0	0	2	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	37.5	7.3
2300	4	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.3	1
07-19	1078	268	257	293	260	0	0	2	9	7	18	146	428	332	99	30	5	1	1	0	0	0	0	0	0	2	0.186	44.3	39.4	5.7	
06-22	1217	307	293	314	303	0	0	2	9	9	20	158	473	381	119	38	5	2	1	0	0	0	0	0	0	3	0.247	44.5	39.6	5.7	
06-00	1236	314	302	317	303	0	0	2	10	9	20	160	483	386	120	38	5	2	1	0	0	0	0	0	0	3	0.243	44.5	39.6	5.8	
00-00	1268	320	313	325	310	0	0	2	10	9	21	166	492	396	125	39	5	2	1	0	0	0	0	0	0	3	0.237	44.5	39.6	5.8	

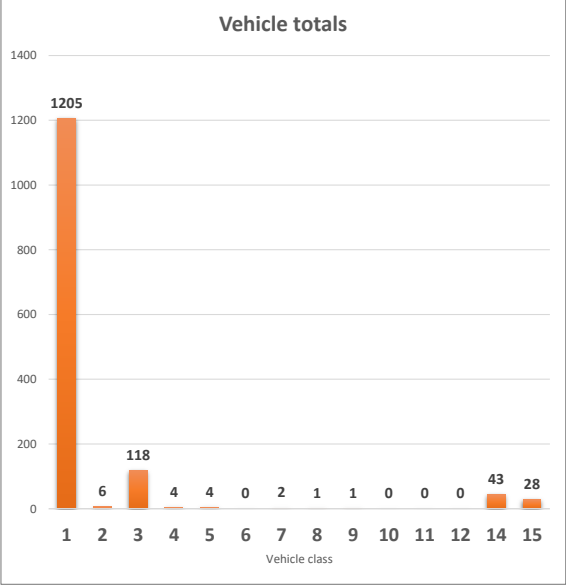


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Friday, 5 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	10	0	4	2	4	9	0	0	0	0	0	0	0	0	0	0	0	1	0	
0500	12	0	6	5	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	45	6	10	9	20	40	0	4	0	0	0	0	0	0	0	0	0	1	0	
0700	108	22	25	33	28	93	0	11	0	0	0	0	0	1	0	0	0	0	3	
0800	126	30	38	19	39	108	0	11	0	1	0	0	0	0	0	0	0	4	2	
0900	98	20	27	24	27	85	3	7	0	0	0	0	0	0	0	0	0	0	3	
1000	101	23	24	28	26	77	0	17	1	0	0	1	0	0	0	0	0	2	3	
1100	93	24	23	17	29	77	0	11	1	0	0	0	0	0	0	0	0	1	3	
1200	98	16	36	18	28	76	0	11	0	1	0	0	0	0	0	0	0	6	4	
1300	90	25	27	16	22	71	1	8	0	0	0	1	0	0	0	0	0	6	3	
1400	85	23	24	14	24	68	0	7	0	2	0	0	0	0	0	0	0	7	1	
1500	129	38	29	29	33	116	0	7	0	0	0	0	1	0	0	0	0	3	2	
1600	114	29	25	29	31	101	0	11	0	0	0	0	0	0	0	0	0	2	0	
1700	100	25	33	15	27	87	0	6	1	0	0	0	0	0	0	0	0	4	2	
1800	63	22	15	11	15	56	2	3	0	0	0	0	0	0	0	0	0	1	1	
1900	51	15	16	10	10	45	0	2	1	0	0	0	0	0	0	0	0	3	0	
2000	28	12	8	4	4	25	0	0	0	0	0	0	0	0	0	0	0	2	1	
2100	24	5	6	5	8	22	0	2	0	0	0	0	0	0	0	0	0	0	0	
2200	23	4	6	5	8	23	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	9	3	5	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1205	297	326	253	329	1015	6	110	3	4	0	2	1	1	0	0	0	36	27	
06-22	1353	335	366	281	371	1147	6	118	4	4	0	2	1	1	0	0	0	42	28	
06-00	1385	342	377	286	380	1179	6	118	4	4	0	2	1	1	0	0	0	42	28	
00-00	1412	345	387	293	387	1205	6	118	4	4	0	2	1	1	0	0	0	43	28	



Friday, 5 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
0000	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	44.6	12.8
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	46.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.9	4.9
0400	10	0	4	2	4	0	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.7	3.8
0500	12	0	6	5	1	0	0	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	38.9	3.1
0600	45	6	10	9	20	0	0	0	0	1	0	2	11	19	8	4	0	0	0	0	0	0	0	0	0	0	0	0	46.4	41.9	5.2
0700	108	22	25	33	28	0	0	1	1	0	4	6	41	40	11	4	0	0	0	0	0	0	0	0	0	0	0	0	44.7	39.8	5.7
0800	126	30	38	19	39	0	0	0	4	1	1	15	41	43	17	3	1	0	0	0	0	0	0	0	0	0	0	0	45.1	39.9	6.6
0900	98	20	27	24	27	0	0	0	2	1	2	13	38	31	9	1	1	0	0	0	0	0	0	0	0	0	0	0	44.3	38.7	6.2
1000	101	23	24	28	26	0	0	0	3	0	6	16	39	26	9	1	0	1	0	0	0	0	0	0	0	0	1	0.99	42.9	38	6.5
1100	93	24	23	17	29	0	0	0	2	1	2	14	28	27	15	2	1	1	0	0	0	0	0	0	0	0	1	1.075	46.5	39.6	7.5
1200	98	16	36	18	28	0	0	0	4	1	1	21	44	18	4	3	0	1	1	0	0	0	0	0	0	2	2.041	42.7	37.6	7.3	
1300	90	25	27	16	22	0	0	0	3	0	1	15	32	25	9	5	0	0	0	0	0	0	0	0	0	0	0	0	45.7	39.1	6.8
1400	85	23	24	14	24	0	0	0	1	0	0	13	39	19	11	2	0	0	0	0	0	0	0	0	0	0	0	0	45.5	39.2	5.3
1500	129	38	29	29	33	0	0	0	1	2	2	17	50	43	10	1	3	0	0	0	0	0	0	0	0	0	0	0	43.7	39.1	5.7
1600	114	29	25	29	31	0	0	0	0	0	1	6	43	46	12	5	0	0	1	0	0	0	0	0	0	1	0.877	45.2	41	4.9	
1700	100	25	33	15	27	0	0	0	4	0	3	7	46	27	8	3	1	0	1	0	0	0	0	0	0	1	1	44.2	39.2	7.1	
1800	63	22	15	11	15	0	0	0	1	0	0	4	25	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	44.8	40.3	5
1900	51	15	16	10	10	0	0	0	0	0	2	9	12	15	8	1	2	0	1	1	0	0	0	0	0	2	3.922	48.6	41.6	8.7	
2000	28	12	8	4	4	0	0	0	1	0	0	6	13	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	43.1	38.5	6.4
2100	24	5	6	5	8	0	0	0	0	0	3	5	8	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	43.4	38	6.4
2200	23	4	6	5	8	0	0	0	0	0	0	4	12	5	1	0	0	1	0	0	0	0	0	0	0	1	4.348	42.7	39.2	6.7	
2300	9	3	5	0	1	0	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.5	4.9
07-19	1205	297	326	253	329	0	0	0	1	26	6	23	147	466	370	122	31	7	3	3	0	0	0	0	0	6	6	0.498	44.5	39.3	6.3
06-22	1353	335	366	281	371	0	0	0	1	27	7	28	169	510	414	141	38	10	3	4	1	0	0	0	0	8	8	0.591	44.9	39.4	6.4
06-00	1385	342	377	286	380	0	0	0	1	27	7	28	175	527	420	143	38	10	4	4	1	0	0	0	0	9	9	0.65	44.9	39.4	6.4
00-00	1412	345	387	293	387	0	0	0	1	27	7	28	178	538	429	146	39	10	4	4	1	0	0	0	0	9	9	0.637	44.9	39.4	6.4

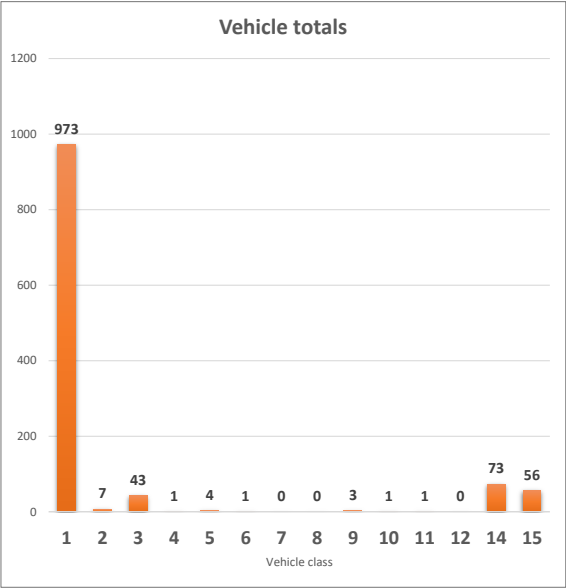


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Saturday, 6 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	4	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
0500	5	0	1	3	1	3	0	1	0	0	0	0	0	0	0	0	0	1	0	
0600	16	5	4	4	3	11	0	3	0	0	0	0	0	0	0	0	0	0	2	
0700	44	10	9	8	17	36	0	3	0	0	0	0	0	0	0	0	0	0	5	
0800	68	16	14	18	20	59	0	2	0	0	0	0	0	0	0	0	0	4	3	
0900	91	29	26	13	23	78	2	0	0	1	0	0	0	0	0	0	0	0	10	
1000	136	52	30	31	23	96	2	4	1	1	0	0	0	0	0	0	0	28	4	
1100	81	18	18	21	24	66	1	2	0	0	0	0	0	0	0	0	0	7	5	
1200	112	25	21	32	34	89	0	4	0	2	0	0	0	1	0	0	0	5	11	
1300	104	33	24	21	26	85	0	3	0	0	0	0	0	1	1	0	0	8	6	
1400	92	36	13	24	19	79	0	5	0	0	0	0	0	1	0	1	0	1	5	
1500	67	14	15	17	21	52	0	5	0	0	0	0	0	0	0	0	0	8	2	
1600	67	15	20	18	14	59	1	2	0	0	1	0	0	0	0	0	0	4	0	
1700	82	16	18	15	33	72	0	6	0	0	0	0	0	0	0	0	0	1	3	
1800	60	18	19	13	10	56	0	0	0	0	0	0	0	0	0	0	0	4	0	
1900	44	9	14	6	15	44	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	30	9	8	7	6	28	1	1	0	0	0	0	0	0	0	0	0	0	0	
2100	17	3	7	5	2	16	0	0	0	0	0	0	0	0	0	0	0	1	0	
2200	18	3	3	4	8	18	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	15	8	4	2	1	13	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	1004	282	227	231	264	827	6	36	1	4	1	0	0	3	1	1	0	70	54	
06-22	1111	308	260	253	290	926	7	40	1	4	1	0	0	3	1	1	0	71	56	
06-00	1144	319	267	259	299	957	7	42	1	4	1	0	0	3	1	1	0	71	56	
00-00	1163	320	272	267	304	973	7	43	1	4	1	0	0	3	1	1	0	73	56	



Saturday, 6 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH</
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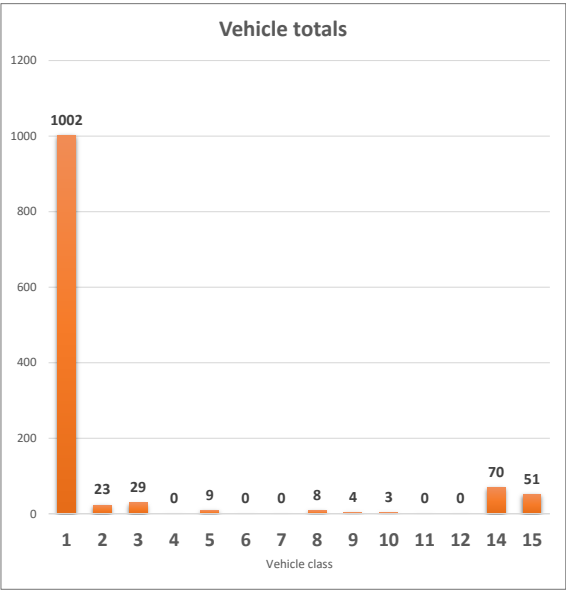


ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Sunday, 7 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	3	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
0500	3	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	15	6	0	5	4	13	1	0	0	0	0	0	0	0	0	0	0	0	1	
0700	23	2	7	6	8	16	0	1	0	0	0	0	0	0	0	0	0	2	4	
0800	49	9	10	16	14	37	0	1	0	2	0	0	0	0	0	0	0	4	5	
0900	111	26	23	27	35	83	1	2	0	2	0	0	2	3	1	0	0	9	8	
1000	122	31	24	35	32	99	2	4	0	1	0	0	0	1	0	0	0	7	8	
1100	158	36	35	37	50	129	2	2	0	2	0	0	2	0	2	0	0	8	11	
1200	192	48	55	44	45	168	11	3	0	1	0	0	1	0	0	0	0	3	5	
1300	117	39	19	29	30	97	5	3	0	1	0	0	2	0	0	0	0	4	5	
1400	91	27	27	17	20	78	0	2	0	0	0	0	1	0	0	0	0	9	1	
1500	60	14	13	15	18	50	0	1	0	0	0	0	0	0	0	0	0	8	1	
1600	79	18	17	18	26	70	1	1	0	0	0	0	0	0	0	0	0	7	0	
1700	52	18	8	13	13	46	0	4	0	0	0	0	0	0	0	0	0	1	1	
1800	45	15	10	11	9	38	0	1	0	0	0	0	0	0	0	0	0	5	1	
1900	36	12	9	7	8	34	0	1	0	0	0	0	0	0	0	0	0	1	0	
2000	17	4	7	3	3	15	0	1	0	0	0	0	0	0	0	0	0	1	0	
2100	9	2	3	2	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	5	2	0	1	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	5	2	2	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	
07-19	1099	283	248	268	300	911	22	25	0	9	0	0	8	4	3	0	0	67	50	
06-22	1176	307	267	285	317	982	23	27	0	9	0	0	8	4	3	0	0	69	51	
06-00	1186	311	269	287	319	990	23	29	0	9	0	0	8	4	3	0	0	69	51	
00-00	1199	314	272	291	322	1002	23	29	0	9	0	0	8	4	3	0	0	70	51	



Sunday, 7 September 2025

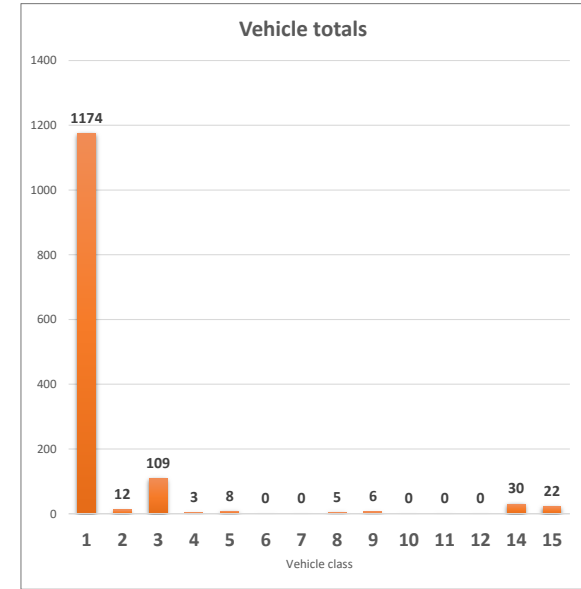
Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH</
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ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Monday, 8 September 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	4	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	5	2	1	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	5	1	0	1	3	4	0	0	0	0	0	0	0	0	0	0	1	0	0	
0500	13	3	5	3	2	10	0	2	0	0	0	0	0	0	0	0	1	1	0	
0600	56	7	6	16	27	46	2	6	1	0	0	0	0	0	0	0	1	0	0	
0700	116	30	23	30	33	101	0	8	0	0	0	0	0	0	0	0	0	1	6	
0800	166	36	39	35	56	148	1	11	0	1	0	0	0	0	0	0	0	2	3	
0900	90	29	29	16	16	76	2	10	0	0	0	0	0	0	0	0	0	0	2	
1000	85	22	17	29	17	72	0	8	1	1	0	0	0	0	0	0	0	3	0	
1100	68	13	14	18	23	52	0	10	1	0	0	0	0	0	0	0	0	3	2	
1200	69	20	16	17	16	60	2	6	0	0	0	0	0	0	0	0	0	0	1	
1300	95	23	24	23	25	72	0	17	0	1	0	0	0	0	0	0	0	3	2	
1400	73	21	19	10	23	65	0	4	0	1	0	0	1	0	0	0	0	2	0	
1500	103	23	33	28	19	92	0	6	0	1	0	0	0	0	0	0	0	3	1	
1600	82	21	15	22	24	68	1	8	0	0	0	0	0	0	0	0	0	4	1	
1700	99	27	27	26	19	88	1	4	0	0	0	0	0	0	0	0	0	3	3	
1800	82	22	21	15	24	74	1	3	0	0	0	0	0	2	0	0	0	1	1	
1900	50	15	8	17	10	42	2	2	0	2	0	0	1	0	0	0	0	1	0	
2000	38	11	11	11	5	32	0	2	0	1	0	0	2	1	0	0	0	0	0	
2100	42	12	9	15	6	40	0	0	0	0	0	0	0	1	0	0	0	1	0	
2200	23	7	6	5	5	20	0	0	0	0	0	0	0	1	2	0	0	0	0	
2300	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1128	287	277	269	295	968	8	95	2	5	0	0	1	2	0	0	0	25	22	
06-22	1314	332	311	328	343	1128	12	105	3	8	0	0	4	4	0	0	0	28	22	
06-00	1340	341	317	334	348	1151	12	105	3	8	0	0	5	6	0	0	0	28	22	
00-00	1369	351	323	339	356	1174	12	109	3	8	0	0	5	6	0	0	0	30	22	



Monday, 8 September 2025

Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph						
0000	4	4	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	40.1	7.4	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	-	46.2	-	
0200	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.9	-	
0300	5	2	1	1	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.5	5	
0400	5	1	0	1	3	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	-	41.5	4.9	
0500	13	3	5	3	2	0	0	0	0	0	1	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	38.3	3.6	
0600	56	7	6	16	27	0	0	0	0	2	2	3	15	26	6	2	0	0	0	0	0	0	0	0	0	0	0	0	45.2	40	5.9
0700	116	30	23	30	33	0	0	1	2	3	0	8	46	40	14	2	0	0	0	0	0	0	0	0	0	0	0	0	44.6	39.5	6.3
0800	166	36	39	35	56	0	0	0	2	3	2	15	70	50	21	2	0	1	0	0	0	0	0	0	0	1	0.602	45	39.6	5.7	
0900	90	29	29	16	16	0	0	1	1	0	5	14	35	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	43.3	38	6
1000	85	22	17	29	17	0	0	1	1	0	0	14	43	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	43.2	38.1	5.7
1100	68	13	14	18	23	0	0	0	2	0	1	13	22	19	9	2	0	0	0	0	0	0	0	0	0	0	0	0	45.5	38.8	6.4
1200	69	20	16	17	16	0	0	1	0	0	2	8	33	16	6	3	0	0	0	0	0	0	0	0	0	0	0	0	44.8	38.9	5.7
1300	95	23	24	23	25	0	0	0	3	2	1	15	31	30	9	1	1	0	2	0	0	0	0	0	0	2	2.105	43.9	38.9	7.6	
1400	73	21	19	10	23	0	0	0	0	0	2	12	33	18	5	1	1	1	0	0	0	0	0	0	0	1	1.37	43.5	38.8	5.7	
1500	103	23	33	28	19	0	0	0	3	1	2	11	34	36	14	1	0	0	1	0	0	0	0	0	0	1	0.971	45.3	39.6	6.7	
1600	82	21	15	22	24	0	0	0	0	2	0	6	27	32	11	3	0	1	0	0	0	0	0	0	0	1	1.22	45.2	40.9	5.7	
1700	99	27	27	26	19	0	0	1	1	2	1	11	31	34	15	1	1	0	1	0	0	0	0	0	0	1	1.01	46.1	39.9	7	
1800	82	22	21	15	24	0	0	0	1	6	8	10	28	24	4	0	1	0	0	0	0	0	0	0	0	0	0	0	43.1	36.6	7.4
1900	50	15	8	17	10	0	0	0	0	2	6	7	17	6	11	1	0	0	0	0	0	0	0	0	0	0	0	0	46.7	37.6	7.6
2000	38	11	11	11	5	0	0	0	0	5	3	3	10	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	46.9	38	9.1
2100	42	12	9	15	6	0	0	0	0	1	7	7	15	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	43.8	36.7	6.3
2200	23	7	6	5	5	0	0	0	0	1	5	6	2	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	51	37.2	9.2
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	-	45.5	6.2	
07-19	1128	287	277	269	295	0	0	5	16	19	24	137	433	345	119	19	4	3	4	0	0	0	0	0	0	7	0.621	44.4	39	6.4	
06-22	1314	332	311	328	343	0	0	5	16	29	42	157	490	396	142	25	5	3	4	0	0	0	0	0	0	7	0.533	44.6	38.9	6.5	
06-00	1340	341	317	334	348	0	0	5	16	30	47	163	492	402	143	30	5	3	4	0	0	0	0	0	0	7	0.522	44.6	38.9	6.6	
00-00	1369	351	323	339	356	0	0	5	16	30	48	166	506	410	146	30	5	3	4	0	0	0	0	0	0	7	0.511	44.6	38.9	6.5	



ATC REPORT

Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: South Bound

Tuesday 2nd September - Monday 8th September 2025

Day	Day Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 8 Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
Mon	1325	344	344	317	320	1096	27	110	7	8	1	2	12	1	0	0	0	28	33	
Tue	1157	306	265	283	303	997	10	113	6	1	0	0	0	1	0	0	0	21	8	
Wed	1229	313	272	334	310	1068	9	134	1	2	1	2	1	0	0	0	0	7	4	
Thu	1251	300	314	312	325	1074	2	118	2	6	0	0	6	1	0	0	0	19	23	
Fri	1329	324	333	336	336	1095	7	129	5	5	0	2	1	3	0	0	0	42	40	
[Sat	1146	295	251	312	288	939	4	56	0	5	1	1	1	3	1	0	0	55	80	
[Sun	1197	304	276	297	320	995	24	41	1	7	1	2	2	3	1	0	0	60	60	
--	8634	2186	2055	2191	2202	7264	83	701	22	34	4	9	23	12	2	0	0	232	248	

Tuesday 2nd September - Monday 8th September 2025

Day	Day Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
Mon	1325	344	344	317	320	0	1	7	38	22	46	123	358	427	225	63	12	3	0	0	0	0	0	0	3	0.226	46.9	40	7.6	
Tue	1157	306	265	283	303	0	0	3	6	8	12	108	395	385	184	44	10	2	0	0	0	0	0	0	2	0.173	46.4	40.8	5.8	
Wed	1229	313	272	334	310	0	0	2	3	17	35	157	409	402	142	49	8	4	1	0	0	0	0	5	0.407	45.5	39.9	6.1		
Thu	1251	300	314	312	325	0	0	10	13	17	21	117	386	408	202	54	16	7	0	0	0	0	0	7	0.56	46.9	40.5	6.9		
Fri	1329	324	333	336	336	0	0	19	20	21	26	121	367	455	221	58	16	5	0	0	0	0	0	5	0.376	46.8	40.3	7.4		
[Sat	1146	295	251	312	288	0	0	13	83	48	22	74	336	343	163	39	11	11	2	1	0	0	0	14	1.222	46.2	38.7	9.3		
[Sun	1197	304	276	297	320	0	1	11	59	23	40	166	385	316	130	43	15	6	1	1	0	0	0	8	0.668	45.5	38.3	8.4		
--	8634	2186	2055	2191	2202	0	2	65	222	156	202	866	2636	2736	1267	350	88	38	4	2	0	0	0	44	0.51	46.3	39.8	7.5		
						0.00%	0.02%	0.75%	2.57%	1.81%	2.34%	10.03%	30.53%	31.69%	14.67%	4.05%	1.02%	0.44%	0.05%	0.02%	0.00%	0.00%	0.00%	0.00%						



ATC REPORT

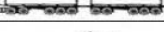
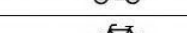
Report Id: TW3-010925
Site Location: Horsham Rd, Steyning
Direction: North Bound

Tuesday 2nd September - Monday 8th September 2025

Day	Day Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
Mon	1369	351	323	339	356	1174	12	109	3	8	0	0	5	6	0	0	0	30	22	
Tue	1214	302	304	283	325	1076	3	104	1	5	1	0	0	1	0	0	0	13	10	
Wed	1263	334	314	311	304	1116	7	115	2	1	0	1	2	0	0	0	0	13	6	
Thu	1268	320	313	325	310	1131	6	89	1	7	1	1	0	0	0	0	0	18	14	
Fri	1412	345	387	293	387	1205	6	118	4	4	0	2	1	1	0	0	0	43	28	
[Sat	1163	320	272	267	304	973	7	43	1	4	1	0	0	3	1	1	0	73	56	
[Sun	1199	314	272	291	322	1002	23	29	0	9	0	0	8	4	3	0	0	70	51	
--	8888	2286	2185	2109	2308	7677	64	607	12	38	3	4	16	15	4	1	0	260	187	

Tuesday 2nd September - Monday 8th September 2025

Day	Day Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 60	JPSL% 60	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
Mon	1369	351	323	339	356	0	0	5	16	30	48	166	506	410	146	30	5	3	4	0	0	0	0	0	0	7	0.511	44.6	38.9	6.5
Tue	1214	302	304	283	325	0	0	4	5	9	20	180	459	408	101	23	4	1	0	0	0	0	0	0	1	0.082	44.1	39.2	5.2	
Wed	1263	334	314	311	304	0	0	0	6	23	36	192	488	384	103	28	3	0	0	0	0	0	0	0	0	0	0	43.8	38.8	5.5
Thu	1268	320	313	325	310	0	0	2	10	9	21	166	492	396	125	39	5	2	1	0	0	0	0	0	3	0.237	44.5	39.6	5.8	
Fri	1412	345	387	293	387	0	0	1	27	7	28	178	538	429	146	39	10	4	4	1	0	0	0	0	9	0.637	44.9	39.4	6.4	
[Sat	1163	320	272	267	304	0	0	5	46	28	19	133	408	333	133	34	13	4	4	1	1	1	0	0	11	0.946	45.5	39	8	
[Sun	1199	314	272	291	322	0	0	12	46	60	94	218	395	242	80	25	6	11	6	4	0	0	0	0	21	1.751	43.5	36.7	8.7	
--	8888	2286	2185	2109	2308	0	0	29	156	166	266	1233	3286	2602	834	218	46	25	19	6	1	1	0	0	52	0.585	44.4	38.8	6.7	
						0.00%	0.00%	0.33%	1.76%	1.87%	2.99%	13.87%	36.97%	29.28%	9.38%	2.45%	0.52%	0.28%	0.21%	0.07%	0.01%	0.01%	0.00%	0.00%	0.00%					

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

Appendix B

Site Layout Plan



REV B EXISTING SITE PLAN
Scale: 1:350

LEGEND

- LAWN
- WILDFLOWER MEADOW
- PLANTING BORDERS
- EXISTING VEGETATION
- PROPOSED VEGETATION
- WOODLAND BUFFER PLANTING
- EXISTING TREE
- PROPOSED TREE
- WATER
- GRAVEL
- LIMESTONE PAVING
- LIMESTONE STEPS
- TIMBER DECKING
- DRIVEWAY SURFACING
- GABION WALLING
- ROCKERY BOULDERS
- SOLAR PANELS



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E: joe@joeperkinsdesign.com
www.joeperkinsdesign.com

General Notes:
All measurements must be checked on site and not scaled from this drawing.
Notify the designer/landscape architect of any discrepancies and await instructions before proceeding. If in doubt: Ask

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Client James & Anna Reader

Project Title LAT SUNNINGDALE
SUNNINGDALE, HORSHAM ROAD
STEYNING, WEST SUSSEX, BN44 3AA

Drawing Title CONCEPT LAYOUT PLAN
GA LANDSCAPE PLAN REV B

Project Manager Project ID 2591-REA001

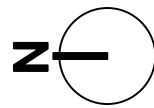
Drawn By KR Scale 1:350 @ A1

Checked By JP Drawing No. 2591-REA001-L104A

Date 01/04/2026

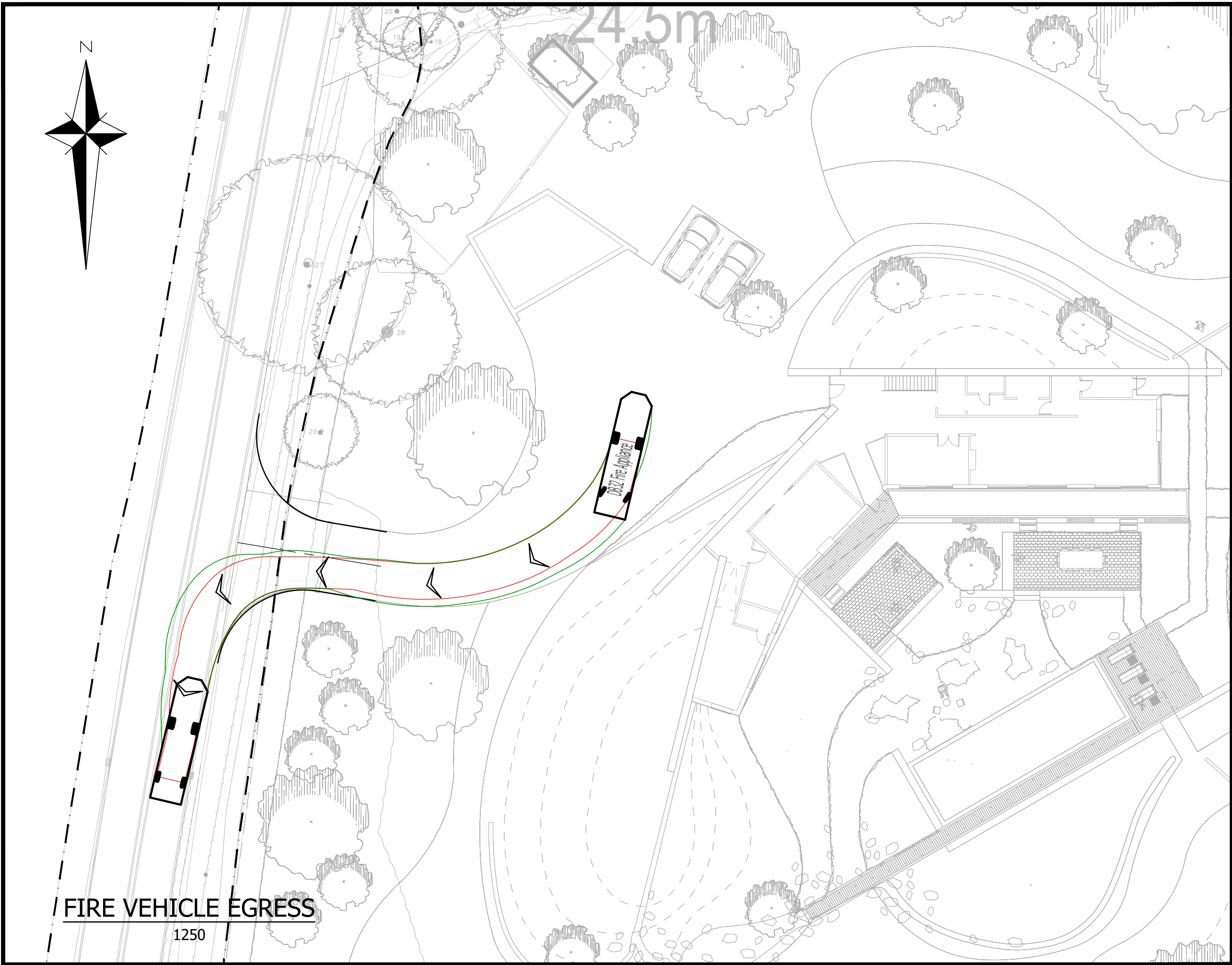
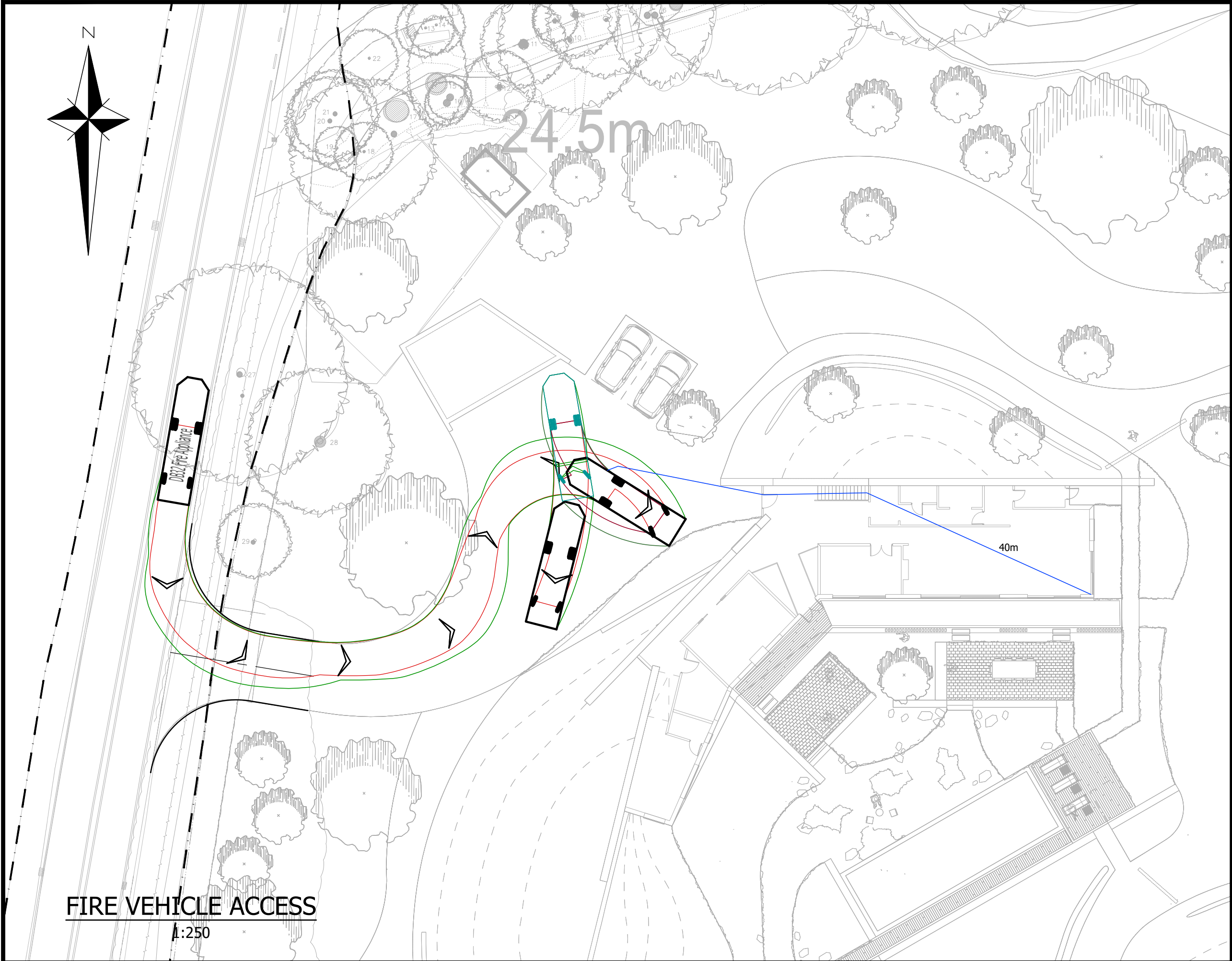
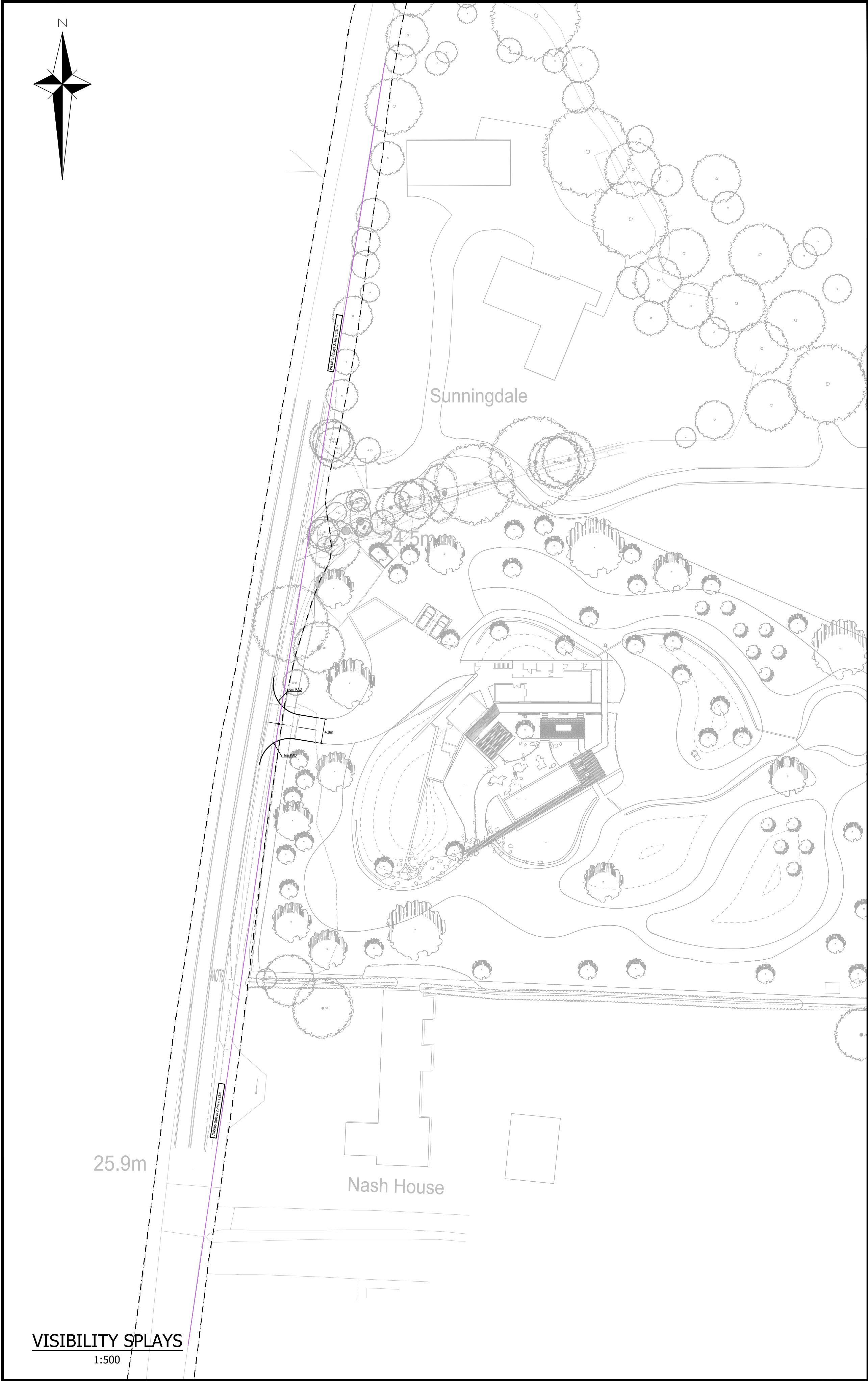
CAD File Name PROJECT NAME

0 5 10 15 20 25 30 m



Appendix C

Site Access Plan



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

KEY

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.910m

45m Fire Hose Distance (Max 45m)
Highway Boundary

P6	FIRE TENDER TRACKING	23.04.2026	RS	RW
P5	UPDATED TO LATEST LAYOUT	14.04.2026	RS	RW
P4	UPDATED TO LATEST LAYOUT	30.03.2026	RS	RW
P3	HIGHWAY BOUNDARY ADDED	24.09.2025	RS	RW
P2	UPDATED TO TREE CONSTRAINTS	23.09.2025	RS	RW
P1	INITIAL ISSUE	11.09.2025	RS	RW
Rev	Amendments	Date	Dsn	Chk
Status		PRELIMINARY		
Client		SJD PROJECTS		
Architect				
Project		LAND SOUTH OF SUNNINGDALE HORSHAM ROAD, STEYNING		
Title		ACCESS PLAN		
Date		SEPTEMBER 2025	Scale @ A1	1:500
Clients Ref			Project Ref.	14007
 gta Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel:01444 871444 Web: www.gtacivils.co.uk				
Drawing Number		14007_2200		Rev. P6

Appendix D

Stage 1 Road Safety Audit

Stage 1 Road Safety Audit: Designers Response Report

Scarp House,
Land at Sunningdale,
Horsham Road,
Steyning,
BN44 3AA



Index

1	Introduction	2
2	Project Details	3
	Key Personnel	3
3	Design Organisation and Overseeing Organisation statements	4

Schedule of Appendices

- A Road Safety Audit Stage 1
- B Proposed Site Access Plan

Issue	Issue date	Compiled	Checked	Authorised
1	01-04-2026	RS	RW	LNS

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out to assess the proposed site access at land south of Sunningdale, Steyning, BN44 3AA.
- 1.2 The Road Safety Audit (RSA) took place at the offices of EC Road Safety in March 2026, and comprised an examination of documents, plus a visit to the site of the proposed scheme. The Audit report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.
- 1.3 The Audit Team visited the site together on Tuesday 31st March 2026 between 5.15pm and 5.30pm. The weather during the site visit was dry and overcast. The carriageway surface was dry. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian flows and no cyclist movements were observed during the time of the site visit.
- 1.4 It is considered that the proposed scheme is sufficient in terms of road safety and there are no risks raised within the RSA1. The Stage 1 RSA report is provided in **Appendix A**.
- 1.5 The proposed site access drawing is shown in **Appendix B**.

2 Project Details

Table 2.1 Project Details

Report title:	Stage 1 Road Safety Audit Response Report
Date:	1 st April 2026
Document reference and revision:	14007
Prepared by:	GTA Civils & Transport Ltd
On behalf of:	SJD Projects

Table 2.2 Authorisation sheet

Project:	Scarp House, Land South of Sunningdale, Horsham Road, Steyning, BN44 3AA	
Report title:	Stage 1 Road Safety Audit	
Prepared by:		
Name:	Rachel Stevenson	
Position:	Transport Planner	
Signed:		
Organisation:	GTA Civils & Transport Ltd	
Date:	1 st April 2026	
Approved by:		
Name:	Lawrence Stringer	
Position:	Director	
Signed:		
Organisation:	GTA Civils & Transport Ltd	
Date:	1 st April 2026	

Key Personnel

Table 2.3 Key Personnel

Overseeing Organisation:	WSCC
RSA Team:	Paul Nevard/Vinny Rey, EC Road Safety Ltd
Design Organisation:	Rachel Stevenson, GTA Civils & Transport Ltd

3 Design Organisation and Overseeing Organisation statements

Table 4.1 Design Organisation statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the Overseeing Organisation	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Table 4.2 Overseeing Organisation statement

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

Appendix A

Stage 1 Road Safety Audit



EC ROAD SAFETY LIMITED
audits@ecroadsafety.co.uk
www.ecroadsafety.co.uk

**Land south of Sunningdale
Steyning
BN44 3AA**

Proposed Site Access

Stage 1 Road Safety Audit

Report No. EC/2026/04/GTA1

April 2026



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation West Sussex County Council

Design Organisation: GTA Civils & Transport

Project: Proposed Site Access

Address: Land south of Sunningdale
Steyning

PREPARED BY

Name: Paul Nevard

Position: Director – EC Road Safety Limited

Date: 31 March 2026

AGREED BY

Name: Vinny Rey

Position: Road Safety Auditor

Date: 01 April 2026

AUTHORISED FOR ISSUE

Name: Paul Nevard

Position: Director – EC Road Safety Limited

Date: 01 April 2026

DISTRIBUTION

Organisation	Contact	Date	Copies
GTA Civils & Transport	Rachel Stevenson	01/04/2026	ecopy

1 INTRODUCTION

1.1 General

- 1.1.1. EC Road Safety Limited has been commissioned by GTA Civils & Transport to undertake a Stage Road Safety Audit on the Proposed Site Access at Land south of Sunningdale, Steyning.
- 1.1.2 The Road Safety Audit was produced for Rachel Stevenson of GTA Civils & Transport on behalf of (overseeing organisation): West Sussex County Council. The Design Organisation for the scheme is GTA Civils & Transport.
- 1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Paul Nevard Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, NH RSA Cert. Competency

Audit Team Member

Vinny Rey Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, NH RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Rachel Stevenson of GTA Civils & Transport.
- 1.1.5 The Audit took place at the offices of EC Road Safety in March 2026 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with the email instruction, and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Tuesday 31st March 2026 between 5.15pm and 5.30pm. The weather during the site visit was dry and overcast. The carriageway surface was dry. Traffic flows were low during the time of visit. No pedestrian flows and no cyclist movements were observed during the time of the site visit.
- 1.1.7 No details of street lighting, strategic signing or collisions have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions regarding Road Safety Audit comments raised within this report.
- 1.1.10 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Design Organisation is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the

appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2 ITEMS CONSIDERED

2.1 Scheme Proposals

2.1.2 The scheme consists of:

- Formation of a new vehicular access onto Horsham Road (B2135) to serve a single residential dwelling.
- The access is located approximately 43 metres south of the existing Sunningdale access.
- Provision of a 4.8-metre-wide access road, suitable for two-way vehicle movement at the site entrance.
- Incorporation of 6 metre kerb radii on both sides of the access junction.
- Visibility splays of 2.4m x 131m (southbound) and 2.4m x 123m (northbound) in accordance with DMRB standards.
- Visibility splays are shown to be achievable within land under applicant control and/or highway land.
- The access design has been positioned to minimise impact on existing trees and root protection areas (as illustrated on the plan).
- The proposal relates to a site on a 60mph road, with observed 85th percentile speeds of approximately 44–46mph.
- Review of 5-year personal injury collision data indicates no recorded accidents within 250m of the site, suggesting a low existing collision risk.
- The highway boundary has been confirmed and incorporated into the design

2.1.3 The scope of the audit relates to the Proposed Site Access at Land south of Sunningdale, Steyning.

2.1.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

2.2.2 The purpose of the scheme is to provide Proposed Site Access at Land south of Sunningdale, Steyning.

2.3 Departures from Standards (Design)

2.3.2 The Audit Team has not been advised of any design departures from standards.

2.4 Departures from Standards (Audit)

2.4.2 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by West Sussex County Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

3 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been provided to the Audit Team for consideration.

4 ITEMS RAISED AT THIS STAGE ROAD SAFETY AUDIT

There are no road safety problems raised from this Stage 1 Road Safety Audit

End of Safety Comments

5 AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed

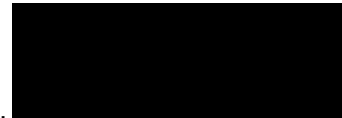


Date: 1st April 2026

Audit Team Member

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Auditor

Signed:



Date: 1st April 2026

EC Road Safety Limited

Tall Trees
Downe Road,
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Kent
BR2 6AD
United Kingdom

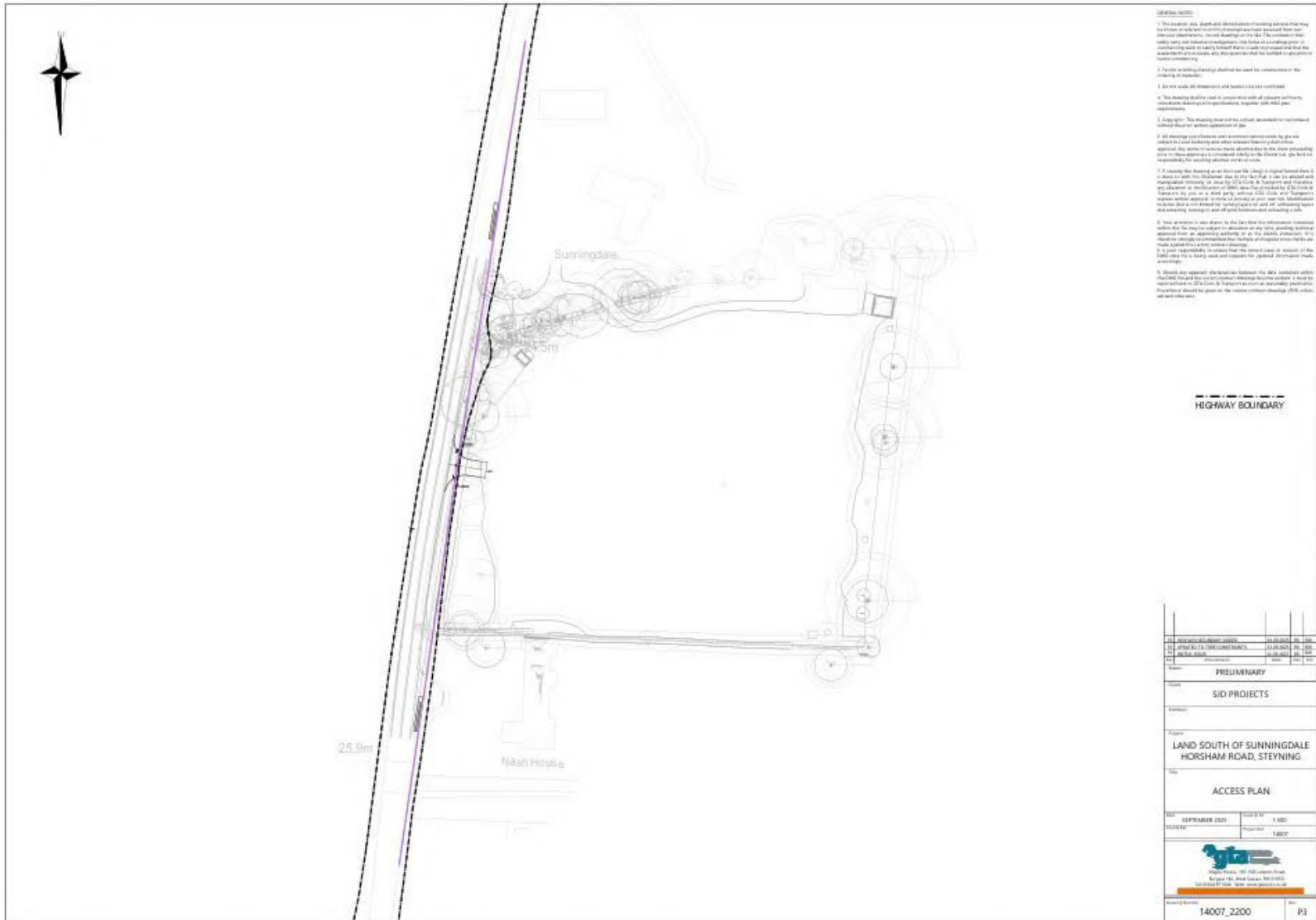
Tel: 07508 76 76 96

APPENDIX A
INFORMATION PROVIDED

List of information provided:

Drawing Reference Number	Revision	Title
14007_2200_P3_Access Plan		Access Plan
14007_Request for Pre-App_Sunningdale_1		Scheme Information

LOCATION PLAN



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

Report Title:	RSA Stage:
Location:	Date:
Prepared by:	Document Reference:
On Behalf of:	

Original RSA Report Ref:	Date:
Compiled by: Paul Nevard and Vinny Rey	
On behalf of: EC Road Safety Limited	

Key Personnel

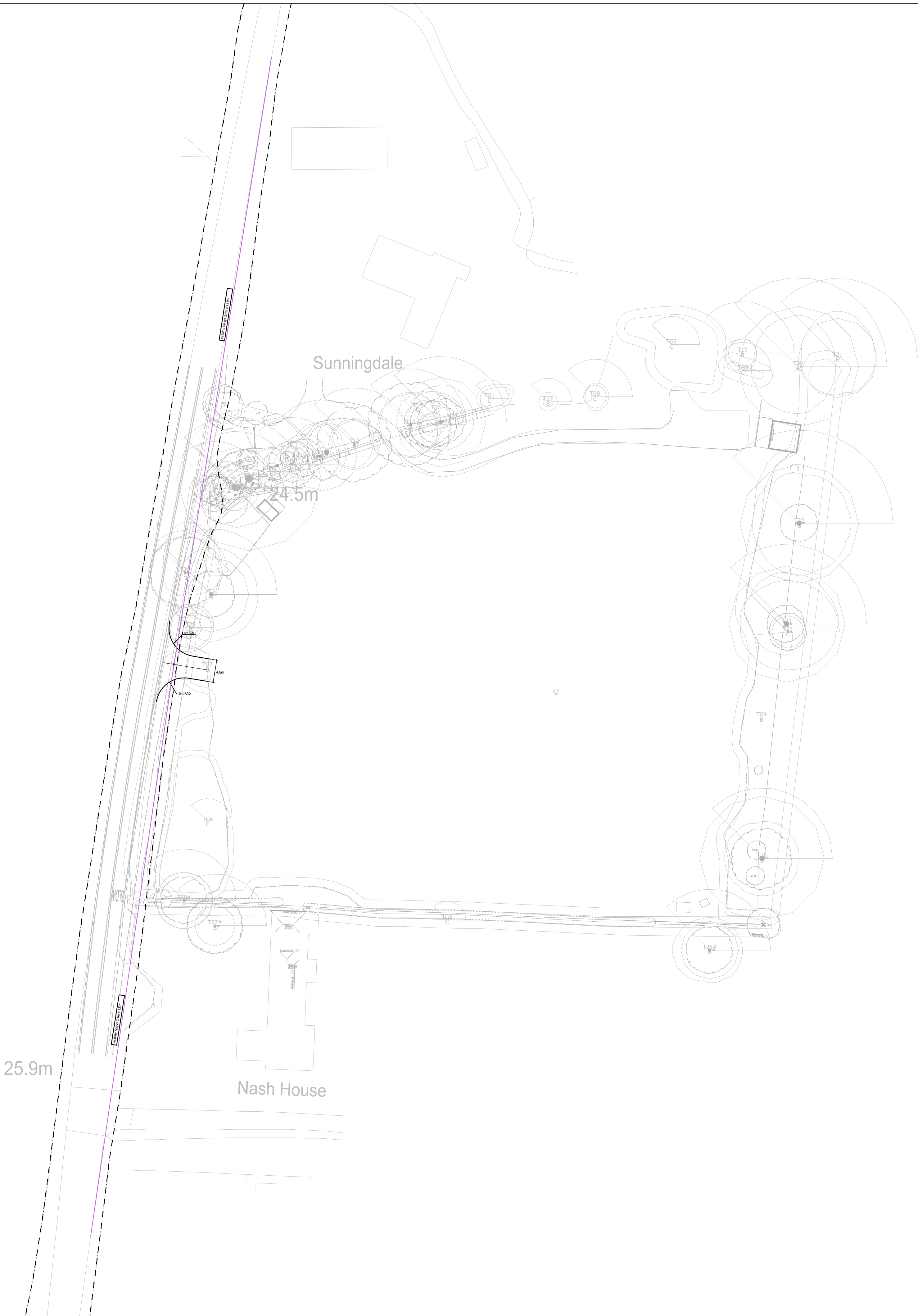
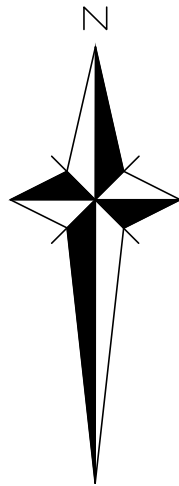
Overseeing Organisation:
RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey
Design Organisation:

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
	Location: Summary:				
	Location: Summary:				
	Location: Summary:				

Appendix B

Proposed Site Access Plan



- GENERAL NOTES**
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

--- --
HIGHWAY BOUNDARY

P3	HIGHWAY BOUNDARY ADDED	24.09.2025	RS	RW	
P2	UPDATED TO TREE CONSTRAINTS	23.09.2025	RS	RW	
P1	INITIAL ISSUE	11.09.2025	RS	RW	
Rev	Amendments	Date	Dsn	Chk	
Status					
PRELIMINARY					
Client					
SJD PROJECTS					
Architect					
Project					
LAND SOUTH OF SUNNINGDALE HORSHAM ROAD, STEYNING					
Title					
ACCESS PLAN					
Date		Scale @ A1		1:500	
SEPTEMBER 2025					
Clients Ref.		Project Ref.		14007	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel:01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
14007_2200				P3	

Appendix E

TRICS Output Data

Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
04	MW	MEDWAY
10	EAST ANGLIA	
	NF	NORFOLK
16	WALES	
	VG	VALE OF GLAMORGAN
	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL

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



Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	6 to 25 (units:DWELLS)
Range Selected by User:	6 to 25 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 26/11/25

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

Selected survey days:

Friday	1 days
Monday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4
Direction ATC Count	1

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre	1 days

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

Selected Location Sub Categories:

Residential Zone	4 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days

Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

560 - 3970

Population within 1 mile:

1,001 to 5,000	3 surveys
15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	4 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

Petrol filling station:

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

Travel Plan:

No	4 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 surveys
-----------------	-----------

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

COVID-19 Restrictions:

No



Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

1	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Number of dwellings: 6.00 DWELLS Survey date: Wednesday 10/10/2018			
		Survey Type: Manual	
2	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Number of dwellings: 13.00 DWELLS Survey date: Wednesday 06/11/2024			
		Survey Type: Manual	
3	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre Village Number of dwellings: 8.00 DWELLS Survey date: Friday 22/09/2017			
		Survey Type: Manual	
4	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Wednesday 12/09/2018			
		Survey Type: Manual	
5	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
ARTHUR STREET BARRY Edge of Town Residential Zone Number of dwellings: 12.00 DWELLS Survey date:			
		Survey Type: Manual	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-A-06 16-06-2021	16-06-2021	Covid
HI-03-A-16 10-10-2024	10-10-2024	N/A
KC-03-A-09 09-06-2021	09-06-2021	Covid
MW-03-A-02 06-06-2022	06-06-2022	N/A

Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	11	0.089	0.214	0.303
08:00-09:00	5	11	0.107	0.375	0.482
09:00-10:00	5	11	0.107	0.179	0.286
10:00-11:00	5	11	0.125	0.125	0.250
11:00-12:00	5	11	0.232	0.179	0.411
12:00-13:00	5	11	0.161	0.250	0.411
13:00-14:00	5	11	0.161	0.179	0.340
14:00-15:00	5	11	0.179	0.143	0.322
15:00-16:00	5	11	0.179	0.125	0.304
16:00-17:00	5	11	0.196	0.125	0.321
17:00-18:00	5	11	0.232	0.125	0.357
18:00-19:00	5	11	0.214	0.161	0.375
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.982	2.180	4.162

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

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

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Audit Code: 328c81b5-9dbe-4988-ae74-5dcc906805ed

Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
Survey date date range:	08/05/2017 - 06/11/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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



Civil Engineering - Transport Planning - Flood Risk

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