
The Copse, Land West of Worthing Road Southwater, Horsham, RH13 9AT

Transport Statement

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Job Number:	31276

Date	Revision	Notes/Amendments/Issue Purpose
January 2026	P01	Draft Issued for Comment
February 2026	P02	For Issue

Note:

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Acronyms	
DfT	Department for Transport
HDC	Horsham District Council
HDPF	Horsham District Planning Framework
IHT	The Institution of Highways and Transportation
NDP	Neighbourhood Development Planning
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
P&M	Price & Myers
PIA	Personal Injury Accident
TS	Transport Statement
WSCC	West Sussex County Council
WSTP	West Sussex Transport Plan

1 Introduction

- 1.1 Price & Myers (P&M) have been commissioned to prepare a Transport Statement (TS) in support of a planning application for the proposed development at The Copse, which is located to the west of Worthing Road, Southwater, Horsham, West Sussex, RH13 9AT.
- 1.2 The site is in the jurisdiction of West Sussex County Council (WSCC) who are the Local Highway Authority and Horsham District Council (HDC) who are the Local Planning Authority.
- 1.3 The site is situated to the west of Worthing Road and covers an area of approximately 1.65ha. An existing building and soft landscaped areas currently occupy the site area. The site is bounded by existing residential properties to the south, with undeveloped areas located to the west and north and soft landscaping located to the east.
- 1.4 It is proposed to demolish the existing building and to deliver a total of 23 residential dwellings, comprising a total of 14 private dwellings and 9 affordable dwellings.
- 1.5 The TS considers the impact of the proposed development on the local transport network, as well as considering the accessibility of the site for all modes of transport.
- 1.6 This TS has been prepared in accordance with relevant national and local guidance, including the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). Guidance published by the Department for Transport (DfT), including the former *Guidance on Transport Assessment*, has also been reviewed where appropriate. Although this document was superseded by *Transport Evidence Bases in Plan-Making* (2014), it remains useful where topics are not addressed in the updated guidance. Relevant WSCC and HDC transport and highways policies have also been considered.
- 1.7 A previous hybrid planning application for the wider site (planning reference: DC/23/1350), comprising 33 dwellings and a 76-bed care home, was submitted in 2023 but subsequently withdrawn for reasons unrelated to transport or highway matters. As part of that application, WSCC, in its capacity as Local Highway Authority, confirmed no objection to the proposed development, concluding that it would not result in an unacceptable impact on highway safety or severe cumulative impacts on the surrounding highway network. This is attached as Appendix A. Furthermore, a separate planning application for a 70-bed care home was submitted in 2024 and approved in 2025.
- 1.8 The current proposal for 23 dwellings is materially smaller in scale than the previously assessed hybrid scheme and therefore sits comfortably within an access and transport framework that has already been reviewed and accepted by the Local Highway Authority.
- 1.9 A Stage 1 Road Safety Audit (RSA1) was undertaken in May 2023 to identify any features of the proposed access and layout that could be modified to improve safety. The RSA raised two matters relating to potential overspill parking on Worthing Road and the presence of existing street furniture within the proposed footway. These matters have been addressed through confirmation that all parking demand can be accommodated on site and by

amending the access plan to relocate the affected street furniture. A subsequent updated RSA1, completed in September 2023 following WSCC comments, confirmed that there are no outstanding road safety concerns associated with the proposed scheme.

1.10 This TS is set out as follows:

- Section 2 includes a summary of the national, regional and local policy documents, with relevant extracts included.
- Section 3 examines the existing site conditions including the site's location, access and current usage as well as the current highway conditions. This section also includes records of accidents in the vicinity of the proposed development.
- Opportunities for different methods of travel are included in Section 4.
- The proposed development is described in Section 5, including the access conditions and car parking arrangements, where applicable.
- The existing and proposed travel patterns are set out in Section 6. The modal split is assessed and in turn the impact of the development on nearby sustainable travel infrastructure is discussed.
- Section 7 outlines the summary and conclusions.

2 Policy Context

2.1 Policies

2.2 Several relevant national, regional, and local related transport policy and guidance is available. This section describes each and outlines the essential considerations that have informed this TS.

2.3 National Planning Policy Framework (NPPF), 2025

2.4 The NPPF was last substantively updated on 12 December 2024, with minor amendments published in February 2025. NPPF seeks to promote sustainable development and assess whether sufficient opportunities for sustainable transport, dependent on each specific development, have been taken up.

2.5 The NPPF sets out the overarching guidance for development in England and states: "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."

2.6 This can be achieved through a list of things, which include early engagement, addressing potential impacts of the development, promoting walking, cycling and public transport use.

2.7 As part of the NPPF, developments should only be prevented or refused on transport grounds where the residual impacts of development are severe.

2.8 Pedestrian and cycle movements with low conflict between traffic and pedestrians and cyclists should be prioritised as well as easy access to quality public transport services.

2.9 Planning Practice Guidance (PPG) - Travel Plans, Transport Assessments and Statements, Department for Communities and Local Government, 2014

2.10 The supporting PPG provides a section on the importance of a TS. It states that they positively contribute to:

- *"Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

2.11 When producing the TS, there are a few key principles that should be considered. The report should be:

- *“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

2.12 West Sussex Transport Plan (2022-2036)

2.13 The West Sussex Transport Plan (WSTP) sets out the long-term transport strategy for the area and provides the policy foundation for decisions by WSCC in its role as Local Highway Authority. The WSTP aims to create a safer, more efficient, and more sustainable transport network across the county.

2.14 Key objectives include reducing reliance on private car travel, increasing levels of walking and cycling, improving public transport accessibility, and supporting growth in a manner that minimises environmental impact. The plan also places emphasis on road safety, accessibility for all users and integration of development with existing transport networks.

2.15 Development proposals are expected to demonstrate how they support these principles. The design and assessment of the proposed scheme at The Copse aligns with the aims of the WSTP by promoting sustainable access, supporting active travel, and ensuring safe and appropriate vehicular arrangements.

2.16 Horsham District Planning Framework (HDPF, 2015) and Emerging Local Plan

2.17 Local planning policy for the site is determined by the Horsham District Planning Framework (HDPF), adopted in 2015, together with emerging policies within the Draft Local Plan. Policies within the HDPF require development to provide safe, suitable, and convenient access for all users and to integrate effectively with the surrounding highway, footway, and cycle networks.

2.18 Policy 40 (Sustainable Transport) seeks to reduce the need to travel by private car and promote active and sustainable modes, and Policy 41 (Parking), which provides guidance on appropriate levels of vehicle and cycle parking based on local context.

- 2.19 The emerging Local Plan continues this strategic direction, reinforcing the importance of sustainable movement, active travel corridors and high-quality pedestrian and cycle connectivity across the district. The development proposals for The Copse comply with these policies through provision of suitable access, appropriate car and cycle parking, and enhancements to pedestrian connectivity.

2.20 Southwater Neighbourhood Development Plan

- 2.21 The application site lies within the area covered by the Southwater Neighbourhood Development Plan (NDP), which forms part of the development plan for the district. The NDP supports development that promotes sustainable travel, safe access arrangements and appropriate levels of parking that reflect local character.
- 2.22 The development proposals at The Copse accord with these objectives through provision of safe vehicular access, suitable car and cycle parking, and convenient pedestrian connectivity to local facilities and public transport along Worthing Road

2.23 Policy Summary

- 2.24 Overall, it is noted that national, regional and local transport policy places strong emphasis on promoting sustainable travel by encouraging walking and cycling, improving public transport accessibility and ensuring safe, well-designed access arrangements.
- 2.25 Pre-application advice from HDC and WSCC Highways identified the importance of demonstrating that the proposals maximise opportunities for sustainable and active travel, including consideration of the potential for future connections and opportunities to enhance the local transport network.
- 2.26 These principles have informed the access strategy and site layout for the proposed development, regarding pedestrian permeability, public transport accessibility and the delivery of pedestrian crossing enhancements on Worthing Road. Consideration of future connectivity and network enhancement is set out in detail in Section 4 of this Transport Statement.
- 2.27 The proposals for The Copse support these objectives by delivering suitable pedestrian and cycle connectivity, providing parking provision in accordance with WSCC standards, and ensuring that access arrangements meet current design guidance. The development also makes efficient use of a well-located site and existing public transport services along Worthing Road.
- 2.28 Accordingly, the scheme aligns with the overarching direction of national and local transport policy and is well positioned to encourage sustainable travel behaviour while integrating safely and appropriately with the surrounding transport network.

3 Existing Site Conditions

3.1 Introduction

3.2 This section describes the site location and the existing conditions in the vicinity of the site. The local highway network is described with opportunities for walking, cycling and public transport travel to and from the site also explored.

3.3 Site Location and Current Use

3.4 As previously outlined, the site is situated to the west of Worthing Road and covers an area of approximately 1.65ha. It currently comprises an existing building and associated soft landscaping. The site is bounded by residential properties to the south, undeveloped land to the west and north, and landscaped areas to the east adjoining Worthing Road.

3.5 For context, the site location is outlined in the plan below.



Figure 3.1 – Site Location Plan (Source: OpenStreetMap (2025))

3.6 Access and Surrounding Highway Network

Access

- 3.7 Vehicular access to the site is currently taken from Worthing Road (B2237) via the existing access serving The Copse. This access point is located on the western side of Worthing Road, which provides the sole vehicular and pedestrian entry into the site.

Surrounding Highway Network

- 3.8 Worthing Road (B2237) forms the eastern boundary of the site and operates as a local distributor road connecting Southwater with Horsham to the north. Near to the site, the carriageway measures approximately seven metres wide and is subject to a 40mph speed limit. Footways are present either side of Worthing Road to the south of the site and along the eastern side only to the north.
- 3.9 To the north of the site, Worthing Road connects to Blake's Farm Road at a roundabout, providing access to residential areas and local facilities. Further to the north, the route connects to the A24 and B2237 at the Hop Oast roundabout, forming a key junction for movements into Horsham and towards wider strategic routes.
- 3.10 To the south, Worthing Road diverges into Mill Straight and Shipley Road, offering connections toward the A24 and A272. Both roads provide onward links to surrounding villages and the wider West Sussex network. Street lighting is present along Worthing Road in the vicinity of the site commensurate with the surrounding area.
- 3.11 Pedestrian connectivity is supported by continuous footways along Worthing Road to the south, alongside dropped kerb crossing points at key desire lines. These provide safe and convenient crossing opportunities for movements towards nearby bus stops, residential areas, and local amenities. The surrounding roads operate with relatively low pedestrian/vehicular conflict and offer an acceptable walking environment within proximity of the site.

3.12 Speed Survey (ATC)

- 3.13 An ATC was undertaken on 5th to 11th June 2025 on Worthing Road, Southwater for a period of one week.
- 3.14 The ATC outlined that the following speeds were observed:
- Northbound – 31.8 miles per hour (85th Percentile Speed)
 - Southbound – 31.7 miles per hour (85th Percentile Speed).
- 3.15 The ATC outlined an improvement in terms of 85th percentile speeds, when compared to the December 2019 surveys, which identified 34.1 miles per hour northbound and southbound.
- 3.16 The full survey is available at Appendix B.

3.17 Personal Injury Accident (PIA) Data

3.18 PIA data for the most recently available 5-year period (2020-2024) has been obtained from CrashMap. The development will have capacity for cars, so the focus of the PIA study will be on vulnerable road users. The extent of the study area in proximity of the site is outlined in Figure 3.2.

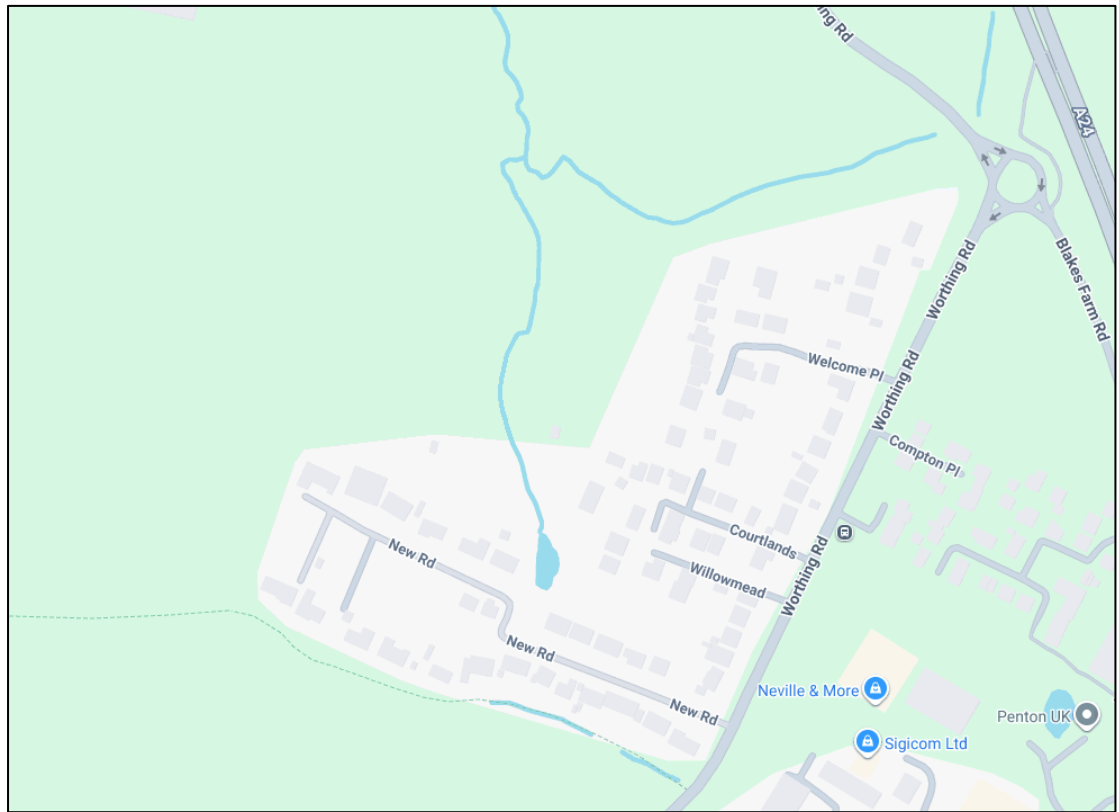


Figure 3.2 – PIA Collision Map search area extents (Source: CrashMap.com (2025))

3.19 PIA data is classified by the severity of incidents, which are categorised as slight, serious, or fatal. The classification of these injuries is listed below:

- Slight collision – A collision in which at least one person is slightly injured, but no person is killed or seriously injured;
- Serious collision – A collision in which at least one person is seriously injured but no person (other than confirmed suicide) is killed; and
- Fatal collision – A collision which at least one person is killed or sustained injuries which cause death less than 30 days after the collision (but excluding confirmed suicides and deaths from natural causes).

3.20 It is noted that the study area outlined above indicated that no collisions have occurred in the most recently available five-year period (2020-2024). Therefore, it is reasonable to conclude that the proposals will not be in areas with road safety concerns.

4 Accessibility

4.1 Opportunities for Pedestrian Travel

4.2 An extract from the Institution of Highways and Transportation (IHT) publication “Guidelines for providing for Journeys on Foot” (2000) is shown in Table 4.1. The table describes acceptable walking distances for pedestrians without mobility impairment.

4.3 From reviewing the documents, this development falls into the “Commuting/school/sight-seeing” category as it is likely that residents will be walking to/from and around the site. Therefore, the desired walking distance is up to 500 metres, with an acceptable walking distance is up to 1000 metres and up to 2000 metres is the preferred maximum walking distance.

	Town Centres (m)	Commuting/School/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 4.1 – Suggested Acceptable Walking Distances: Extract from IHT ‘Guidelines for providing for Journeys on Foot’

4.4 The various amenities, schools, landmarks and transport hubs that fall within the described walking distances are set out in Table 4.2.

Amenities		Walk distance	Desirable / Acceptable / Preferred Max / Over
Petrol Station	Shell Garage (Worthing Road)	540m	D
Educational	Southwater Junior School	1.46km	A
	Southwater Infant School	1.6km	A
	Castlewood Primary School	1.7km	A
Retail & Food / Convenience	Shell Garage (Convenience store on site)	540m	D
	Co-Op (Southwater)	1.96km	A
	Southwater Shops Parade	2km	PM
	Horsham Sainsbury’s (Superstore)	2.6km	O
Public Transport	Horsham Park & Ride	670m	D
	Christ’s Hospital Railway Station	1.7km	A
	Horsham Railway Station	3.8km	O
Employment / Business	Oakhurst Business Park	760m	D
Doctors	Southwater Medical Centre	2.2km	O
ATM	Texaco Petrol Station ATM	1.56km	A

Amenities		Walk distance	Desirable / Acceptable / Preferred Max / Over
Leisure	Horsham Football Club	950m	A

Table 4.2 - Walking Distances to Local Amenities.

4.5 The assessment of pedestrian accessibility indicates that the site is suitably located in accordance with West Sussex County Council's sustainable transport objectives. A range of day-to-day amenities, including convenience retail, employment uses, leisure facilities and public transport services, are accessible within desirable and acceptable walking distances when assessed against the IHT 'Guidelines for Providing for Journeys on Foot'. Educational facilities and additional retail provision are also reachable within the preferred maximum walking distance.

4.6 It is also noted that an adjacent parcel of land is allocated within the Southwater Neighbourhood Development Plan for mixed-use development, which is anticipated to provide additional local facilities including education, healthcare and areas of public open space. This is referenced for contextual completeness only and is not relied upon to demonstrate accessibility or as mitigation for the proposed development.

4.7 As such, the development benefits from pedestrian connectivity, supporting opportunities for short trips to be undertaken on foot and reducing reliance on the private car, consistent with WSCC highways guidance.

4.8 Opportunities for Cycle Travel

4.9 According to the DfT's *"LTN 1/04 – Policy, Planning and Design for Walking and Cycling"* the maximum comfortable cycling guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys such as journeys to work or school. All the local amenities listed in Table 4.2 are within a 5km radius of the site and can therefore be accessed by bike.

4.10 A 5km cycle, is approximately equivalent to a 30-minute cycle. This is appropriate for residents travelling into work or visiting family/friends and can be seen in Figure 4.1.

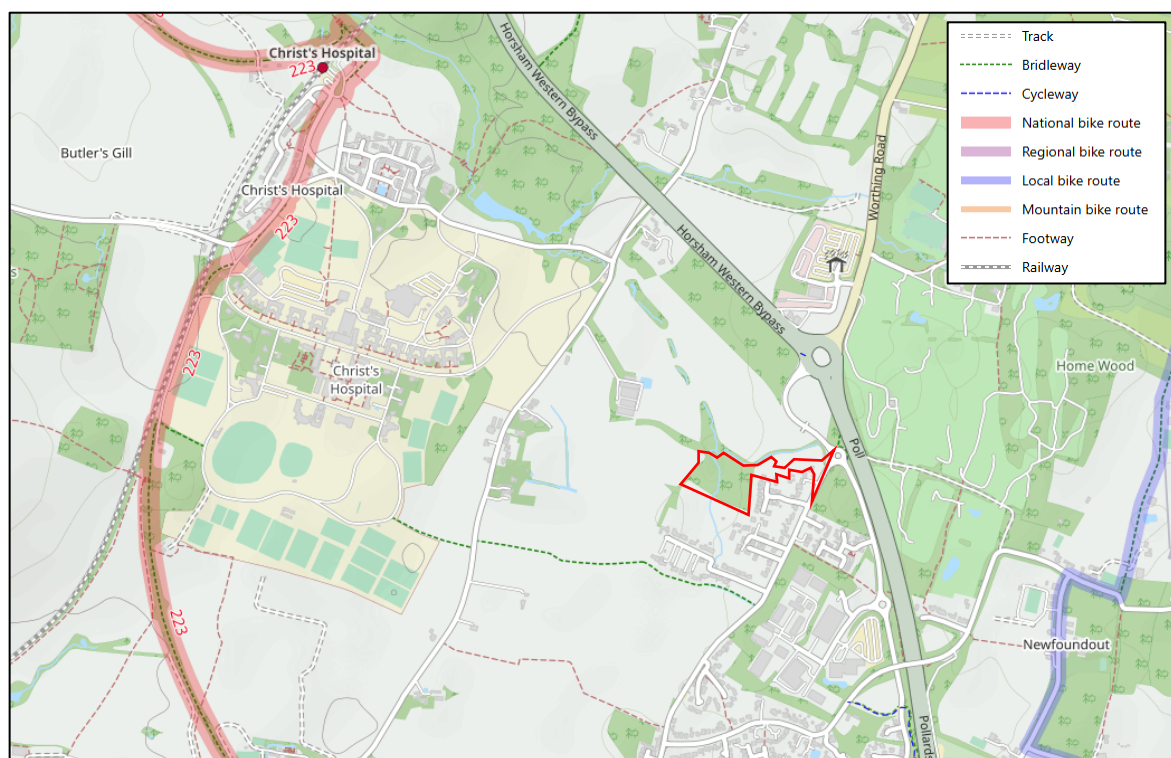


Figure 4.1 – Cycle Routing Plan (Source: OpenStreetMap (2025))

- 4.11 Based on the above plan, the site is located within a semi-rural area with good access to a network of traffic-free and low-traffic cycle routes. Public footpaths and bridleways run through the surrounding countryside, providing off-road cycling connections in both east-west and north-south directions, including links towards Christ's Hospital to the north-west.
- 4.12 To the east, the A264 Horsham Western Bypass forms a strategic boundary; however, cyclists can utilise parallel routes and alternative local paths, avoiding the need to cycle on the main carriageway. Local roads and paths also provide onward connections towards Horsham, where access to services, employment and rail facilities is available, supporting both recreational and functional cycling trips.
- 4.13 Figure 4.2 demonstrates the areas that can be accessed from the site within a 5km cycle, which includes Warnham, Mannings Heath, West Grinstead, Shipley and Slinfold.

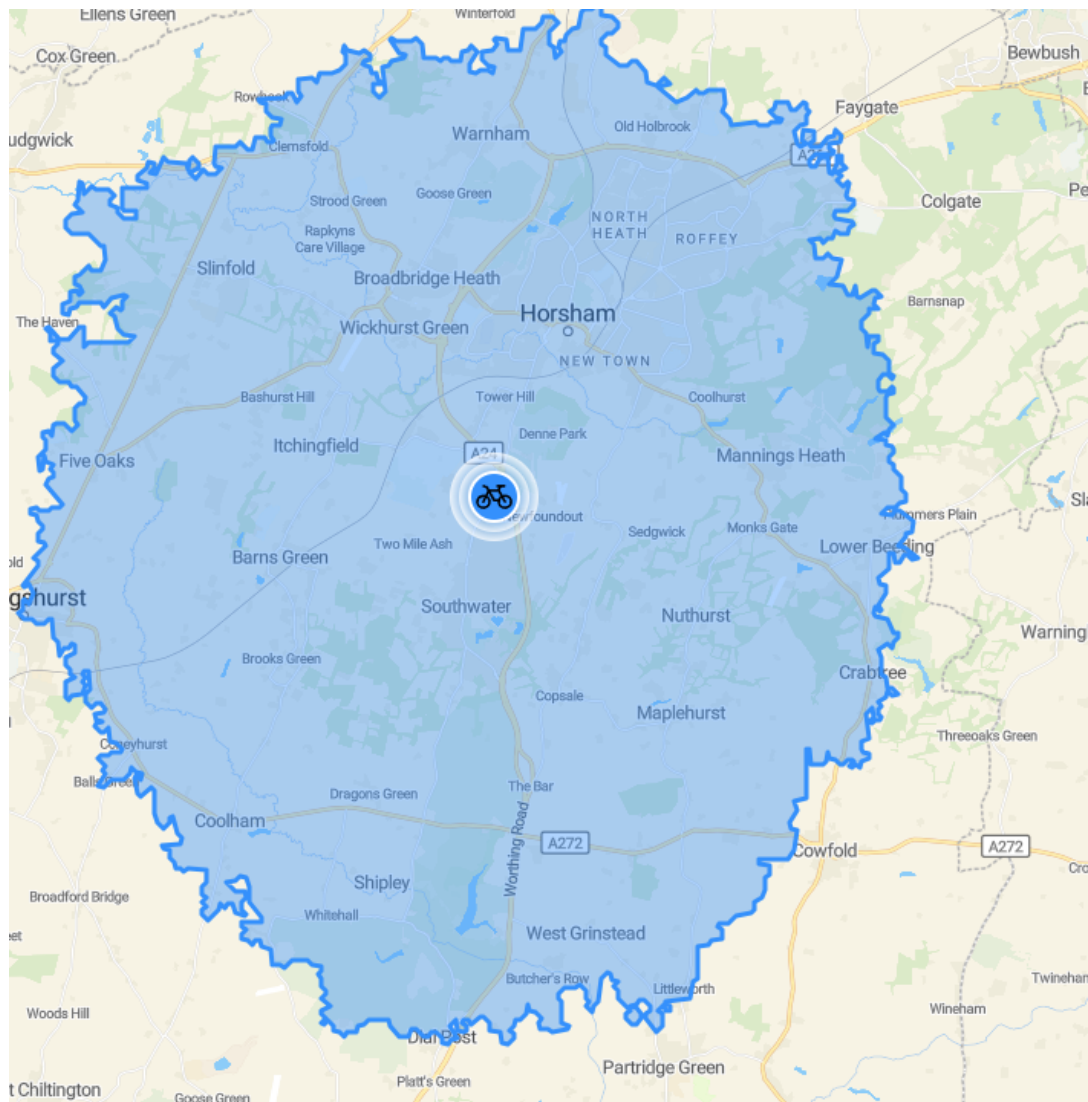


Figure 4.2 – 5km Cycle Catchment Plan (Source: Travel Time)

4.14 Opportunities for Public Transport Travel

- 4.15 The IHT publication Guidelines for Planning for Public Transport in Developments recommends that the maximum desirable walking distance to a bus stop is 400m, and to a railway station is 800m. These thresholds provide a useful benchmark for assessing the accessibility of a development by public transport.
- 4.16 The nearest railway station to the site is Christ's Hospital Railway Station, which is located approximately 1.7km from the site. Although it is beyond the maximum walking distance, it is located circa 8-minutes cycle time from the site. Christ's Hospital Railway Station is operated by Southern Rail and is located on the Arun Valley Line.

- 4.17 Typical service frequencies from the station are the following:
- Two trains per hour to London Victoria via Gatwick Airport; and
 - Two trains per hour to Bognor Regis.
- 4.18 Christ's Hospital Railway Station has a total of 20 cycle parking spaces, which are located at the front of the station.
- 4.19 Horsham Railway Station, situated approximately 3.8 km away, is served by direct bus services from stops located on Worthing Road, which provides frequent onward connections to London, the South Coast, and regional destinations.
- 4.20 The site also benefits from access to several bus stops located along Worthing Road, with the nearest stops positioned approximately 200m (southbound) and 250m (northbound) from the site entrance. These stops are served by routes including the 23/23X, 98, 398, 525, 622, 626, 668, and 690, offering connections to destinations such as Horsham, Crawley, Worthing and surrounding settlements. Several of the services are school services, which have been included for completeness. The bus route summaries are included below.

Bus Services	Route	Typical Frequency
23/23X (Metrobus)	Crawley – Horsham – Southwater – Worthing	30-60mins
98 (Metrobus)	Roffey – Horsham – Southwater	20mins
398 (Metrobus)	Southwater – Horsham – Kilnwood Vale/Bewbush – Crawley (St Wilfrid's School)	Schooldays Only
690 (Metrobus)	Southwater – Horsham Schools	Schooldays Only
525 (Sussex Coaches)	Southwater – Horsham/Broadbridge Heath – Slinfold/Five Oaks – Bilingshurst (The Weald School)	Schooldays Only
622 (Sussex Coaches)	Southwater – Horsham (Tanbridge House School)	Schooldays Only
626 (Sussex Coaches)	Southwater – Horsham (Tanbridge House School)	Schooldays Only
668 (Sussex Coaches)	Southwater/Broadbridge Heath – Horsham Schools	Schooldays Only

Table 4.3 – Bus Services.

- 4.21 It is noted that several of the services listed above operate on schooldays only and have been included for completeness.

4.22 Future Connectivity and Network Enhancements

- 4.23 An assessment of the site boundary and surrounding area has been undertaken to identify any realistic opportunities to provide additional pedestrian, cycle or vehicular connections as part of the proposed development. The site is bounded by third-party land to the north, west and south, with Worthing Road forming the eastern boundary and primary movement corridor. As a result, there are no deliverable opportunities at this time to provide additional off-site connections without land acquisition or highway works beyond the applicant's control, and the proposals therefore make appropriate use of the existing access arrangement previously reviewed and accepted by the Local Highway Authority.
- 4.24 Notwithstanding these constraints, the internal layout of the development has been designed to safeguard future pedestrian connectivity. The proposed street and footway arrangement provides clear, logical routes through the site and does not prejudice the ability to accommodate future connections should adjoining land come forward for development.
- 4.25 The development will deliver improvements to the existing pedestrian environment along Worthing Road through enhanced crossing provision to the north and south of the site access, as previously agreed with WSCC as part of the consented care home development. These measures will improve permeability across Worthing Road, reduce severance and provide safer, more convenient access to nearby bus stops, local facilities and onward walking routes, representing a tangible enhancement to the existing transport network.
- 4.26 Overall, the proposals maximise opportunities for sustainable and active travel in a manner proportionate to the scale of development. Where physical constraints limit the delivery of new connections, the scheme safeguards future opportunities and delivers meaningful enhancements to the existing network, in line with the objectives of the NPPF, the West Sussex Transport Plan and the HDC Planning Framework.

5 Development Proposals

5.1 Proposed Development

- 5.2 The proposals involve the construction of 23 houses, comprising 14 private dwellings and 9 affordable dwellings, along with associated gardens, car parking spaces, open spaces, and access roads.
- 5.3 Access to the new development will be provided via the shared road, which will also serve the new care home to be constructed nearby on Worthing Road.
- 5.4 The 23 residential dwellings will comprise the following:
- 1 x 1-bedroom dwelling;
 - 7 x 2-bedroom dwellings;
 - 9 x 3-bedroom dwellings; and
 - 6 x 4-bedroom dwellings.

5.5 Access Proposals

- 5.6 Both vehicular and pedestrian access to the development will be taken from Worthing Road (B2237) via the existing site access, which will be upgraded to provide a safe and compliant arrangement for all users.
- 5.7 The shared access road is 5 m wide, providing suitable access up to the care home's entrance, where it gradually narrows to 4 m along the route to the new development's main road, annotated as "Primary Street" in the site layout plan, where the road widens again to 4.8 m. The narrow section of the access road will function as a traffic-calming feature, in accordance with the *Manual for Streets* recommendations for lightly trafficked streets. Lay-bys are provided in the narrow sections to allow vehicles traveling toward the development to give way to oncoming traffic.

5.8 Provision for Pedestrians

- 5.9 Pedestrian access will be provided along the north side of the shared access road up to the care home's car park, where a crossing point will guide pedestrians to the south side of the road. A dedicated dropped-kerb and tactile-paved crossing provided at the site entrance to support safe movement across Worthing Road, consistent with WSCC design guidance.
- 5.10 The internal layout has been designed to provide clear, unobstructed pedestrian routes throughout, ensuring convenient connectivity with surrounding residential areas and nearby bus stops, schools and local facilities along Worthing Road.

5.11 Provision for Cycling Parking

5.12 Cycle parking will be provided in accordance with WSCC's Parking Guidance for New Developments. All 23 residential dwellings are houses with the relevant cycle parking standards outlined below:

- 1 & 2 bedroom – 1 cycle parking space per unit; and
- 3+ bedroom – 2 cycle parking spaces per unit.

5.13 Cycle storage will be provided within private garden sheds or garages, therefore, ensuring secure and weather-protected provision. These arrangements support the use of bicycles for short local trips to Southwater village centre, nearby schools, and bus connections to Horsham.

5.14 Based on WSCC's standards outlined above, the development should provide 38 cycle parking spaces.

5.15 Provision for Car Parking

5.16 Car parking for the revised 23-unit residential scheme will be provided in accordance with WSCC's Guidance on Parking at New Developments (2020). Parking requirements are based on dwelling size (number of bedrooms) and the site's location within Behaviour Zone 2. This is the same methodology as was used by the previously submitted application.

5.17 The WSCC Residential Parking Standards for Zone 2 are outlined below:

- 1-bed dwelling: 1.0 spaces;
- 2-bed dwelling: 1.7 spaces;
- 3-bed dwelling: 2.1 spaces; and
- 4-bed dwelling: 2.7 spaces.

5.18 Based on the approved accommodation schedule outlined earlier, the guideline parking spaces would comprise a total of 48 spaces.

5.19 The WSCC guidance also outlines that where >50% of spaces are unallocated; no visitor parking is required.

5.20 As the residential spaces will be allocated on plot, the visitor parking provision will be the following:

- 0.2 spaces per dwelling.

5.21 This would therefore also result in five visitor parking spaces.

5.22 The provision of a total of 48 car parking spaces, including five designated visitor spaces is considered appropriate as it meets the above standards for the proposed 23 dwellings and

will meet demand without risk of overspill parking. This level of parking is therefore considered to be proportionate and policy compliant.

- 5.23 The site will also provide a single electric vehicle (EV) charging point per unit. This provision accords with WSCC guidance and ensures that parking demand can be fully contained within the site.

5.24 Refuse Arrangement

- 5.25 The site layout has been designed to ensure that service vehicles, including large refuse vehicles and emergency vehicles can enter, manoeuvre and turn within the development in accordance with WSCC requirements and the guidance set out in Manual for Streets (MfS). This servicing strategy is consistent with the previous application, for which the highway authority raised no concerns.
- 5.26 MfS identifies maximum bin carry distances of 25m for refuse collection operatives and 30m for residents. Bin storage locations within the layout will be positioned to ensure these distances are not exceeded, reflecting the principles established in the previously consented layout. MfS also notes that maximum refuse vehicle reversing distances of 12m are acceptable, and the internal road layout has been designed to accommodate this requirement.
- 5.27 The internal layout enables a fire appliance to reach within 45m of all dwelling entrances, in accordance with MfS paragraph 6.7.2. This mirrors the emergency access arrangements, which were secured in the previous application, ensuring that access provision remains safe, efficient and compliant with national design guidance.
- 5.28 The vehicle tracking is included in Appendix C.

5.29 Delivery and Servicing

- 5.30 Deliveries and servicing to the proposed development will be limited and typical of a residential scheme of this scale. Day-to-day deliveries will be primarily undertaken by light goods vehicles and accommodated within the internal road network or from on-plot parking without obstructing the public highway. The site layout allows service vehicles to enter, manoeuvre and exit safely, and deliveries will not result in any adverse impact on highway safety or network operation.

6 Trip Generation

6.1 Introduction

6.2 This section of the TS outlines the existing use trip rates for the site as well as the expected future trip rates and the net increase in person trips to the development site. This section will focus on trips to and from the proposed development by all transport modes.

6.3 Existing Use Trip Generation

6.4 The site is currently undeveloped and therefore does not generate trips.

6.5 Proposed Use Trip Generation

6.6 As previously discussed, the proposed development comprises 23 new residential dwellings. As the proposed scheme comprises a mix of private and affordable dwellings, the Trip Rate Information Computer System (TRICS) database (version 8.25.11) was interrogated for M – Mixed Private / Non-Private Housing, which comprises both types of dwelling. The full TRICS report is included in Appendix D.

6.7 Total vehicle trip rates were obtained for sites in England, Scotland and Wales, excluding sites located in Greater London.

6.8 The resulting trip rates and predicted traffic generation associated with 23 residential dwelling is outlined in the following table.

Residential (C3)	Trip Rate / Dwellings			Traffic Generation / 23 Dwellings		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	0.149	0.373	0.522	3	9	12
PM Peak (17:00-18:00)	0.326	0.165	0.491	7	4	11
12-hour (07:00-19:00)	2.19	2.218	4.408	50	51	101

Table 6.1 – Total Vehicle Trip Generation

6.9 Impact on Local Transport Network

- 6.10 The proposed development is predicted to generate a peak two-way flow of 12 vehicles in the AM peak hour period and 11 vehicles in the PM peak hour period. This would relate to a 12-hour daily two-way flow of 101 vehicles. These movements represent a very small proportion of traffic on Worthing Road and would not materially affect network operation.
- 6.11 For context, the previously submitted hybrid application was assessed as generating peak-hour flows of around 18 two-way trips from the residential element alone. The current proposal, generating 12 two-way movements in the AM peak and 11 two-way movements in the PM peak, represents a clear reduction in terms of traffic impact and sits well within levels previously considered acceptable by WSCC.
- 6.12 It is also important to note that WSCC previously reviewed and accepted a larger development quantum at this site, which included both a greater number of residential units and a 76-bed care home use. In that context, the forecast traffic associated with the current 23-dwelling scheme and the 70-bed care home is materially lower and demonstrably within levels that were previously considered to be acceptable.
- 6.13 Given the modest scale of traffic movements forecast, the absence of any recorded personal injury accidents in the vicinity of the site, and the suitability of the existing and proposed access arrangements, the development will operate without adverse impact on highway capacity or safety.
- 6.14 This level of traffic generation is unlikely to have any noticeable impact on the use of the site access or the adjacent local highway network.

6.15 Cumulative Development Considerations

- 6.16 In accordance with pre-application advice, consideration has been given to the cumulative highways impact of the proposed development alongside the consented development at Horsham Golf and Fitness (planning reference DC/23/1178) and the wider strategic allocation to the west.
- 6.17 As previously stated, the proposed development would generate a maximum of 12 two-way vehicle movements in the AM peak hour and 11 two-way movements in the PM peak hour, which represents a negligible proportion of existing traffic flows on Worthing Road.
- 6.18 When considered cumulatively with other committed development, including Horsham Golf and Fitness, the additional traffic associated with this proposed development would not result in a material or severe impact on the operation or safety of the local highway network. Worthing Road has sufficient capacity to accommodate these movements, and no mitigation is required.

7 Summary and Conclusions

7.1 Summary

- 7.2 P&M have been commissioned to prepare a TS in support of a planning application for the proposed development at The Copse, which is located to the West of Worthing Road, Southwater, Horsham, West Sussex, RH13 9AT.
- 7.3 The site extends to approximately 1.65 hectares and currently comprises an existing detached dwelling and associated soft landscaping. The surrounding context includes residential properties to the south, open or undeveloped land to the west and north, and landscaped areas to the east adjoining Worthing Road.
- 7.4 The proposed scheme relates to the construction of 23 residential dwellings, supported by safe and practical access arrangements, on-site parking provision in accordance with WSCC standards, high-quality pedestrian and cycle infrastructure, and enhanced landscaping throughout the site.
- 7.5 The proposed development has been designed to maximise opportunities for sustainable and active travel, safeguard potential future pedestrian connectivity and deliver agreed pedestrian crossing enhancements on Worthing Road. These measures improve permeability, reduce severance and enhance access to public transport and local facilities.
- 7.6 The scheme will provide a total of 38 cycle parking spaces and 48 car parking spaces with five visitor spaces for the 23 residential dwellings in accordance with WSCC parking guidance.
- 7.7 Based on the findings of this TS, the proposed development is considered to comply with relevant national policy (NPPF), local transport policy (WSCC Local Transport Plan) and Horsham District planning policy, all of which emphasise sustainable travel, safe access, and well-integrated development.
- 7.8 The site is accessible by a choice of modes, including walking, cycling and public transport, with opportunities for sustainable travel enhanced by the proposed pedestrian improvements and cycle parking provision. The proposed vehicular access meets design standards and provides appropriate visibility, while car parking and refuse arrangements satisfy WSCC and HDC requirements.
- 7.9 The anticipated vehicle trip generation associated with the proposed 23 dwellings is forecast to comprise 12 two-way vehicle movements in the AM peak hour and 11 two-way vehicle movements in the PM peak hour, which can be accommodated without detriment to the operation or safety of the surrounding highway network. No evidence has been identified to indicate that the development would result in a severe residual impact, as defined by the NPPF.
- 7.10 When considered alongside its modest trip generation and in the context of other committed development in the area, the proposals will not result in an unacceptable or severe residual

cumulative impact on the local highway network. The development is therefore fully compliant with national and local transport policy and raises no transport or highways objections in principle.

- 7.11 The proposed development represents a clear reduction in scale and traffic impact when compared with the previously submitted and highway-accepted scheme for the site. The earlier proposal attracted no objection from WSCC in transport or highway terms, and the materially lower trip generation associated with the current scheme further reinforces the absence of any transport-related concern.

7.12 Conclusion

- 7.13 In accordance with the NPPF, the development will not result in an unacceptable or severe residual cumulative impact on the transport network. The scheme represents a reduction in scale compared with the development previously assessed and accepted by WSCC, therefore, delivers a lower level of traffic. As a result, the development delivers a materially lower level of traffic, and there are no transport or highways reasons why planning permission should not be granted.

Appendix A

West Sussex County Council Consultation

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC - Highways Authority
DATE:	6 November 2023
LOCATION:	The Copse Worthing Road Horsham RH13 9AT
SUBJECT:	DC/23/1350 Hybrid planning application for the demolition of the existing dwelling and phased development comprising 33 dwellings, access, landscaping and other associated infrastructure (Full Planning); and erection of a 76 bed care home (Outline Planning) with all matters reserved except for access to the site. More information received. Further information received from Nicola Pettifer's email.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 33 x dwellings (full) and 76-bed care home (outline).

In comments dated 27 September 2023 the LHA requested further information (updates to care home travel plan, footpath material and auditor views on amended and new tactile/dropped kerb crossings).

Travel Plan

- 7.3 - A commitment to undertaking the travel surveys in compliance with TRICs SAM has been included.
- 5.7 and 5.8 - A commitment to providing an Induction Pack for all new staff set out and will include all items previously requested.
- 6.4 includes responsibility of Travel Plan Coordinator (TPC) for promoting national awareness events.
- 7.8 - outlines remedial measures if 5 year target not met and may include - public transport taster tickers, £150 voucher toward bicycle per staff, funding for TPC role, personalised travel planning and financial incentives to staff.
- 5.2 - cycle storage use will be reviewed and extended if needed - it is evident there is sufficient space on site for this.

A monitoring fee of £3500 should be secured through legal agreement for the TP. The Travel Plan auditing fee reflects the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Internal Footpath Material

The plans have been amended to show that all internal footpaths will be tarmac.

Stage 1 Road Safety Audit (RSA)

The applicant confirms that the latest audit has reviewed the latest access proposals including relocation of the dropped kerb/tactile across the access and the crossing provided in the vicinity of the Warnham Gate bus stop. The auditor had also been provided with parking provision information, was satisfied with the amendments and additional information and therefore the previous RSA points were removed and no further issues were raised.

Conclusion

The Local Highway Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is

not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

RESERVED MATTERS TBC - CAR AND CYCLE PARKING AND INTERNAL LAYOUT FOR CARE HOME

If the Local Planning Authority is minded to grant planning consent the following should be secured:

S106 – TP monitoring fee (£3500) and contribution (amount TBC) toward provision of Realtime at north and southbound Warnham Gate bus stops.

The access works including dropped kerb/tactile paved crossing of the new junction, dropped kerb/tactile paved crossing of Worthing Road north of the site and dropped kerb/tactile paved crossing of Worthing Road south of the site (to at Warnham Gate bus stop) could be secured through the s106 legal agreement also. However, if the LPA wish to secure this by condition the appropriate wording is included below:

Conditions -

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Access Plan and numbered 12449/2200 Rev. P3.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

INFORMATIVES -

Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Katie Kurek

West Sussex County Council – Planning Services

Appendix B

ATC Survey

AUTOMATIC TRAFFIC COUNT REPORT

Report Id: HN42XB1X-040625

SITE LOCATION: The Copse, Worthing Road, Southwater

[Coordinates \(51.041045, -0.344569\)](#)

Client: GTA Civils

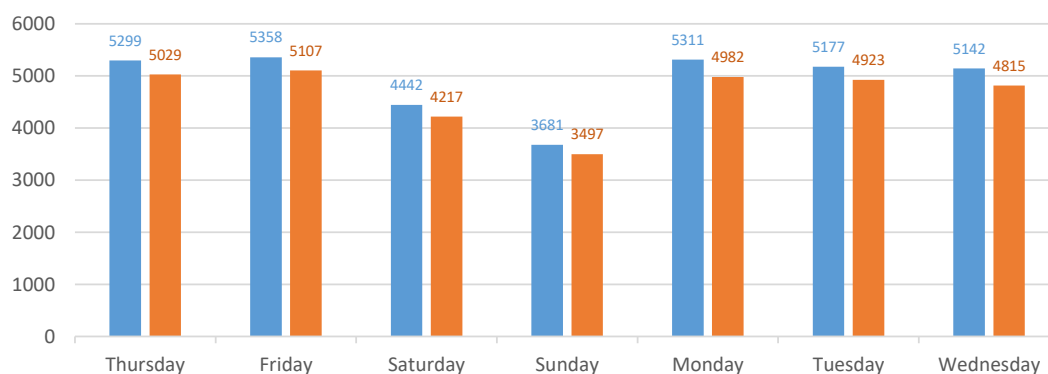
DATE: Thursday 5th June 2025 - Wednesday 11th June 2025

Requester: Rachel Stevenson



			Direction 1			Direction 2		
Summary			North Bound			South Bound		
			Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed
Day 1	Thursday	05/06/2025	5299	28	31.4	5029	28.6	31.5
Day 2	Friday	06/06/2025	5358	28.2	31.8	5107	28.7	31.7
Day 3	Saturday	07/06/2025	4442	28.5	31.9	4217	28.6	31.5
Day 4	Sunday	08/06/2025	3681	28.8	32.2	3497	29.1	32.1
Day 5	Monday	09/06/2025	5311	28.2	31.8	4982	28.7	31.5
Day 6	Tuesday	10/06/2025	5177	28.2	31.8	4923	28.7	31.7
Day 7	Wednesday	11/06/2025	5142	28.3	31.9	4815	28.8	31.9
Week Total			34410	28.3	31.8	32570	28.7	31.7

Total Vehicles

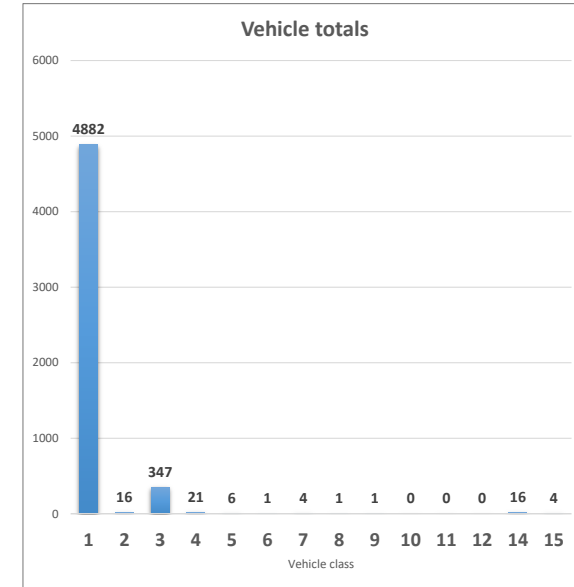


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Thursday, 5 June 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	12	4	1	4	3	12	0	0	0	0	0	0	0	0	0	0	0	0		
0100	6	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	7	1	1	3	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	11	2	1	3	5	10	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	22	4	3	9	6	20	0	2	0	0	0	0	0	0	0	0	0	0	0	
0500	103	18	21	26	38	96	0	4	0	0	0	0	0	0	0	0	0	1	2	
0600	244	48	50	73	73	225	0	19	0	0	0	0	0	0	0	0	0	0	0	
0700	506	99	110	143	154	452	3	43	4	0	1	0	0	0	0	0	0	3	0	
0800	616	154	172	122	168	584	5	22	3	0	0	1	1	0	0	0	0	0	0	
0900	363	117	85	73	88	336	1	20	1	1	0	1	0	1	0	0	0	1	1	
1000	349	97	93	91	68	318	1	28	1	0	0	1	0	0	0	0	0	0	0	
1100	309	75	86	68	80	285	1	20	2	0	0	0	0	0	0	0	0	1	0	
1200	319	84	78	72	85	285	1	28	3	1	0	0	0	0	0	0	0	0	1	
1300	290	84	69	67	70	264	1	22	1	1	0	0	0	0	0	0	0	1	0	
1400	290	78	63	77	72	258	0	27	2	1	0	1	0	0	0	0	0	1	0	
1500	372	62	101	128	81	335	2	32	1	2	0	0	0	0	0	0	0	0	0	
1600	320	75	66	85	94	296	0	23	1	0	0	0	0	0	0	0	0	0	0	
1700	337	91	84	87	75	315	0	21	0	0	0	0	0	0	0	0	0	1	0	
1800	311	89	71	88	63	301	0	7	0	0	0	0	0	0	0	0	0	3	0	
1900	227	65	50	53	59	211	0	13	2	0	0	0	0	0	0	0	0	1	0	
2000	113	30	37	20	26	105	1	6	0	0	0	0	0	0	0	0	0	1	0	
2100	87	24	25	21	17	82	0	4	0	0	0	0	0	0	0	0	0	1	0	
2200	60	20	20	14	6	55	0	4	0	0	0	0	0	0	0	0	0	1	0	
2300	25	9	8	3	5	24	0	1	0	0	0	0	0	0	0	0	0	0	0	
07-19	4382	1105	1078	1101	1098	4029	15	293	19	6	1	4	1	1	0	0	0	11	2	
06-22	5053	1272	1240	1268	1273	4652	16	335	21	6	1	4	1	1	0	0	0	14	2	
06-00	5138	1301	1268	1285	1284	4731	16	340	21	6	1	4	1	1	0	0	0	15	2	
00-00	5299	1333	1297	1331	1338	4882	16	347	21	6	1	4	1	1	0	0	0	16	4	



Thursday, 5 June 2025

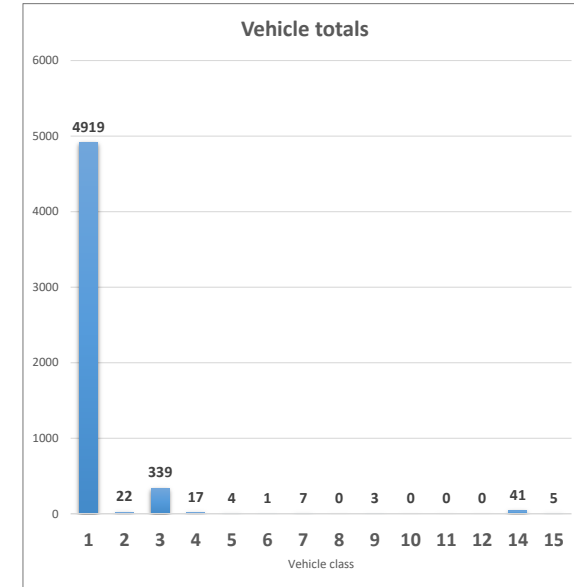
Time	Hourly Totals	15 Minute Bin Drops				MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation	
0000	12	4	1	4	3	0	0	0	0	0	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	30.5	3.3
0100	6	3	2	1	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28	3.7
0200	7	1	1	3	2	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14.29	-	34.5	5.4
0300	11	2	1	3	5	0	0	0	0	0	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	30.3	2.9
0400	22	4	3	9	6	0	0	1	0	0	9	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	30.3	4.5
0500	103	18	21	26	38	0	0	3	0	3	38	50	8	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.971	34.4	30.5	4.5
0600	244	48	50	73	73	0	0	1	4	9	107	109	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	29.9	3.6
0700	506	99	110	143	154	0	0	2	18	61	289	130	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	27.8	3.7
0800	616	154	172	122	168	0	0	2	32	126	343	110	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	26.9	3.8
0900	363	117	85	73	88	0	0	1	12	92	191	66	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	26.6	3.6
1000	349	97	93	91	68	0	0	0	1	77	196	70	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.5	3.2
1100	309	75	86	68	80	0	0	0	13	54	171	62	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.4	3.7
1200	319	84	78	72	85	0	0	1	1	37	193	81	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.3	3.1
1300	290	84	69	67	70	0	0	0	1	38	156	84	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.7	3.4
1400	290	78	63	77	72	0	0	0	1	59	153	72	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	27.8	3.4
1500	372	62	101	128	81	0	0	3	8	64	195	97	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	27.7	3.8
1600	320	75	66	85	94	0	0	0	4	35	183	93	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	28.5	3.2
1700	337	91	84	87	75	0	0	0	3	45	190	98	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	28.2	3
1800	311	89	71	88	63	0	0	0	3	43	182	76	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.2	3.2
1900	227	65	50	53	59	0	0	0	1	44	113	58	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.441	31.6	28.2	3.9
2000	113	30	37	20	26	0	0	0	0	9	63	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	29	3
2100	87	24	25	21	17	0	0	0	0	12	53	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.3	3.8
2200	60	20	20	14	6	0	0	0	1	10	35	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28	3.2
2300	25	9	8	3	5	0	0	0	0	4	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.4	3.7
07-19	4382	1105	1078	1101	1098	0	0	9	97	731	2442	1039	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.7	3.5
06-22	5053	1272	1240	1268	1273	0	0	10	102	805	2778	1261	96	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.02	31.3	27.9	3.6
06-00	5138	1301	1268	1285	1284	0	0	10	103	819	2827	1280	98	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.019	31.3	27.9	3.6
00-00	5299	1333	1297	1331	1338	0	0	14	103	823	2892	1349	115	2	1	0	0	0	0	0	0	0	0	0	0	0	3	0.057	31.4	28	3.6

ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Friday, 6 June 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	11	5	2	0	4	10	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	9	1	1	3	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	1	1	0	4	4	0	1	0	0	0	0	0	0	0	0	1	0	0
0300	11	4	3	2	2	10	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	29	5	5	8	11	29	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	105	17	20	22	46	98	0	5	1	0	0	0	0	0	0	0	0	0	1
0600	206	35	39	67	65	180	1	19	4	0	0	0	0	0	0	0	0	1	1
0700	435	85	99	126	125	396	4	29	3	0	0	1	0	0	0	0	0	2	0
0800	624	139	164	134	187	588	3	27	1	1	0	0	0	0	0	0	0	3	1
0900	374	116	84	94	80	352	4	16	1	0	0	1	0	0	0	0	0	0	0
1000	323	75	68	109	71	295	1	24	0	0	0	2	0	0	0	0	0	1	0
1100	343	98	80	89	76	312	0	26	1	0	0	1	0	1	0	0	0	2	0
1200	327	85	70	75	97	304	0	20	1	0	0	0	0	0	0	0	0	2	0
1300	309	74	65	88	82	284	1	20	1	0	0	0	0	0	0	0	0	2	1
1400	288	72	76	75	65	260	1	26	1	0	0	0	0	0	0	0	0	0	0
1500	410	77	116	129	88	372	2	33	0	1	1	0	0	0	0	0	0	1	0
1600	365	104	81	101	79	326	2	29	0	1	0	1	0	1	0	0	0	5	0
1700	346	79	91	89	87	323	1	19	0	0	0	0	0	0	0	0	0	3	0
1800	306	84	74	73	75	276	2	16	2	1	0	0	0	1	0	0	0	8	0
1900	200	52	65	46	37	191	0	6	0	0	0	0	0	0	0	0	0	3	0
2000	117	42	27	28	20	105	0	8	1	0	0	0	0	0	0	0	0	3	0
2100	87	31	16	21	19	80	0	4	0	0	0	0	0	0	0	0	0	3	0
2200	79	30	23	16	10	73	0	4	0	0	0	1	0	0	0	0	0	1	0
2300	48	16	10	13	9	42	0	5	0	0	0	0	0	0	0	0	0	0	1
07-19	4450	1088	1068	1182	1112	4088	21	285	11	4	1	6	0	3	0	0	0	29	2
06-22	5060	1248	1215	1344	1253	4644	22	322	16	4	1	6	0	3	0	0	0	39	3
06-00	5187	1294	1248	1373	1272	4759	22	331	16	4	1	7	0	3	0	0	0	40	4
00-00	5358	1327	1280	1408	1343	4919	22	339	17	4	1	7	0	3	0	0	0	41	5



Friday, 6 June 2025

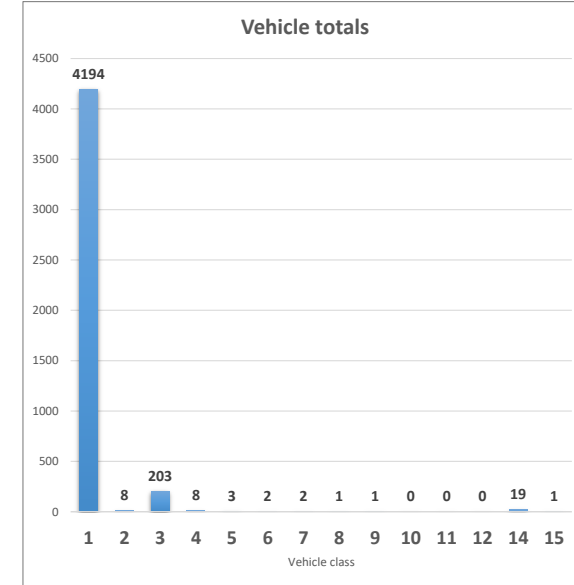
		15 Minute Bin Drops																													
Time	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0 ≤5mph	MPH 5 ≤10mph	MPH 10 ≤15mph	MPH 15 ≤20mph	MPH 20 ≤25mph	MPH 25 ≤30mph	MPH 30 ≤35mph	MPH 35 ≤40mph	MPH 40 ≤45mph	MPH 45 ≤50mph	MPH 50 ≤55mph	MPH 55 ≤60mph	MPH 60 ≤65mph	MPH 65 ≤70mph	MPH 70 ≤75mph	MPH 75 ≤80mph	MPH 80 ≤85mph	MPH 85 ≤90mph	MPH 90 ≤95mph	MPH 95 ≤100mph	JPSL 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation	
0000	11	5	2	0	4	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	30.6	3.5
0100	9	1	1	3	4	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	1	11.11	-	34	4.1	
0200	6	1	1	0	4	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.9	5	
0300	11	4	3	2	2	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	31.5	2.7	
0400	29	5	5	8	11	0	0	0	0	1	14	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	29.9	3	
0500	105	17	20	22	46	0	1	1	0	3	41	42	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	30.7	4.4	
0600	206	35	39	67	65	0	0	1	2	8	84	96	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	30.1	3.6	
0700	435	85	99	126	125	0	0	1	7	92	215	110	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.6	3.8	
0800	624	139	164	134	187	0	2	3	16	148	338	112	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	26.9	3.6	
0900	374	116	84	94	80	0	0	0	5	71	221	66	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	27.6	3.4	
1000	323	75	68	109	71	0	0	0	6	55	179	80	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	27.9	3.2	
1100	343	98	80	89	76	0	1	1	9	70	197	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	27.2	3.6	
1200	327	85	70	75	97	0	0	1	4	44	167	104	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.6	3.4	
1300	309	74	65	88	82	0	0	5	3	30	152	110	8	1	0	0	0	0	0	0	0	0	0	0	0	1	0.324	32.2	28.7	4	
1400	288	72	76	75	65	0	0	0	0	33	150	99	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0.347	32.2	28.9	3.2	
1500	410	77	116	129	88	0	0	2	4	81	219	99	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.7	3.5	
1600	365	104	81	101	79	0	0	4	14	56	217	66	7	1	0	0	0	0	0	0	0	0	0	0	0	1	0.274	31	27.2	4	
1700	346	79	91	89	87	0	0	1	3	38	171	122	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.8	3.5	
1800	306	84	74	73	75	0	0	0	2	34	164	99	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.7	3.2	
1900	200	52	65	46	37	0	0	0	0	20	96	71	12	1	0	0	0	0	0	0	0	0	0	0	0	1	0.5	32.8	29.5	3.4	
2000	117	42	27	28	20	0	0	0	3	6	50	47	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0.855	33.6	30	4	
2100	87	31	16	21	19	0	0	0	0	11	46	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.9	3.5	
2200	79	30	23	16	10	0	0	0	0	14	45	17	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1.266	31.9	28.1	3.5	
2300	48	16	10	13	9	0	0	0	1	6	24	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	29.1	4.4	
07-19	4450	1088	1068	1182	1112	0	3	18	73	752	2390	1128	83	3	0	0	0	0	0	0	0	0	0	0	0	3	0.067	31.3	27.9	3.6	
06-22	5060	1248	1215	1344	1253	0	3	19	78	797	2666	1367	125	5	0	0	0	0	0	0	0	0	0	0	0	5	0.099	31.7	28.1	3.7	
06-00	5187	1294	1248	1373	1272	0	3	19	79	817	2735	1396	132	6	0	0	0	0	0	0	0	0	0	0	0	6	0.116	31.7	28.1	3.7	
00-00	5358	1327	1280	1408	1343	0	4	20	79	823	2800	1469	156	7	0	0	0	0	0	0	0	0	0	0	0	7	0.131	31.8	28.2	3.7	

ATC REPORT

Report ID: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Saturday, 7 June 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	21	3	10	6	2	20	0	0	1	0	0	0	0	0	0	0	0	0	0	
0100	20	5	5	4	6	19	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	6	2	1	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	19	4	5	6	4	18	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	17	2	4	6	5	16	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	41	6	9	12	14	40	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	66	12	13	21	20	61	0	4	0	0	0	0	0	0	0	0	0	1	0	
0700	183	31	34	58	60	162	2	15	2	0	1	0	0	0	0	0	0	1	0	
0800	292	58	62	80	92	271	0	21	0	0	0	0	0	0	0	0	0	0	0	
0900	373	80	96	92	105	361	0	11	0	0	0	0	0	0	0	0	0	1	0	
1000	391	92	96	98	105	374	1	15	0	0	0	0	0	0	0	0	0	1	0	
1100	400	97	118	104	81	379	0	14	1	0	0	1	1	1	0	0	0	2	1	
1200	387	97	88	88	114	360	1	25	0	0	0	0	0	0	0	0	0	1	0	
1300	358	102	82	86	88	342	0	15	0	0	0	0	0	0	0	0	0	1	0	
1400	334	81	92	87	74	319	0	14	0	0	0	0	0	0	0	0	0	1	0	
1500	288	78	80	64	66	277	0	10	0	0	1	0	0	0	0	0	0	0	0	
1600	260	59	59	72	70	240	0	18	0	1	0	0	0	0	0	0	0	1	0	
1700	253	65	70	52	66	240	2	8	1	0	0	1	0	0	0	0	0	1	0	
1800	226	53	55	54	64	216	1	7	0	1	0	0	0	0	0	0	0	1	0	
1900	176	46	43	43	44	168	0	6	0	0	0	0	0	0	0	0	0	2	0	
2000	117	31	25	30	31	107	0	6	2	0	0	0	0	0	0	0	0	2	0	
2100	96	32	18	22	24	87	1	4	1	0	0	0	0	0	0	0	0	3	0	
2200	70	18	18	15	19	65	0	4	0	1	0	0	0	0	0	0	0	0	0	
2300	48	14	14	8	12	46	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	3745	893	932	935	985	3541	7	173	4	2	2	2	1	1	0	0	0	11	1	
06-22	4200	1014	1031	1051	1104	3964	8	193	7	2	2	2	1	1	0	0	0	19	1	
06-00	4318	1046	1063	1074	1135	4075	8	199	7	3	2	2	1	1	0	0	0	19	1	
00-00	4442	1068	1097	1110	1167	4194	8	203	8	3	2	2	1	1	0	0	0	19	1	



Saturday, 7 June 2025

		15 Minute Bin Drops																													
Time	Hourly Totals	00-15	15-30	30-45	45-00	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 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation	
0000	21	3	10	6	2	0	0	0	0	2	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.7	3.3
0100	20	5	5	4	6	0	0	0	0	0	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	30.3	3.6
0200	6	2	1	2	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.5	3.8
0300	19	4	5	6	4	0	0	0	0	1	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29.5	2.8
0400	17	2	4	6	5	0	0	0	0	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	30.1	4.1
0500	41	6	9	12	14	0	0	0	2	3	13	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	30.5	4.3
0600	66	12	13	21	20	0	0	0	1	4	23	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	30.6	4
0700	183	31	34	58	60	0	0	0	1	11	95	73	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.546	32.4	29.4	3.1
0800	292	58	62	80	92	0	0	1	0	23	150	110	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29.3	2.9
0900	373	80	96	92	105	0	0	0	1	59	193	115	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.268	31.8	28.4	3.3
1000	391	92	96	98	105	0	0	1	2	67	203	111	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.2	3.3
1100	400	97	118	104	81	0	0	1	15	70	229	79	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.3	3.7
1200	387	97	88	88	114	0	0	1	7	58	210	103	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.258	31.6	28.1	3.6
1300	358	102	82	86	88	0	0	0	0	49	190	110	8	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.279	31.9	28.6	3.1
1400	334	81	92	87	74	0	0	0	2	35	190	102	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.4	3.1
1500	288	78	80	64	66	0	0	0	1	28	156	98	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.8	2.9
1600	260	59	59	72	70	0	0	0	1	31	157	66	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.5	3.1
1700	253	65	70	52	66	0	0	0	1	49	124	74	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.3	3.3
1800	226	53	55	54	64	0	0	1	1	34	135	53	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.442	31.2	28.1	3.3
1900	176	46	43	43	44	0	0	0	0	15	93	63	3	2	0	0	0	0	0	0	0	0	0	0	0	2	1.136	32.9	29.3	3.4	
2000	117	31	25	30	31	0	0	0	0	11	68	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.855	32.8	29	3.3
2100	96	32	18	22	24	0	0	0	2	19	43	26	4	2	0	0	0	0	0	0	0	0	0	0	0	2	2.083	32.7	28.6	4.4	
2200	70	18	18	15	19	0	0	0	0	17	40	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	27.2	3.1
2300	48	14	14	8	12	0	0	0	0	10	26	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2.083	33.6	28.3	4.8
07-19	3745	893	932	935	985	0	0	5	32	514	2032	1094	63	5	0	0	0	0	0	0	0	0	0	0	0	5	0.134	31.8	28.4	3.3	
06-22	4200	1014	1031	1051	1104	0	0	5	35	563	2259	1248	80	10	0	0	0	0	0	0	0	0	0	0	0	10	0.238	31.9	28.5	3.4	
06-00	4318	1046	1063	1074	1135	0	0	5	35	590	2325	1267	85	11	0	0	0	0	0	0	0	0	0	0	0	11	0.255	31.8	28.4	3.4	
00-00	4442	1068	1097	1110	1167	0	0	5	37	598	2379	1314	98	11	0	0	0	0	0	0	0	0	0	0	0	11	0.248	31.9	28.5	3.4	

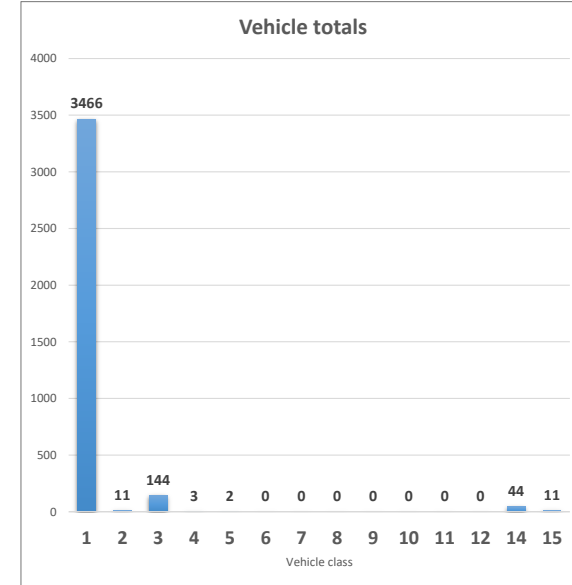


ATC REPORT

Report ID: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Sunday, 8 June 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	36	15	7	10	4	35	0	0	0	0	0	0	0	0	0	0	0	0		
0100	16	4	3	6	3	16	0	0	0	0	0	0	0	0	0	0	0	0		
0200	15	5	5	1	4	14	0	1	0	0	0	0	0	0	0	0	0	0		
0300	11	3	2	2	4	10	0	1	0	0	0	0	0	0	0	0	0	0		
0400	15	2	2	5	6	15	0	0	0	0	0	0	0	0	0	0	0	0		
0500	25	3	7	6	9	24	0	1	0	0	0	0	0	0	0	0	0	0		
0600	50	10	8	14	18	49	0	0	0	0	0	0	0	0	0	0	0	1		
0700	99	21	24	22	32	95	0	4	0	0	0	0	0	0	0	0	0	0		
0800	147	30	24	44	49	137	2	8	0	0	0	0	0	0	0	0	0	0		
0900	277	66	59	57	95	262	0	12	0	0	0	0	0	0	0	0	0	3		
1000	377	85	105	92	95	357	0	10	0	0	0	0	0	0	0	0	0	7		
1100	334	95	82	82	75	316	3	12	1	0	0	0	0	0	0	0	0	2		
1200	383	111	84	92	96	357	2	15	1	1	0	0	0	0	0	0	0	7		
1300	328	84	92	80	72	310	4	10	0	0	0	0	0	0	0	0	0	2		
1400	280	74	74	56	76	265	0	9	1	0	0	0	0	0	0	0	0	2		
1500	295	83	60	78	74	278	0	11	0	0	0	0	0	0	0	0	0	4		
1600	239	69	50	47	73	226	0	9	0	1	0	0	0	0	0	0	0	3		
1700	226	61	57	64	44	207	0	16	0	0	0	0	0	0	0	0	0	3		
1800	187	55	42	48	42	176	0	10	0	0	0	0	0	0	0	0	0	1		
1900	127	45	31	22	29	121	0	3	0	0	0	0	0	0	0	0	0	3		
2000	90	21	25	27	17	81	0	5	0	0	0	0	0	0	0	0	0	4		
2100	74	21	22	15	16	69	0	5	0	0	0	0	0	0	0	0	0	0		
2200	38	15	11	6	6	34	0	2	0	0	0	0	0	0	0	0	0	2		
2300	12	0	5	3	4	12	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	3172	834	753	762	823	2986	11	126	3	2	0	0	0	0	0	0	0	34	10	
06-22	3513	931	839	840	903	3306	11	139	3	2	0	0	0	0	0	0	0	42	10	
06-00	3563	946	855	849	913	3352	11	141	3	2	0	0	0	0	0	0	0	44	10	
00-00	3681	978	881	879	943	3466	11	144	3	2	0	0	0	0	0	0	0	44	11	



Sunday, 8 June 2025

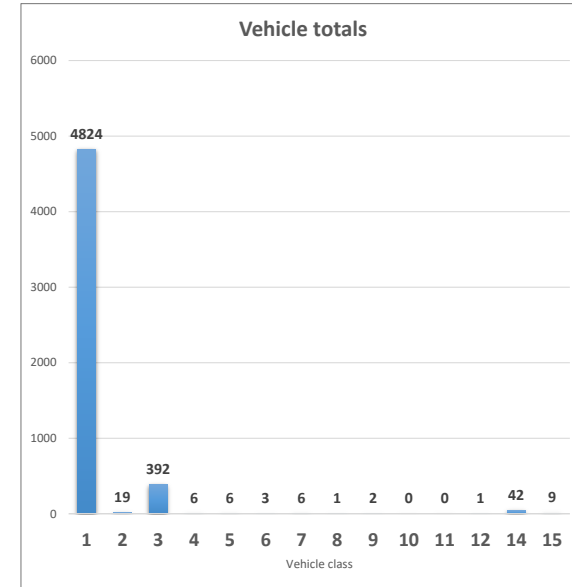
		15 Minute Bin Drops																															
Time	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0 ≤5mph	MPH 5 ≤10mph	MPH 10 ≤15mph	MPH 15 ≤20mph	MPH 20 ≤25mph	MPH 25 ≤30mph	MPH 30 ≤35mph	MPH 35 ≤40mph	MPH 40 ≤45mph	MPH 45 ≤50mph	MPH 50 ≤55mph	MPH 55 ≤60mph	MPH 60 ≤65mph	MPH 65 ≤70mph	MPH 70 ≤75mph	MPH 75 ≤80mph	MPH 80 ≤85mph	MPH 85 ≤90mph	MPH 90 ≤95mph	MPH 95 ≤100mph	JPSL 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation			
0000	36	15	7	10	4	0	0	1	1	3	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	27.6	4.3		
0100	16	4	3	6	3	0	0	0	0	1	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	29.7	3.9		
0200	15	5	5	1	4	0	0	0	0	2	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	30	4.1		
0300	11	3	2	2	4	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.1	3.4		
0400	15	2	2	5	6	0	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	31.2	2.8		
0500	25	3	7	6	9	0	0	0	0	0	7	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	31.6	3.1		
0600	50	10	8	14	18	0	0	0	1	1	20	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.7	3.8		
0700	99	21	24	22	32	0	0	0	0	3	34	47	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	30.9	3.6		
0800	147	30	24	44	49	0	0	1	1	8	63	61	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	29.8	3.6		
0900	277	66	59	57	95	0	0	0	1	19	147	104	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	29.2	3		
1000	377	85	105	92	95	0	0	2	7	36	202	121	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	28.5	3.4		
1100	334	95	82	82	75	0	0	1	4	40	199	86	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28.2	3.2		
1200	383	111	84	92	96	0	0	0	2	62	229	86	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0.261	31	27.9	3.1			
1300	328	84	92	80	72	0	0	2	2	70	161	89	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	27.8	3.5		
1400	280	74	74	56	76	0	1	0	0	20	163	86	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	28.9	3.3		
1500	295	83	60	78	74	0	2	1	2	47	156	73	13	1	0	0	0	0	0	0	0	0	0	0	0	1	0.339	32	28.2	4.2			
1600	239	69	50	47	73	0	0	0	0	32	111	88	7	1	0	0	0	0	0	0	0	0	0	0	0	1	0.418	32.1	28.8	3.5			
1700	226	61	57	64	44	0	0	0	0	16	118	77	13	2	0	0	0	0	0	0	0	0	0	0	0	2	0.885	32.5	29.6	3.4			
1800	187	55	42	48	42	0	0	0	1	21	96	61	6	2	0	0	0	0	0	0	0	0	0	0	0	2	1.07	32.4	29	3.5			
1900	127	45	31	22	29	0	0	0	0	11	47	61	7	0	1	0	0	0	0	0	0	0	0	0	0	1	0.787	33.6	30	3.6			
2000	90	21	25	27	17	0	0	0	0	6	43	33	7	1	0	0	0	0	0	0	0	0	0	0	0	1	1.111	33.7	29.8	3.5			
2100	74	21	22	15	16	0	0	0	2	12	31	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	28.7	4.3		
2200	38	15	11	6	6	0	0	0	1	4	20	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	28.6	3.8		
2300	12	0	5	3	4	0	0	0	1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	27.3	3.9		
07-19	3172	834	753	762	823	0	3	7	20	374	1679	979	103	7	0	0	0	0	0	0	0	0	0	0	0	7	0.221	32	28.7	3.5			
06-22	3513	931	839	840	903	0	3	7	23	404	1820	1121	126	8	1	0	0	0	0	0	0	0	0	0	0	9	0.256	32.1	28.8	3.6			
06-00	3563	946	855	849	913	0	3	7	25	408	1848	1135	128	8	1	0	0	0	0	0	0	0	0	0	0	9	0.253	32.1	28.8	3.6			
00-00	3681	978	881	879	943	0	3	8	26	415	1898	1186	136	8	1	0	0	0	0	0	0	0	0	0	0	9	0.244	32.2	28.8	3.6			

ATC REPORT

Report ID: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Monday, 9 June 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	13	3	5	0	5	12	0	0	0	0	0	0	0	0	0	0	0	1		
0100	10	2	4	2	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	6	0	2	4	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	12	3	2	5	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	25	5	7	6	7	23	0	2	0	0	0	0	0	0	0	0	0	0	0	
0500	91	21	21	20	29	83	0	6	0	0	0	0	0	0	0	0	0	0	2	
0600	248	41	47	77	83	219	1	23	0	0	1	1	0	0	0	0	0	2	1	
0700	477	85	121	108	163	425	1	48	0	0	0	0	0	0	0	0	0	3	0	
0800	622	149	162	135	176	588	1	27	0	0	1	1	0	0	0	0	0	3	1	
0900	344	96	85	86	77	317	0	21	2	2	0	1	0	0	0	0	0	1	0	
1000	342	67	87	96	92	318	1	21	0	0	0	0	0	0	0	0	0	2	0	
1100	291	65	74	76	76	265	1	22	2	0	0	0	0	0	0	0	0	0	1	
1200	282	78	70	69	65	255	2	21	0	2	0	0	0	0	0	0	0	2	0	
1300	318	71	83	82	82	275	2	37	1	0	0	1	1	0	0	0	0	1	0	
1400	291	71	56	67	97	253	3	34	0	0	0	0	0	0	0	0	0	0	1	
1500	428	74	102	166	86	379	1	43	0	0	0	1	0	0	0	0	0	4	0	
1600	306	80	81	74	71	278	1	19	1	0	1	1	0	1	0	0	1	3	0	
1700	369	98	98	83	90	342	1	19	0	1	0	0	0	1	0	0	0	4	1	
1800	288	74	81	68	65	269	2	12	0	1	0	0	0	0	0	0	0	3	1	
1900	224	60	50	69	45	209	1	11	0	0	0	0	0	0	0	0	0	3	0	
2000	169	51	39	31	48	148	1	12	0	0	0	0	0	0	0	0	0	7	1	
2100	100	29	19	34	18	94	0	5	0	0	0	0	0	0	0	0	0	1	0	
2200	36	8	14	8	6	30	0	5	0	0	0	0	0	0	0	0	0	1	0	
2300	19	5	3	6	5	16	0	2	0	0	0	0	0	0	0	0	0	1	0	
07-19	4358	1008	1100	1110	1140	3964	16	324	6	6	2	5	1	2	0	0	1	26	5	
06-22	5099	1189	1255	1321	1334	4634	19	375	6	6	3	6	1	2	0	0	1	39	7	
06-00	5154	1202	1272	1335	1345	4680	19	382	6	6	3	6	1	2	0	0	1	41	7	
00-00	5311	1236	1313	1372	1390	4824	19	392	6	6	3	6	1	2	0	0	1	42		



Monday, 9 June 2025

Time	15 Minute Bin Drops				MPH																		JPSL 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation				
	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80						MPH 85	MPH 90	MPH 95	
						<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph						<90mph	<95mph	<100mph	
0000	13	3	5	0	5	0	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	28.9	3.4
0100	10	2	4	2	2	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28	3.7
0200	6	0	2	4	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.9	3.6
0300	12	3	2	5	2	0	0	0	0	1	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	29.8	3.8
0400	25	5	7	6	7	0	0	0	0	0	6	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	37.6	32.3	3.9
0500	91	21	21	20	29	0	2	0	0	1	33	44	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1.099	34.2	30.7	4.7
0600	248	41	47	77	83	0	1	1	4	5	91	121	23	1	1	0	0	0	0	0	0	0	0	0	0	2	0.806	33.9	30.5	4	
0700	477	85	121	108	163	0	0	0	6	50	262	151	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.6	3.1
0800	622	149	162	135	176	0	3	4	13	159	323	112	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	26.8	3.8
0900	344	96	85	86	77	0	0	0	5	82	187	66	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	27.3	3.4
1000	342	67	87	96	92	0	0	1	7	57	174	99	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.9	3.5
1100	291	65	74	76	76	0	0	1	3	52	150	80	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28	3.4
1200	282	78	70	69	65	0	0	0	5	30	161	76	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.6	3.4
1300	318	71	83	82	82	0	0	4	10	44	161	95	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28	3.9
1400	291	71	56	67	97	0	1	0	0	37	175	67	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.344	31.8	28.4	3.4
1500	428	74	102	166	86	0	0	0	14	92	226	90	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.4	3.6
1600	306	80	81	74	71	0	0	0	1	48	141	101	14	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.327	32.4	28.7	3.7
1700	369	98	98	83	90	0	2	4	15	65	194	80	7	0	0	0	0	0	0	1	0	0	0	0	0	2	0.542	31.3	27.6	6.5	
1800	288	74	81	68	65	0	0	2	3	21	155	94	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29.1	3.5
1900	224	60	50	69	45	0	0	0	1	27	110	80	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.8	3.4
2000	169	51	39	31	48	0	0	0	2	23	84	50	9	1	0	0	0	0	0	0	0	0	0	0	0	1	0.592	32.2	28.8	3.9	
2100	100	29	19	34	18	0	0	0	2	14	61	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	27.7	3.4
2200	36	8	14	8	6	0	0	0	0	9	16	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2.778	34.4	28.5	4.8
2300	19	5	3	6	5	0	0	0	0	4	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	28.3	3.9
07-19	4358	1008	1100	1110	1140	0	6	16	82	737	2309	1111	93	2	0	0	0	0	0	1	0	0	0	0	0	0	4	0.092	31.4	27.9	3.9
06-22	5099	1189	1255	1321	1334	0	7	17	91	806	2655	1383	133	4	1	0	0	0	0	1	0	0	0	0	0	0	7	0.137	31.7	28.1	3.9
06-00	5154	1202	1272	1335	1345	0	7	17	91	819	2679	1396	137	5	1	0	0	0	0	1	0	0	0	0	0	0	8	0.155	31.7	28.1	4
00-00	5311	1236	1313	1372	1390	0	9	17	91	824	2733	1471	156	7	1	0	0	0	0	1	0	0	0	0	0	0	10	0.188	31.8	28.2	4

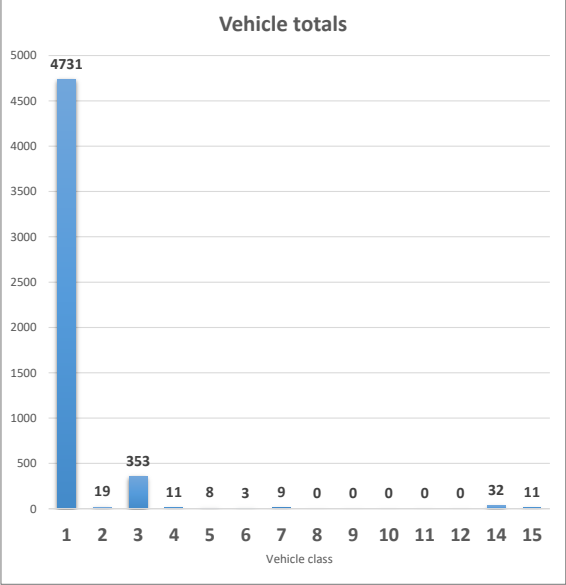


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Tuesday, 10 June 2025

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	10	2	1	2	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	8	1	1	3	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	32	1	11	8	12	29	0	2	0	0	0	0	0	0	0	0	0	1	0	
0500	110	23	19	31	37	99	0	7	0	0	0	0	0	0	0	0	0	0	4	
0600	254	39	41	102	72	227	0	25	0	0	0	1	0	0	0	0	0	0	1	
0700	487	88	121	131	147	439	3	37	2	1	1	0	0	0	0	0	0	2	2	
0800	643	152	161	143	187	599	2	32	3	0	1	3	0	0	0	0	0	2	1	
0900	361	126	79	81	75	322	1	33	0	0	0	1	0	0	0	0	0	3	1	
1000	287	81	77	66	63	257	3	24	0	3	0	0	0	0	0	0	0	0	0	
1100	271	77	70	64	60	251	2	14	1	0	0	1	0	0	0	0	0	2	0	
1200	301	77	72	77	75	277	0	23	1	0	0	0	0	0	0	0	0	0	0	
1300	299	76	78	83	62	271	3	20	1	1	0	0	0	0	0	0	0	3	0	
1400	272	64	69	75	64	248	1	19	2	0	1	0	0	0	0	0	0	1	0	
1500	340	66	103	99	72	307	2	26	0	1	0	0	0	0	0	0	0	4	0	
1600	316	72	80	89	75	290	0	22	1	0	0	1	0	0	0	0	0	2	0	
1700	353	93	81	94	85	326	1	23	0	0	0	0	0	0	0	0	0	2	1	
1800	316	97	81	70	68	292	1	16	0	2	0	1	0	0	0	0	0	4	0	
1900	217	64	56	52	45	206	0	8	0	0	0	1	0	0	0	0	0	2	0	
2000	140	52	35	25	28	125	0	12	0	0	0	0	0	0	0	0	0	2	1	
2100	73	24	26	11	12	69	0	3	0	0	0	0	0	0	0	0	0	1	0	
2200	57	15	21	9	12	53	0	4	0	0	0	0	0	0	0	0	0	0	0	
2300	26	4	10	7	5	23	0	2	0	0	0	0	0	0	0	0	0	1	0	
07-19	4246	1069	1072	1072	1033	3879	19	289	11	8	3	7	0	0	0	0	0	25	5	
06-22	4930	1248	1230	1262	1190	4506	19	337	11	8	3	9	0	0	0	0	0	30	7	
06-00	5013	1267	1261	1278	1207	4582	19	343	11	8	3	9	0	0	0	0	0	31	7	
00-00	5177	1295	1293	1324	1265	4731	19	353	11	8	3	9	0	0	0	0	0	32	11	



Tuesday, 10 June 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 40	JPSL% 40	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	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.8	-	
0100	3	0	0	2	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	33.33	-	35.5	6.7	
0200	10	2	1	2	5	0	0	0	0	1	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.9	4.9	
0300	8	1	1	3	3	0	0	0	1	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	1	12.5	-	32.1	6.7	
0400	32	1	11	8	12	0	0	1	0	0	8	20	2	1	0	0	0	0	0	0	0	0	0	0	0	1	3.125	34.7	31.3	4.4	
0500	110	23	19	31	37	0	3	2	0	2	27	59	14	3	0	0	0	0	0	0	0	0	0	0	0	3	2.727	35.2	30.8	5.7	
0600	254	39	41	102	72	0	0	0	1	13	131	96	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29.7	3.2
0700	487	88	121	131	147	0	1	5	10	72	244	142	10	1	0	0	2	0	0	0	0	0	0	0	0	3	0.616	31.9	28.3	4.5	
0800	643	152	161	143	187	0	3	7	19	125	363	120	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	27	3.9
0900	361	126	79	81	75	0	0	1	4	44	214	96	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.2	3.1
1000	287	81	77	66	63	0	0	0	4	45	164	71	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28	3.4
1100	271	77	70	64	60	0	0	0	1	40	153	66	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0.369	32.1	28.4	3.4	
1200	301	77	72	77	75	0	0	7	10	40	170	68	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	27.5	4.2
1300	299	76	78	83	62	0	0	3	8	48	149	85	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0.334	31.9	28	4.1	
1400	272	64	69	75	64	0	0	0	7	41	142	71	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.2	3.8
1500	340	66	103	99	72	0	0	0	12	71	163	87	5	0	0	0	1	0	0	0	0	0	0	0	1	2	0.588	31.3	27.8	5.6	
1600	316	72	80	89	75	0	0	1	4	35	178	90	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.7	3.5
1700	353	93	81	94	85	0	0	4	6	50	191	96	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28	3.7
1800	316	97	81	70	68	0	0	1	2	48	148	110	5	2	0	0	0	0	0	0	0	0	0	0	0	2	0.633	31.9	28.6	3.5	
1900	217	64	56	52	45	0	0	0	1	17	122	73	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.8	3
2000	140	52	35	25	28	0	0	1	2	13	76	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.8	3.8
2100	73	24	26	11	12	0	0	0	0	15	27	28	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1.37	32.3	28.5	3.8	
2200	57	15	21	9	12	0	0	0	1	10	24	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	28.5	4.1
2300	26	4	10	7	5	0	0	0	0	6	13	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	28.7	4.7
07-19	4246	1069	1072	1072	1033	0	4	29	87	659	2279	1102	77	5	0	0	2	1	0	0	0	0	0	1	9	0	0.212	31.4	28	4	
06-22	4930	1248	1230	1262	1190	0	4	30	91	717	2635	1342	101	6	0	0	2	1	0	0	0	0	0	1	10	0	0.203	31.5	28.1	3.9	
06-00	5013	1267	1261	1278	1207	0	4	30	92	733	2672	1363	109	6	0	0	2	1	0	0	0	0	0	1	10	0	0.199	31.5	28.1	3.9	
00-00	5177	1295	1293	1324	1265	0	7	33	93	736	2711	1451	130	12	0	0	2	1	0	0	0	0	0	1	16	0	0.309	31.8	28.2	4	

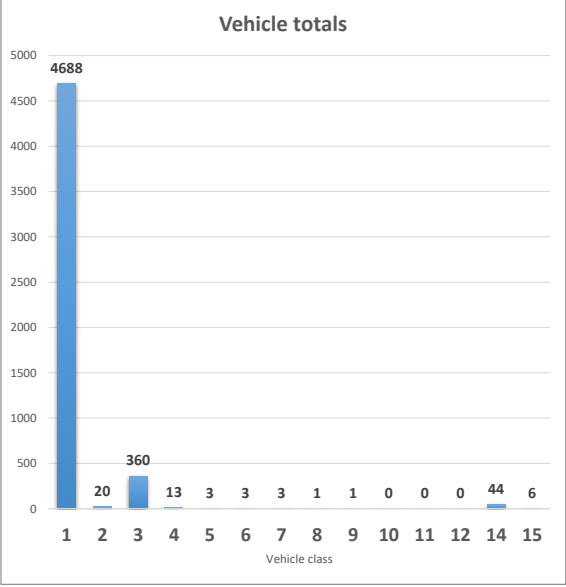


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Wednesday, 11 June 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	10	3	4	1	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	6	2	1	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	5	0	0	1	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	11	4	1	4	2	10	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	33	5	5	12	11	29	0	3	0	0	0	0	0	0	0	0	0	1	0	
0500	98	24	16	32	26	92	0	4	0	0	0	0	0	0	0	0	0	0	2	
0600	241	49	46	70	76	214	1	22	0	1	0	2	0	0	0	0	0	1	0	
0700	494	92	104	144	154	438	4	49	0	0	0	0	0	0	0	0	0	3	0	
0800	641	173	163	135	170	606	4	25	2	0	1	1	0	0	0	0	0	1	1	
0900	389	131	93	80	85	358	2	24	1	0	0	0	0	0	0	0	0	3	1	
1000	302	79	87	61	75	269	1	25	4	0	1	0	0	0	0	0	0	1	1	
1100	300	73	82	74	71	273	0	22	2	1	0	0	0	1	0	0	0	1	0	
1200	293	82	78	64	69	263	0	25	1	0	0	0	0	0	0	0	0	4	0	
1300	254	57	67	75	55	227	0	24	0	0	0	0	0	0	0	0	0	3	0	
1400	259	65	50	75	69	239	2	15	1	0	1	0	0	0	0	0	0	1	0	
1500	336	82	102	78	74	299	0	33	0	1	0	0	0	0	0	0	0	3	0	
1600	304	80	61	83	80	270	2	26	0	0	0	0	0	0	0	0	0	6	0	
1700	344	106	69	75	94	319	0	21	1	0	0	0	0	0	0	0	0	3	0	
1800	299	79	77	78	65	280	2	16	0	0	0	0	0	0	0	0	0	1	0	
1900	222	66	56	53	47	206	2	7	0	0	0	0	1	0	0	0	0	5	1	
2000	147	46	30	42	29	139	0	7	0	0	0	0	0	0	0	0	0	1	0	
2100	75	13	21	25	16	64	0	4	1	0	0	0	0	0	0	0	0	6	0	
2200	57	22	17	11	7	54	0	3	0	0	0	0	0	0	0	0	0	0	0	
2300	22	5	7	8	2	20	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	4215	1099	1033	1022	1061	3841	17	305	12	2	3	1	0	1	0	0	0	30	3	
06-22	4900	1273	1186	1212	1229	4464	20	345	13	3	3	3	1	1	0	0	0	43	4	
06-00	4979	1300	1210	1231	1238	4538	20	350	13	3	3	3	1	1	0	0	0	43	4	
00-00	5142	1338	1237	1281	1286	4688	20	360	13	3	3	3	1	1	0	0	0	44	6	



Wednesday, 11 June 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 40	JPSL% 40	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	10	3	4	1	2	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.9	4.5	
0100	6	2	1	0	3	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16.67	-	31.8	8.1	
0200	5	0	0	1	4	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.2	2.3	
0300	11	4	1	4	2	0	0	0	1	0	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	29.7	5.6	
0400	33	5	5	12	11	0	0	0	1	1	12	13	4	2	0	0	0	0	0	0	0	0	0	0	0	2	6.061	35.2	31.1	4.7	
0500	98	24	16	32	26	0	2	0	0	3	29	52	11	1	0	0	0	0	0	0	0	0	0	0	0	1	1.02	34.5	30.8	4.6	
0600	241	49	46	70	76	0	0	0	4	15	99	108	14	1	0	0	0	0	0	0	0	0	0	0	0	1	0.415	33.3	29.9	3.5	
0700	494	92	104	144	154	0	0	0	10	83	279	119	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	27.7	3.3	
0800	641	173	163	135	170	0	1	7	30	124	377	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	26.6	3.8	
0900	389	131	93	80	85	0	1	0	8	88	195	92	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.5	3.7	
1000	302	79	87	61	75	0	0	1	3	40	167	85	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0.331	31.8	28.3	3.4	
1100	300	73	82	74	71	0	0	1	4	58	185	51	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	27.4	3.2	
1200	293	82	78	64	69	0	0	1	0	53	154	81	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28	3.4	
1300	254	57	67	75	55	0	0	1	3	31	113	96	9	1	0	0	0	0	0	0	0	0	0	0	0	1	0.394	32.4	29	3.8	
1400	259	65	50	75	69	0	0	0	5	24	138	82	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.8	3.4	
1500	336	82	102	78	74	0	0	0	2	15	170	139	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	29.6	3	
1600	304	80	61	83	80	0	0	1	0	27	160	109	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29	3.1	
1700	344	106	69	75	94	0	0	0	9	39	173	116	6	1	0	0	0	0	0	0	0	0	0	0	0	1	0.291	31.9	28.6	3.5	
1800	299	79	77	78	65	0	0	1	2	34	154	103	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	28.7	3.4	
1900	222	66	56	53	47	0	0	1	0	18	109	87	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29.2	3.3	
2000	147	46	30	42	29	0	0	0	1	13	81	47	4	1	0	0	0	0	0	0	0	0	0	0	0	1	0.68	32	28.7	3.2	
2100	75	13	21	25	16	0	0	0	0	10	38	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.8	3.3	
2200	57	22	17	11	7	0	0	0	3	5	33	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	28.4	3.9	
2300	22	5	7	8	2	0	0	0	0	9	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4.545	31.8	27.2	4.6
07-19	4215	1099	1033	1022	1061	0	2	13	76	616	2265	1175	65	3	0	0	0	0	0	0	0	0	0	0	0	3	0.071	31.4	28.1	3.5	
06-22	4900	1273	1186	1212	1229	0	2	14	81	672	2592	1442	92	5	0	0	0	0	0	0	0	0	0	0	0	5	0.102	31.8	28.3	3.5	
06-00	4979	1300	1210	1231	1238	0	2	14	84	686	2632	1461	94	6	0	0	0	0	0	0	0	0	0	0	0	6	0.121	31.8	28.3	3.6	
00-00	5142	1338	1237	1281	1286	0	4	14	86	692	2683	1538	115	10	0	0	0	0	0	0	0	0	0	0	0	10	0.194	31.9	28.3	3.6	

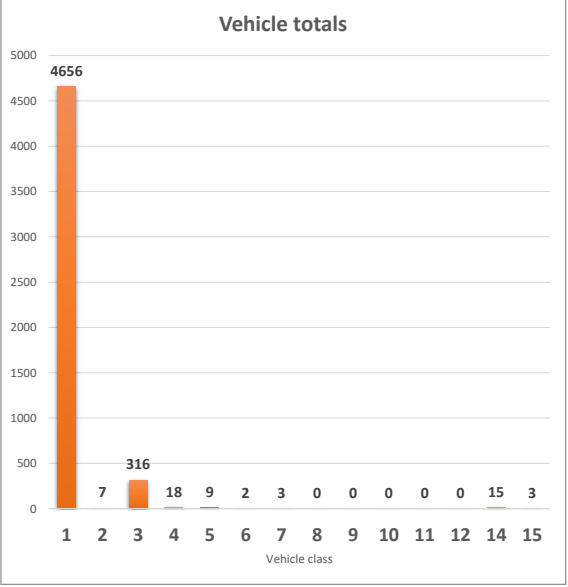


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Thursday, 5 June 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	23	9	4	3	7	21	0	0	0	0	0	0	0	0	0	0	0	0	2	
0100	9	4	3	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	3	1	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	8	0	2	1	5	6	0	2	0	0	0	0	0	0	0	0	0	0	0	
0400	6	0	2	1	3	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0500	18	3	4	5	6	15	0	2	1	0	0	0	0	0	0	0	0	0	0	
0600	51	5	9	14	23	43	0	7	1	0	0	0	0	0	0	0	0	0	0	
0700	155	31	37	35	52	134	0	19	1	1	0	0	0	0	0	0	0	0	0	
0800	294	62	69	101	62	253	1	36	1	2	1	0	0	0	0	0	0	0	0	
0900	220	58	50	51	61	195	0	23	1	1	0	0	0	0	0	0	0	0	0	
1000	225	44	56	62	63	207	1	13	1	0	1	1	0	0	0	0	0	1	0	
1100	289	77	79	70	63	266	0	21	2	0	0	0	0	0	0	0	0	0	0	
1200	298	77	79	65	77	276	1	21	0	0	0	0	0	0	0	0	0	0	0	
1300	322	89	82	70	81	299	0	21	1	0	0	0	0	0	0	0	0	1	0	
1400	366	79	91	104	92	337	1	24	1	2	0	1	0	0	0	0	0	0	0	
1500	435	114	90	122	109	407	3	20	1	1	0	1	0	0	0	0	0	2	0	
1600	532	108	123	141	160	487	0	41	1	1	0	0	0	0	0	0	0	1	1	
1700	566	135	155	143	133	532	0	28	1	0	0	0	0	0	0	0	0	5	0	
1800	403	133	94	108	68	389	0	12	1	0	0	0	0	0	0	0	0	1	0	
1900	285	92	66	58	69	272	0	9	1	1	0	0	0	0	0	0	0	2	0	
2000	225	57	56	53	59	222	0	1	2	0	0	0	0	0	0	0	0	0	0	
2100	145	44	32	31	38	137	0	6	0	0	0	0	0	0	0	0	0	2	0	
2200	101	26	27	33	15	97	0	4	0	0	0	0	0	0	0	0	0	0	0	
2300	50	19	10	11	10	47	0	2	1	0	0	0	0	0	0	0	0	0	0	
07-19	4105	1007	1005	1072	1021	3782	7	279	12	8	2	3	0	0	0	0	0	11	1	
06-22	4811	1205	1168	1228	1210	4456	7	302	16	9	2	3	0	0	0	0	0	15	1	
06-00	4962	1250	1205	1272	1235	4600	7	308	17	9	2	3	0	0	0	0	0	15	1	
00-00	5029	1267	1221	1284	1257	4656	7	316	18	9	2	3	0	0	0	0	0	15	3	



Thursday, 5 June 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 40	JPSL% 40	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	23	9	4	3	7	0	0	0	0	3	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29.4	3.7
0100	9	4	3	1	1	0	0	0	0	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.8	4.1
0200	3	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	1.8
0300	8	0	2	1	5	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.4	2.2
0400	6	0	2	1	3	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29	3.1
0500	18	3	4	5	6	0	0	0	1	3	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.5	4.4
0600	51	5	9	14	23	0	0	1	0	3	29	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29.1	3.3
0700	155	31	37	35	52	0	0	0	2	16	97	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	28.3	3.2
0800	294	62	69	101	62	0	0	0	3	29	169	90	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28.4	3.1
0900	220	58	50	51	61	0	0	0	3	36	129	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	27.7	3.1
1000	225	44	56	62	63	0	0	0	0	30	146	47	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	28	2.9
1100	289	77	79	70	63	0	0	0	1	33	188	65	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.9	2.9
1200	298	77	79	65	77	0	0	0	0	38	165	85	8	2	0	0	0	0	0	0	0	0	0	0	0	2	0.671	31.7	28.7	3.3
1300	322	89	82	70	81	0	0	2	3	29	196	90	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0.311	31.3	28.2	3.2
1400	366	79	91	104	92	0	1	1	1	36	226	97	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.4	3.1
1500	435	114	90	122	109	0	0	0	3	41	261	118	11	1	0	0	0	0	0	0	0	0	0	0	0	1	0.23	31.4	28.5	3
1600	532	108	123	141	160	0	0	0	2	40	346	136	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.5	2.7
1700	566	135	155	143	133	0	0	0	2	43	316	193	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	29	2.8
1800	403	133	94	108	68	0	0	0	0	11	227	153	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0.496	31.9	29.6	2.7
1900	285	92	66	58	69	0	0	0	1	15	159	91	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29.4	3.1
2000	225	57	56	53	59	0	0	0	0	7	134	79	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29.6	2.5
2100	145	44	32	31	38	0	0	0	4	13	83	39	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0.69	32	28.4	3.7
2200	101	26	27	33	15	0	0	0	1	11	56	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	28.6	3.4
2300	50	19	10	11	10	0	0	0	0	6	29	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	28.5	3.3
07-19	4105	1007	1005	1072	1021	0	1	3	20	382	2466	1157	70	6	0	0	0	0	0	0	0	0	0	0	0	6	0.146	31.4	28.5	3
06-22	4811	1205	1168	1228	1210	0	1	4	25	420	2871	1384	99	7	0	0	0	0	0	0	0	0	0	0	0	7	0.145	31.4	28.6	3
06-00	4962	1250	1205	1272	1235	0	1	4	26	437	2956	1428	103	7	0	0	0	0	0	0	0	0	0	0	0	7	0.141	31.5	28.6	3
00-00	5029	1267	1221	1284	1257	0	1	4	27	446	2994	1443	107	7	0	0	0	0	0	0	0	0	0	0	0	7	0.139	31.5	28.6	3

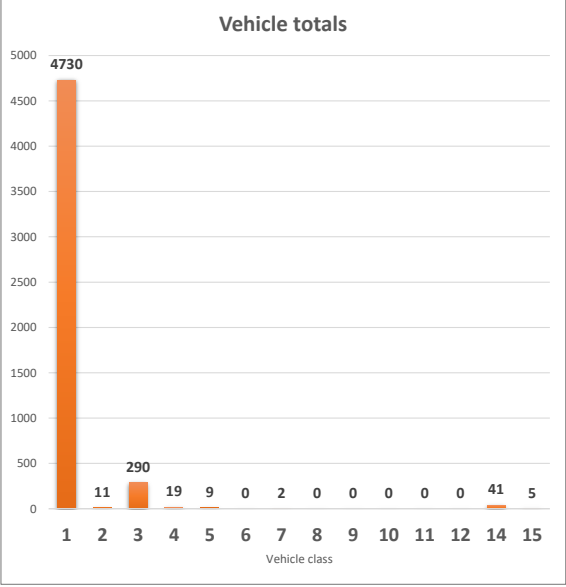


ATC REPORT

Report ID: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Friday, 6 June 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	22	6	5	4	7	21	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	6	1	2	2	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	
0300	4	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	1	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	27	1	4	11	11	21	0	2	2	2	0	0	0	0	0	0	0	0	0	
0600	53	6	18	13	16	40	1	7	5	0	0	0	0	0	0	0	0	0	0	
0700	191	45	32	59	55	174	0	17	0	0	0	0	0	0	0	0	0	0	0	
0800	319	68	87	105	59	284	1	27	2	1	0	1	0	0	0	0	0	3	0	
0900	250	53	59	63	75	234	1	14	1	0	0	0	0	0	0	0	0	0	0	
1000	262	60	68	67	67	242	0	18	1	0	0	0	0	0	0	0	0	1	0	
1100	304	56	80	79	89	282	1	18	1	0	0	0	0	0	0	0	0	2	0	
1200	348	85	90	82	91	328	0	16	0	1	0	0	0	0	0	0	0	3	0	
1300	330	92	88	76	74	300	1	24	2	1	0	0	0	0	0	0	0	2	0	
1400	415	88	112	98	117	386	1	26	0	0	0	0	0	0	0	0	0	1	1	
1500	440	128	81	119	112	415	1	19	0	2	0	0	0	0	0	0	0	2	1	
1600	489	102	120	137	130	451	2	34	1	0	0	1	0	0	0	0	0	0	0	
1700	482	103	130	138	111	455	0	20	0	0	0	0	0	0	0	0	0	7	0	
1800	397	108	121	88	80	376	1	12	0	1	0	0	0	0	0	0	0	6	1	
1900	274	91	78	54	51	255	0	13	2	1	0	0	0	0	0	0	0	3	0	
2000	180	43	46	58	33	170	0	6	0	0	0	0	0	0	0	0	0	3	1	
2100	124	30	41	21	32	112	1	6	1	0	0	0	0	0	0	0	0	4	0	
2200	118	38	27	20	33	110	0	5	0	0	0	0	0	0	0	0	0	3	0	
2300	66	17	24	14	11	61	0	3	0	0	0	0	0	0	0	0	0	1	1	
07-19	4227	988	1068	1111	1060	3927	9	245	8	6	0	2	0	0	0	0	0	27	3	
06-22	4858	1158	1251	1257	1192	4504	11	277	16	7	0	2	0	0	0	0	0	37	4	
06-00	5042	1213	1302	1291	1236	4675	11	285	16	7	0	2	0	0	0	0	0	41	5	
00-00	5107	1223	1317	1310	1257	4730	11	290	19	9	0	2	0	0	0	0	0	41	5	



Friday, 6 June 2025

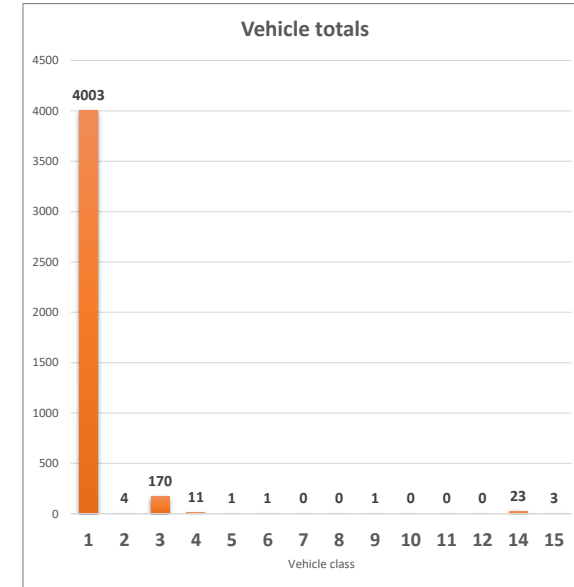
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph						
0000	22	6	5	4	7	0	0	0	0	2	13	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4.545	31.2	29.3	3.8	
0100	3	0	1	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.8	4.9	
0200	6	1	2	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.6	2.7	
0300	4	1	1	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.2	1.6	
0400	3	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.9	2.1	
0500	27	1	4	11	11	0	0	0	0	3	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.8	3.5
0600	53	6	18	13	16	0	0	1	0	11	24	15	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1.887	32.5	28.3	4.3	
0700	191	45	32	59	55	0	0	1	0	10	114	62	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0.524	31.7	29	3	
0800	319	68	87	105	59	0	0	1	1	27	180	104	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.7	3
0900	250	53	59	63	75	0	0	0	3	26	166	53	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	28.1	2.8
1000	262	60	68	67	67	0	0	0	0	44	160	54	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	27.9	2.9
1100	304	56	80	79	89	0	0	0	0	35	197	67	4	1	0	0	0	0	0	0	0	0	0	0	0	1	0.329	30.9	28.1	2.8	
1200	348	85	90	82	91	0	0	0	0	31	227	85	4	1	0	0	0	0	0	0	0	0	0	0	0	1	0.287	31.2	28.6	2.8	
1300	330	92	88	76	74	0	0	0	0	40	187	95	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.6	3
1400	415	88	112	98	117	1	0	0	6	33	258	103	13	1	0	0	0	0	0	0	0	0	0	0	0	1	0.241	31.5	28.5	3.4	
1500	440	128	81	119	112	0	1	0	1	45	278	111	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.4	2.9
1600	489	102	120	137	130	0	0	1	0	51	304	122	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0.204	31.3	28.4	3	
1700	482	103	130	138	111	0	0	0	0	29	287	154	11	1	0	0	0	0	0	0	0	0	0	0	0	1	0.207	31.8	29.1	2.8	
1800	397	108	121	88	80	0	1	1	1	30	212	143	8	1	0	0	0	0	0	0	0	0	0	0	0	1	0.252	32.1	29.1	3.2	
1900	274	91	78	54	51	0	0	0	1	14	147	102	8	2	0	0	0	0	0	0	0	0	0	0	0	2	0.73	32.4	29.4	3.1	
2000	180	43	46	58	33	0	0	0	0	17	89	66	7	1	0	0	0	0	0	0	0	0	0	0	0	1	0.556	32.2	29.4	3.3	
2100	124	30	41	21	32	0	0	0	0	15	67	35	5	2	0	0	0	0	0	0	0	0	0	0	0	2	1.613	32.3	28.9	3.7	
2200	118	38	27	20	33	0	0	0	0	10	56	48	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29.3	3.3
2300	66	17	24	14	11	0	0	0	0	2	40	16	7	1	0	0	0	0	0	0	0	0	0	0	0	1	1.515	34.6	29.7	3.8	
07-19	4227	988	1068	1111	1060	1	2	4	12	401	2570	1153	77	7	0	0	0	0	0	0	0	0	0	0	0	7	0.166	31.4	28.6	3	
06-22	4858	1158	1251	1257	1192	1	2	5	13	458	2897	1371	98	13	0	0	0	0	0	0	0	0	0	0	0	13	0.268	31.7	28.6	3.1	
06-00	5042	1213	1302	1291	1236	1	2	5	13	470	2993	1435	109	14	0	0	0	0	0	0	0	0	0	0	0	14	0.278	31.7	28.7	3.1	
00-00	5107	1223	1317	1310	1257	1	2	5	13	477	3028	1455	111	15	0	0	0	0	0	0	0	0	0	0	0	15	0.294	31.7	28.7	3.1	

ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Saturday, 7 June 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	51	14	16	12	9	49	0	1	0	0	0	0	0	0	0	0	0	1	0	
0100	23	5	8	6	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	14	2	5	4	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	5	1	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	10	2	4	3	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	19	0	3	6	10	16	0	3	0	0	0	0	0	0	0	0	0	0	0	
0600	31	4	6	11	10	27	0	3	1	0	0	0	0	0	0	0	0	0	0	
0700	71	12	17	15	27	59	0	8	4	0	0	0	0	0	0	0	0	0	0	
0800	145	34	35	26	50	125	1	18	1	0	0	0	0	0	0	0	0	0	0	
0900	193	30	32	68	63	180	0	11	1	0	0	0	0	0	0	0	0	0	1	
1000	298	75	76	76	71	286	0	10	0	0	0	0	0	1	0	0	0	1	0	
1100	369	85	87	86	111	359	0	8	0	1	0	0	0	0	0	0	0	0	1	
1200	360	89	109	80	82	347	1	12	0	0	0	0	0	0	0	0	0	0	0	
1300	365	84	100	85	96	343	1	19	0	0	0	0	0	0	0	0	0	2	0	
1400	337	85	78	82	92	320	0	14	0	0	0	0	0	0	0	0	0	3	0	
1500	336	74	91	94	77	325	0	9	1	0	0	0	0	0	0	0	0	1	0	
1600	366	87	110	80	89	353	0	11	0	0	0	0	0	0	0	0	0	1	1	
1700	335	94	87	70	84	316	1	12	0	0	1	0	0	0	0	0	0	5	0	
1800	252	67	65	72	48	242	0	7	0	0	0	0	0	0	0	0	0	3	0	
1900	219	57	70	61	31	207	0	9	1	0	0	0	0	0	0	0	0	2	0	
2000	130	38	40	28	24	124	0	5	0	0	0	0	0	0	0	0	0	1	0	
2100	105	28	32	24	21	99	0	4	0	0	0	0	0	0	0	0	0	2	0	
2200	99	21	25	30	23	95	0	2	1	0	0	0	0	0	0	0	0	1	0	
2300	84	27	17	21	19	79	0	4	1	0	0	0	0	0	0	0	0	0	0	
07-19	3427	816	887	834	890	3255	4	139	7	1	1	0	0	1	0	0	0	16	3	
06-22	3912	943	1035	958	976	3712	4	160	9	1	1	0	0	1	0	0	0	21	3	
06-00	4095	991	1077	1009	1018	3886	4	166	11	1	1	0	0	1	0	0	0	22	3	
00-00	4217	1015	1114	1041	1047	4003	4	170	11	1	1	0	0	1	0	0	0	23	3	



Saturday, 7 June 2025

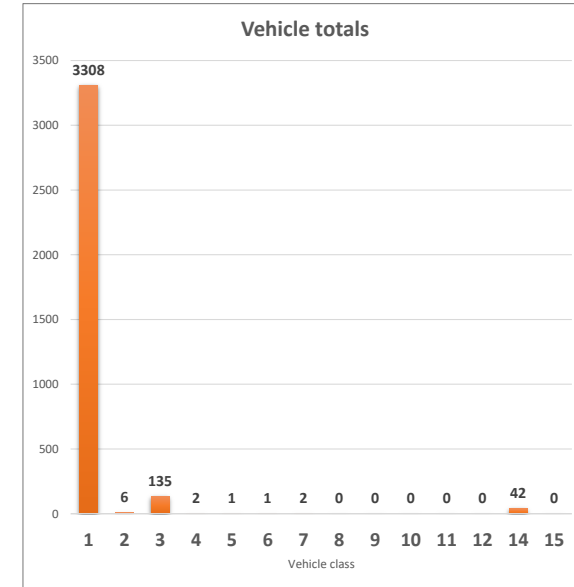
Time	Hourly Totals	15 Minute Bin Drops				MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	51	14	16	12	9	0	0	0	0	4	29	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	29.3	3.1
0100	23	5	8	6	4	0	0	0	0	3	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	29.5	4
0200	14	2	5	4	3	0	0	0	0	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	29.6	2.4
0300	5	1	1	1	2	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.2	3.8
0400	10	2	4	3	1	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.9	2.4
0500	19	0	3	6	10	0	0	0	0	1	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	29.3	2.6
0600	31	4	6	11	10	0	0	0	0	4	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	29	3.5
0700	71	12	17	15	27	0	0	0	0	4	37	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	29.3	3
0800	145	34	35	26	50	0	0	2	1	11	76	49	3	3	0	0	0	0	0	0	0	0	0	0	0	3	2.069	32.9	29.1	4.1
0900	193	30	32	68	63	0	1	1	2	24	96	65	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0.518	32.1	28.9	6.9
1000	298	75	76	76	71	0	0	0	2	26	190	71	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	28.6	2.8
1100	369	85	87	86	111	0	0	1	1	40	219	100	7	1	0	0	0	0	0	0	0	0	0	0	0	1	0.271	31.2	28.4	3.1
1200	360	89	109	80	82	0	0	0	2	47	224	84	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	28.1	2.8
1300	365	84	100	85	96	0	0	0	6	34	211	103	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.6	3.4
1400	337	85	78	82	92	0	0	0	1	34	205	91	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.6	2.9
1500	336	74	91	94	77	0	1	0	3	19	199	107	6	1	0	0	0	0	0	0	0	0	0	0	1	0.298	31.8	28.9	3.2	
1600	366	87	110	80	89	0	1	0	0	29	238	95	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.5	2.8
1700	335	94	87	70	84	0	0	0	0	35	220	75	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.3	2.6
1800	252	67	65	72	48	0	0	0	0	21	160	62	8	1	0	0	0	0	0	0	0	0	0	0	0	1	0.397	31.3	28.7	3.1
1900	219	57	70	61	31	0	0	0	1	10	129	76	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29.2	2.9
2000	130	38	40	28	24	0	0	0	0	10	81	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.9	3
2100	105	28	32	24	21	0	0	0	0	19	68	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	28	2.9
2200	99	21	25	30	23	0	0	0	0	13	66	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	28	2.8
2300	84	27	17	21	19	0	0	0	0	7	46	28	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1.19	32.5	29.3	3.1
07-19	3427	816	887	834	890	0	3	4	18	324	2075	929	67	6	0	0	0	0	0	0	0	0	0	0	0	7	0.204	31.5	28.6	3.4
06-22	3912	943	1035	958	976	0	3	4	19	367	2370	1063	79	6	0	0	0	0	0	0	0	0	0	0	0	7	0.179	31.5	28.6	3.3
06-00	4095	991	1077	1009	1018	0	3	4	19	387	2482	1111	81	7	0	0	0	0	0	0	0	0	0	0	0	8	0.195	31.5	28.6	3.3
00-00	4217	1015	1114	1041	1047	0	3	4	19	395	2552	1148	88	7	0	0	0	0	0	0	0	0	0	0	0	8	0.19	31.5	28.6	3.3

ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Sunday, 8 June 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	49	12	14	12	11	46	0	1	1	1	0	0	0	0	0	0	0	0	0	
0100	26	6	7	9	4	25	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	17	1	8	3	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	7	2	2	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	6	2	0	3	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	9	1	5	2	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	17	0	1	6	10	16	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	43	5	11	7	20	40	0	3	0	0	0	0	0	0	0	0	0	0	0	
0800	164	22	43	49	50	150	0	12	1	0	0	1	0	0	0	0	0	0	0	
0900	178	38	35	39	66	167	0	10	0	0	0	0	0	0	0	0	0	1	0	
1000	247	48	69	54	76	235	0	9	0	0	0	0	0	0	0	0	0	3	0	
1100	262	64	69	72	57	246	1	11	0	0	0	0	0	0	0	0	0	4	0	
1200	319	71	83	85	80	300	1	12	0	0	0	0	0	0	0	0	0	6	0	
1300	333	73	103	75	82	322	0	10	0	0	0	0	0	0	0	0	0	1	0	
1400	319	90	76	75	78	302	1	11	0	0	0	1	0	0	0	0	0	4	0	
1500	307	72	74	73	88	292	0	12	0	0	0	0	0	0	0	0	0	3	0	
1600	286	101	56	64	65	273	1	9	0	0	0	0	0	0	0	0	0	3	0	
1700	260	70	59	63	68	244	0	10	0	0	0	0	0	0	0	0	0	6	0	
1800	200	55	44	49	52	188	1	8	0	0	0	0	0	0	0	0	0	3	0	
1900	161	47	41	35	38	154	0	4	0	0	1	0	0	0	0	0	0	2	0	
2000	109	36	31	23	19	104	0	4	0	0	0	0	0	0	0	0	0	1	0	
2100	93	20	35	18	20	87	1	3	0	0	0	0	0	0	0	0	0	2	0	
2200	53	20	18	6	9	51	0	1	0	0	0	0	0	0	0	0	0	1	0	
2300	32	10	8	7	7	28	0	2	0	0	0	0	0	0	0	0	0	2	0	
07-19	2918	709	722	705	782	2759	5	117	1	0	0	2	0	0	0	0	0	34	0	
06-22	3298	812	830	787	869	3120	6	129	1	0	1	2	0	0	0	0	0	39	0	
06-00	3383	842	856	800	885	3199	6	132	1	0	1	2	0	0	0	0	0	42	0	
00-00	3497	866	892	830	909	3308	6	135	2	1	1	2	0	0	0	0	0	42	0	



Sunday, 8 June 2025

Time	15 Minute Bin Drops				MPH																		JPSL		P-Tile 85%	Average Speed	Standard deviation					
	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90				MPH 95	JPSL 40	JPSL% 40		
						<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph				<100mph				
0000	49	12	14	12	11	0	0	0	1	3	31	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.5	3.7	
0100	26	6	7	9	4	0	0	0	0	5	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	28.6	3.6	
0200	17	1	8	3	5	0	0	0	1	2	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.4	3.9	
0300	7	2	2	1	2	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.9	3.3	
0400	6	2	0	3	1	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	4	
0500	9	1	5	2	1	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.5	3.3	
0600	17	0	1	6	10	0	0	0	0	0	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	30.8	2.9
0700	43	5	11	7	20	0	0	0	0	6	20	14	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4.651	33.4	29.9	4.1	
0800	164	22	43	49	50	0	0	0	0	9	76	75	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29.6	2.8	
0900	178	38	35	39	66	0	0	0	0	15	102	58	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	28.8	3	
1000	247	48	69	54	76	0	0	0	1	20	133	89	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	29	2.8	
1100	262	64	69	72	57	0	0	0	1	18	159	75	7	2	0	0	0	0	0	0	0	0	0	0	0	2	0.763	31.4	29	3.1		
1200	319	71	83	85	80	0	0	0	0	25	196	87	9	2	0	0	0	0	0	0	0	0	0	0	0	2	0.627	31.5	28.9	2.9		
1300	333	73	103	75	82	0	0	0	0	26	194	109	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0.3	31.4	28.9	2.6		
1400	319	90	76	75	78	0	0	0	1	30	184	95	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.8	3	
1500	307	72	74	73	88	0	0	0	0	33	177	87	9	1	0	0	0	0	0	0	0	0	0	0	0	1	0.326	31.9	28.9	3.1		
1600	286	101	56	64	65	0	0	0	1	19	150	105	9	2	0	0	0	0	0	0	0	0	0	0	0	2	0.699	32.2	29.3	3.1		
1700	260	70	59	63	68	0	0	0	1	18	145	80	12	4	0	0	0	0	0	0	0	0	0	0	0	4	1.538	32.8	29.5	3.5		
1800	200	55	44	49	52	0	0	0	0	12	105	74	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	29.4	2.9	
1900	161	47	41	35	38	0	0	0	1	9	76	64	9	2	0	0	0	0	0	0	0	0	0	0	0	2	1.242	33.1	29.8	3.6		
2000	109	36	31	23	19	0	0	0	0	7	51	42	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	29.6	3.5	
2100	93	20	35	18	20	0	0	0	0	11	43	35	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2.151	32.4	29.1	3.9		
2200	53	20	18	6	9	0	0	0	0	4	24	20	4	1	0	0	0	0	0	0	0	0	0	0	0	1	1.887	33.4	30	3.7		
2300	32	10	8	7	7	0	0	0	0	1	17	11	2	0	1	0	0	0	0	0	0	0	0	0	0	1	3.125	33.2	30.4	4.6		
07-19	2918	709	722	705	782	0	0	0	5	231	1641	948	79	14	0	0	0	0	0	0	0	0	0	0	0	14	0.48	32	29.1	3		
06-22	3298	812	830	787	869	0	0	0	6	258	1817	1099	100	18	0	0	0	0	0	0	0	0	0	0	0	18	0.546	32.1	29.1	3.1		
06-00	3383	842	856	800	885	0	0	0	6	263	1858	1130	106	19	1	0	0	0	0	0	0	0	0	0	0	20	0.591	32.1	29.2	3.1		
00-00	3497	866	892	830	909	0	0	0	8	274	1923	1158	114	19	1	0	0	0	0	0	0	0	0	0	0	20	0.572	32.1	29.1	3.2		

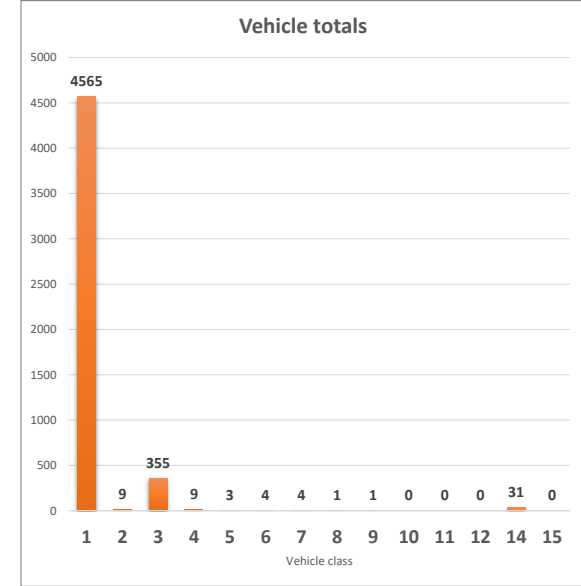


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Monday, 9 June 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	18	3	1	8	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	4	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	9	3	3	1	2	7	0	1	0	0	0	0	0	0	0	0	0	1	0	
0300	5	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	6	3	1	1	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0500	15	1	2	6	6	13	0	2	0	0	0	0	0	0	0	0	0	0	0	
0600	57	8	14	13	22	47	0	9	1	0	0	0	0	0	0	0	0	0	0	
0700	150	25	41	33	51	129	0	20	1	0	0	0	0	0	0	0	0	0	0	
0800	337	64	86	110	77	311	0	20	2	0	2	0	0	0	0	0	0	2	0	
0900	204	54	44	57	49	184	0	17	1	1	1	0	0	0	0	0	0	0	0	
1000	242	54	57	70	61	220	0	19	0	0	0	0	0	0	0	0	0	3	0	
1100	298	65	83	73	77	273	0	22	1	0	0	0	0	0	0	0	0	2	0	
1200	332	85	77	73	97	304	2	20	1	0	0	1	0	1	0	0	0	3	0	
1300	302	73	78	79	72	266	0	34	0	1	0	0	0	0	0	0	0	1	0	
1400	403	83	93	112	115	364	2	35	0	1	0	0	0	0	0	0	0	1	0	
1500	394	106	83	116	89	360	0	31	0	0	1	0	1	0	0	0	0	1	0	
1600	490	120	100	121	149	448	1	36	0	0	0	1	0	0	0	0	0	4	0	
1700	590	172	144	137	137	553	2	31	0	0	0	1	0	0	0	0	0	3	0	
1800	406	127	107	93	79	380	1	18	1	0	0	0	0	0	0	0	0	6	0	
1900	277	88	65	64	60	258	1	17	0	0	0	0	0	0	0	0	0	1	0	
2000	190	68	52	33	37	180	0	9	0	0	0	0	0	0	0	0	0	1	0	
2100	142	35	43	31	33	135	0	5	0	0	0	1	0	0	0	0	0	1	0	
2200	75	24	25	15	11	72	0	2	0	0	0	0	0	0	0	0	0	1	0	
2300	36	9	13	10	4	31	0	4	1	0	0	0	0	0	0	0	0	0	0	
07-19	4148	1028	993	1074	1053	3792	8	303	7	3	4	3	1	1	0	0	0	26	0	
06-22	4814	1227	1167	1215	1205	4412	9	343	8	3	4	4	1	1	0	0	0	29	0	
06-00	4925	1260	1205	1240	1220	4515	9	349	9	3	4	4	1	1	0	0	0	30	0	
00-00	4982	1271	1217	1257	1237	4565	9	355	9	3	4	4	1	1	0	0	0	31	0	



Monday, 9 June 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 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation		
0000	18	3	1	8	6	0	0	0	0	1	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	29.9	3.6	
0100	4	1	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.3	2.1	
0200	9	3	3	1	2	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.7	3.5	
0300	5	0	2	1	2	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.4	3.2	
0400	6	3	1	1	1	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.2	2.9
0500	15	1	2	6	6	0	0	0	0	0	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	30.8	2.8	
0600	57	8	14	13	22	0	0	0	0	4	25	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29.7	2.8	
0700	150	25	41	33	51	0	0	0	1	8	103	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	28.5	2.8	
0800	337	64	86	110	77	0	0	1	0	34	205	94	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.4	2.9	
0900	204	54	44	57	49	0	0	0	1	27	128	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28.1	3.1	
1000	242	54	57	70	61	0	0	0	1	24	154	59	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0.413	31	28.4	2.9		
1100	298	65	83	73	77	0	0	0	2	35	194	64	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	28	2.8	
1200	332	85	77	73	97	0	0	0	3	40	212	72	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	28.2	2.9	
1300	302	73	78	79	72	0	0	0	2	32	170	94	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28.6	2.9	
1400	403	83	93	112	115	0	0	0	4	48	240	110	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.2	2.9	
1500	394	106	83	116	89	0	0	0	3	43	227	114	6	1	0	0	0	0	0	0	0	0	0	0	0	1	0.254	31.7	28.5	3.1		
1600	490	120	100	121	149	0	0	0	0	49	288	142	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0.204	31.5	28.7	2.9		
1700	590	172	144	137	137	0	0	0	1	38	389	156	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0.169	31.1	28.9	4.3		
1800	406	127	107	93	79	0	0	0	2	29	218	144	12	0	0	1	0	0	0	0	0	0	0	0	0	1	0.246	32.4	29.3	3.4		
1900	277	88	65	64	60	0	1	1	1	26	145	91	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	29	3.6		
2000	190	68	52	33	37	0	0	0	0	12	94	82	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29.5	2.8		
2100	142	35	43	31	33	0	0	1	0	10	80	50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.9	3.1		
2200	75	24	25	15	11	0	0	0	0	9	30	27	5	3	0	1	0	0	0	0	0	0	0	0	0	4	5.333	34.1	30.4	4.8		
2300	36	9	13	10	4	0	0	0	0	7	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.7	3.4		
07-19	4148	1028	993	1074	1053	0	0	1	20	407	2528	1129	58	3	0	1	0	0	0	0	0	0	0	0	0	5	0.121	31.4	28.5	3.2		
06-22	4814	1227	1167	1215	1205	0	1	3	21	459	2872	1379	74	3	0	1	0	0	0	0	0	0	0	0	0	5	0.104	31.5	28.6	3.2		
06-00	4925	1260	1205	1240	1220	0	1	3	21	475	2917	1420	79	6	0	2	0	0	0	0	0	0	0	0	0	9	0.183	31.5	28.6	3.3		
00-00	4982	1271	1217	1257	1237	0	1	3	21	479	2946	1442	81	6	0	2	0	0	0	0	0	0	0	0	0	9	0.181	31.5	28.7	3.3		

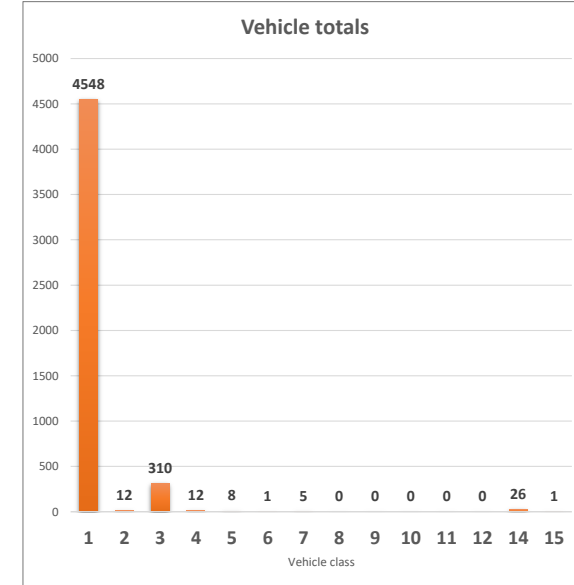


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Tuesday, 10 June 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	16	6	4	3	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	5	4	0	1	0	5	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	6	1	2	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	1	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	16	2	4	7	3	13	0	3	0	0	0	0	0	0	0	0	0	0	0	
0600	56	4	12	14	26	43	0	11	1	0	0	1	0	0	0	0	0	0	0	
0700	164	33	40	33	58	138	0	22	4	0	0	0	0	0	0	0	0	0	0	
0800	334	53	94	109	78	300	0	28	1	1	0	0	0	0	0	0	0	3	1	
0900	189	41	47	58	43	170	0	15	1	2	0	1	0	0	0	0	0	0	0	
1000	234	57	62	52	63	210	1	22	0	0	0	1	0	0	0	0	0	0	0	
1100	257	59	68	67	63	237	1	16	1	0	1	0	0	0	0	0	0	1	0	
1200	273	56	68	78	71	248	1	23	0	0	0	0	0	0	0	0	0	1	0	
1300	299	76	86	60	77	271	4	20	0	2	0	0	0	0	0	0	0	2	0	
1400	351	68	77	91	115	328	1	18	1	2	0	0	0	0	0	0	0	1	0	
1500	420	113	98	112	97	386	0	28	2	0	0	1	0	0	0	0	0	3	0	
1600	502	112	123	121	146	474	1	25	0	0	0	0	0	0	0	0	0	2	0	
1700	614	148	162	165	139	578	1	33	0	0	0	0	0	0	0	0	0	2	0	
1800	423	133	112	99	79	403	1	15	0	1	0	1	0	0	0	0	0	2	0	
1900	283	59	90	75	59	274	0	8	0	0	0	0	0	0	0	0	0	1	0	
2000	200	50	59	47	44	187	0	11	0	0	0	0	0	0	0	0	0	2	0	
2100	131	29	41	29	32	124	0	6	0	0	0	0	0	0	0	0	0	1	0	
2200	103	37	29	24	13	96	1	3	0	0	0	0	0	0	0	0	0	3	0	
2300	43	13	15	10	5	38	0	2	1	0	0	0	0	0	0	0	0	2	0	
07-19	4060	949	1037	1045	1029	3743	11	265	10	8	1	4	0	0	0	0	0	17	1	
06-22	4730	1091	1239	1210	1190	4371	11	301	11	8	1	5	0	0	0	0	0	21	1	
06-00	4876	1141	1283	1244	1208	4505	12	306	12	8	1	5	0	0	0	0	0	26	1	
00-00	4923	1155	1293	1258	1217	4548	12	310	12	8	1	5	0	0	0	0	0	26	1	



Tuesday, 10 June 2025

		15 Minute Bin Drops																															
Time	Hourly Totals	00-15	15-30	30-45	45-00	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 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation			
0000	16	6	4	3	3	0	0	0	0	2	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	31.4	4.3		
0100	5	4	0	1	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.4	2.5		
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	0	-	38.7	-		
0300	6	1	2	1	2	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29	3		
0400	3	1	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.9	3.8		
0500	16	2	4	7	3	0	0	0	0	1	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	29.6	4.4		
0600	56	4	12	14	26	0	0	0	1	6	25	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	28.9	3.6		
0700	164	33	40	33	58	0	0	0	0	18	105	37	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.61	31.7	28.6	3.8		
0800	334	53	94	109	78	0	1	0	2	35	215	75	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	28.4	3		
0900	189	41	47	58	43	0	0	0	0	19	121	43	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	28.5	3		
1000	234	57	62	52	63	0	0	0	1	18	158	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	28.4	2.8		
1100	257	59	68	67	63	0	0	0	2	35	167	50	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.389	30.8	27.9	2.9		
1200	273	56	68	78	71	0	0	2	1	22	164	83	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	28.6	2.9		
1300	299	76	86	60	77	0	0	0	3	33	169	86	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.334	31.8	28.7	3.2		
1400	351	68	77	91	115	0	0	1	0	39	197	105	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.6	3.2		
1500	420	113	98	112	97	0	0	2	12	43	247	110	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.238	31.3	28.2	3.5		
1600	502	112	123	121	146	0	0	3	5	53	294	140	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.4	3.3		
1700	614	148	162	165	139	0	0	0	6	30	374	189	12	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0.489	31.4	29	2.9		
1800	423	133	112	99	79	0	0	2	5	18	239	149	7	2	1	0	0	0	0	0	0	0	0	0	0	0	3	0.709	32.3	29.2	3.4		
1900	283	59	90	75	59	0	0	1	0	12	151	110	8	1	0	0	0	0	0	0	0	0	0	0	0	1	0.353	32.8	29.5	3.1			
2000	200	50	59	47	44	0	0	0	1	10	95	84	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	29.7	3		
2100	131	29	41	29	32	0	0	0	1	6	68	51	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	29.4	3.1		
2200	103	37	29	24	13	0	0	0	1	5	65	27	3	2	0	0	0	0	0	0	0	0	0	0	0	2	1.942	31.3	28.9	3.4			
2300	43	13	15	10	5	0	0	0	0	3	25	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	28.8	2.8		
07-19	4060	949	1037	1045	1029	0	1	10	37	363	2450	1118	71	8	1	0	1	0	0	0	0	0	0	0	0	10	0.246	31.4	28.6	3.2			
06-22	4730	1091	1239	1210	1190	0	1	11	40	397	2789	1385	96	9	1	0	1	0	0	0	0	0	0	0	0	11	0.233	31.7	28.7	3.2			
06-00	4876	1141	1283	1244	1208	0	1	11	41	405	2879	1426	100	11	1	0	1	0	0	0	0	0	0	0	0	13	0.267	31.7	28.7	3.2			
00-00	4923	1155	1293	1258	1217	0	1	11	41	408	2901	1440	108	11	1	0	1	0	0	0	0	0	0	0	0	13	0.264	31.7	28.7	3.2			

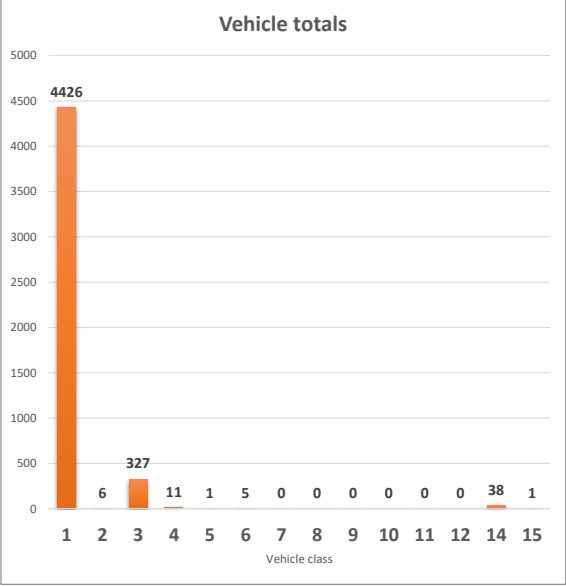


ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Wednesday, 11 June 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 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	22	5	11	3	3	22	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	6	0	2	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	1	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0300	5	2	1	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	8	3	0	2	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	24	1	7	6	10	19	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	46	2	12	11	21	38	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	162	38	27	39	58	128	0	30	4	0	0	0	0	0	0	0	0	0	0
0800	304	57	71	114	62	280	0	20	1	0	1	0	0	0	0	0	0	2	0
0900	218	71	48	44	55	200	0	16	1	0	0	0	0	0	0	0	0	1	0
1000	215	51	60	44	60	193	0	20	0	0	0	0	0	0	0	0	0	2	0
1100	280	56	69	79	76	252	0	24	0	0	2	0	0	0	0	0	0	2	0
1200	262	69	68	64	61	237	0	20	1	0	0	0	0	0	0	0	0	4	0
1300	293	70	79	60	84	271	0	17	0	0	2	0	0	0	0	0	0	3	0
1400	348	72	89	98	89	319	4	24	0	0	0	0	0	0	0	0	0	1	0
1500	397	104	96	78	119	365	0	28	1	0	0	0	0	0	0	0	0	3	0
1600	479	98	142	123	116	447	0	28	0	0	0	0	0	0	0	0	0	4	0
1700	545	119	153	138	135	503	0	36	0	0	0	0	0	0	0	0	0	6	0
1800	426	126	117	100	83	401	1	21	0	1	0	0	0	0	0	0	0	2	0
1900	259	70	69	66	54	253	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	203	56	57	50	40	187	1	11	1	0	0	0	0	0	0	0	0	3	0
2100	152	41	44	29	38	142	0	5	1	0	0	0	0	0	0	0	0	4	0
2200	103	36	28	24	15	100	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	52	20	13	10	9	48	0	2	1	0	0	0	0	0	0	0	0	1	0
07-19	3929	931	1019	981	998	3596	5	284	8	1	5	0	0	0	0	0	0	30	0
06-22	4589	1100	1201	1137	1151	4216	6	314	10	1	5	0	0	0	0	0	0	37	0
06-00	4744	1156	1242	1171	1175	4364	6	319	11	1	5	0	0	0	0	0	0	38	0
00-00	4815	1174	1262	1184	1195	4426	6	327	11	1	5	0	0	0	0	0	0	38	1



Wednesday, 11 June 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 40	JPSL% 40	P-Tile 85%	Average Speed	Standard deviation	
0000	22	5	11	3	3	0	0	0	0	2	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29.4	3.1
0100	9	6	0	2	1	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.9	3.8
0200	3	1	1	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.1	10.9
0300	5	2	1	0	2	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.7	2.9
0400	8	3	0	2	3	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.5	1.7
0500	24	1	7	6	10	0	0	0	0	1	9	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	30.4	3.2
0600	46	2	12	11	21	0	0	0	0	3	25	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	29.4	3.7
0700	162	38	27	39	58	0	0	0	0	27	99	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	28	3.1
0800	304	57	71	114	62	0	0	2	1	32	170	92	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	28.5	3.4
0900	218	71	48	44	55	0	0	0	0	24	137	54	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	28.5	2.8
1000	215	51	60	44	60	0	0	2	1	23	141	45	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0.93	31.1	28	3.5	
1100	280	56	69	79	76	0	0	1	3	38	171	61	4	2	0	0	0	0	0	0	0	0	0	0	0	2	0.714	31.3	28	3.6	
1200	262	69	68	64	61	0	0	0	4	38	166	53	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27.9	3.1
1300	293	70	79	60	84	0	0	0	0	37	165	85	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	28.4	3.1
1400	348	72	89	98	89	0	0	4	3	32	195	107	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	28.5	3.4
1500	397	104	96	78	119	0	0	0	1	28	221	140	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	29	2.9
1600	479	98	142	123	116	0	0	3	0	33	295	138	8	2	0	0	0	0	0	0	0	0	0	0	0	2	0.418	31.8	28.8	3.1	
1700	545	119	153	138	135	0	0	0	0	21	324	184	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	29.4	2.7
1800	426	126	117	100	83	0	0	0	1	25	236	153	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0.235	32.2	29.2	2.9	
1900	259	70	69	66	54	0	0	0	1	13	132	106	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	29.5	3
2000	203	56	57	50	40	0	0	1	1	16	89	84	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	29.7	3.7
2100	152	41	44	29	38	0	0	1	0	14	81	52	3	1	0	0	0	0	0	0	0	0	0	0	1	0.658	32.4	28.9	3.4		
2200	103	36	28	24	15	0	0	0	1	5	62	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	29.1	3.2
2300	52	20	13	10	9	0	0	0	0	4	29	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.7	2.6
07-19	3929	931	1019	981	998	0	0	0	12	14	358	2320	1146	72	7	0	0	0	0	0	0	0	0	0	0	7	0.178	31.7	28.7	3.1	
06-22	4589	1100	1201	1137	1151	0	0	0	14	16	404	2647	1402	98	8	0	0	0	0	0	0	0	0	0	0	8	0.174	31.9	28.8	3.2	
06-00	4744	1156	1242	1171	1175	0	0	0	14	17	413	2738	1453	101	8	0	0	0	0	0	0	0	0	0	0	8	0.169	31.9	28.8	3.2	
00-00	4815	1174	1262	1184	1195	0	0	0	15	17	417	2767	1487	104	8	0	0	0	0	0	0	0	0	0	0	8	0.166	31.9	28.8	3.2	



ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: North Bound

Thursday 5th June 2025 - Wednesday 11th June 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	5311	1236	1313	1372	1390	4824	19	392	6	6	3	6	1	2	0	0	1	42	9	
Tue	5177	1295	1293	1324	1265	4731	19	353	11	8	3	9	0	0	0	0	0	32	11	
Wed	5142	1338	1237	1281	1286	4688	20	360	13	3	3	3	1	1	0	0	0	44	6	
Thu	5299	1333	1297	1331	1338	4882	16	347	21	6	1	4	1	1	0	0	0	16	4	
Fri	5358	1327	1280	1408	1343	4919	22	339	17	4	1	7	0	3	0	0	0	41	5	
Sat	4442	1068	1097	1110	1167	4194	8	203	8	3	2	2	1	1	0	0	0	19	1	
Sun	3681	978	881	879	943	3466	11	144	3	2	0	0	0	0	0	0	0	44	11	
--	34410	8575	8398	8705	8732	31704	115	2138	79	32	13	31	4	8	0	0	1	238	47	

Thursday 5th June 2025 - Wednesday 11th June 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 40	JPSL% 40	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	5311	1236	1313	1372	1390	0	9	17	91	824	2733	1471	156	7	1	0	0	0	1	0	0	0	0	0	0	10	0.188	31.8	28.2	4
Tue	5177	1295	1293	1324	1265	0	7	33	93	736	2711	1451	130	12	0	0	2	1	0	0	0	0	0	0	1	16	0.309	31.8	28.2	4
Wed	5142	1338	1237	1281	1286	0	4	14	86	692	2683	1538	115	10	0	0	0	0	0	0	0	0	0	0	0	10	0.194	31.9	28.3	3.6
Thu	5299	1333	1297	1331	1338	0	0	14	103	823	2892	1349	115	2	1	0	0	0	0	0	0	0	0	0	0	3	0.057	31.4	28	3.6
Fri	5358	1327	1280	1408	1343	0	4	20	79	823	2800	1469	156	7	0	0	0	0	0	0	0	0	0	0	0	7	0.131	31.8	28.2	3.7
[Sat	4442	1068	1097	1110	1167	0	0	5	37	598	2379	1314	98	11	0	0	0	0	0	0	0	0	0	0	0	11	0.248	31.9	28.5	3.4
[Sun	3681	978	881	879	943	0	3	8	26	415	1898	1186	136	8	1	0	0	0	0	0	0	0	0	0	0	9	0.244	32.2	28.8	3.6
--	34410	8575	8398	8705	8732	0	27	111	515	4911	18096	9778	906	57	3	0	2	1	1	0	0	0	0	0	1	66	0.192	31.8	28.3	3.7
						0.00%	0.08%	0.32%	1.50%	14.27%	52.59%	28.42%	2.63%	0.17%	0.01%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						



ATC REPORT

Report Id: HN42XB1X-040625
Site Location: The Copse, Worthing Road, Southwater
Direction: South Bound

Thursday 5th June 2025 - Wednesday 11th June 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	4982	1271	1217	1257	1237	4565	9	355	9	3	4	4	1	1	0	0	0	31	0	
Tue	4923	1155	1293	1258	1217	4548	12	310	12	8	1	5	0	0	0	0	0	26	1	
Wed	4815	1174	1262	1184	1195	4426	6	327	11	1	5	0	0	0	0	0	0	38	1	
Thu	5029	1267	1221	1284	1257	4656	7	316	18	9	2	3	0	0	0	0	0	15	3	
Fri	5107	1223	1317	1310	1257	4730	11	290	19	9	0	2	0	0	0	0	0	41	5	
[Sat	4217	1015	1114	1041	1047	4003	4	170	11	1	1	0	0	1	0	0	0	23	3	
[Sun	3497	866	892	830	909	3308	6	135	2	1	1	2	0	0	0	0	0	42	0	
--	32570	7971	8316	8164	8119	30236	55	1903	82	32	14	16	1	2	0	0	0	216	13	

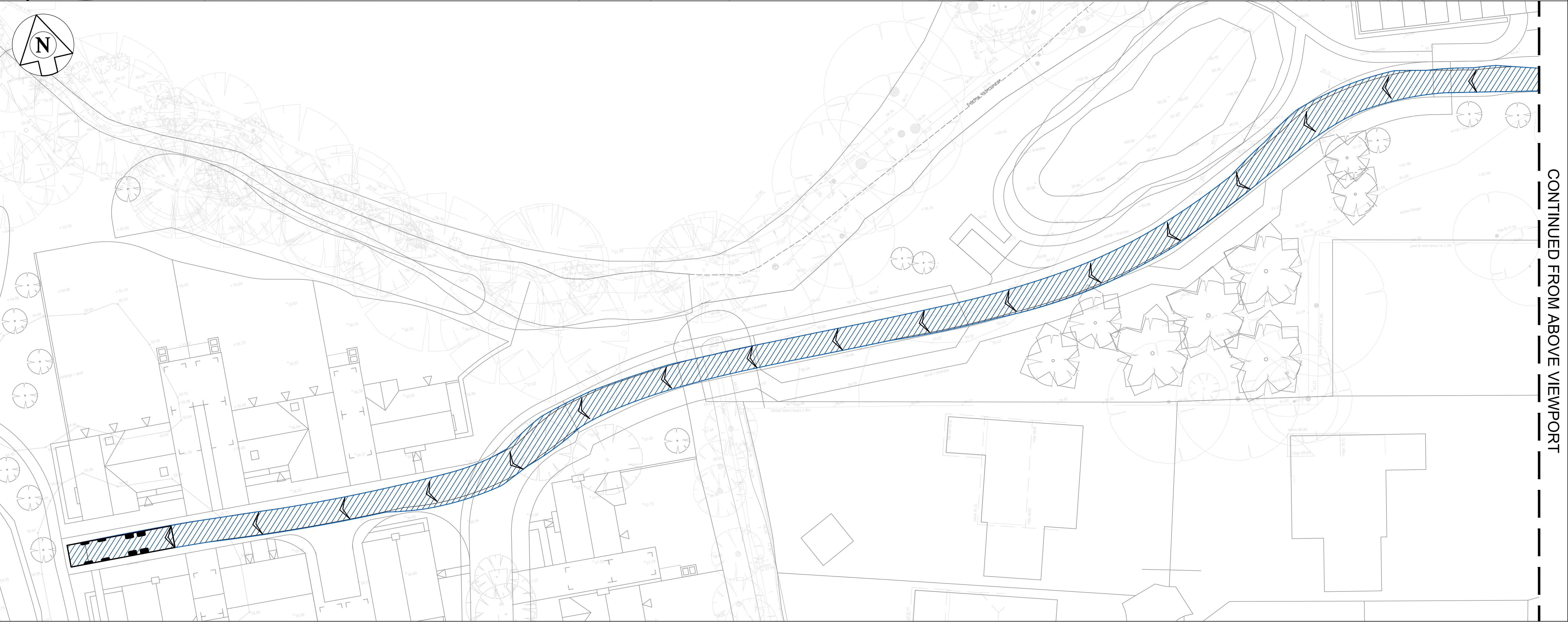
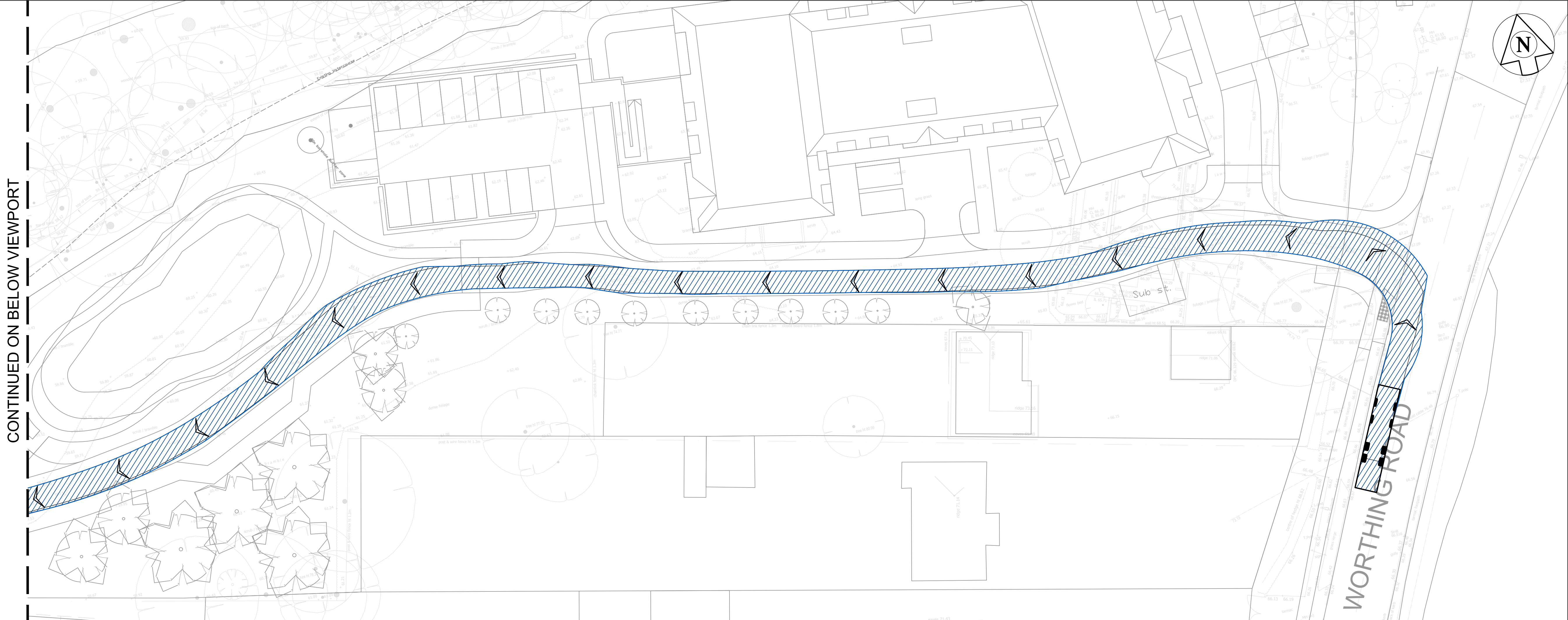
Thursday 5th June 2025 - Wednesday 11th June 2025

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 40	JPSL% 40	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	4982	1271	1217	1257	1237	0	1	3	21	479	2946	1442	81	6	0	2	0	0	0	0	0	0	0	0	0	9	0.181	31.5	28.7	3.3
Tue	4923	1155	1293	1258	1217	0	1	11	41	408	2901	1440	108	11	1	0	1	0	0	0	0	0	0	0	0	13	0.264	31.7	28.7	3.2
Wed	4815	1174	1262	1184	1195	0	0	15	17	417	2767	1487	104	8	0	0	0	0	0	0	0	0	0	0	0	8	0.166	31.9	28.8	3.2
Thu	5029	1267	1221	1284	1257	0	1	4	27	446	2994	1443	107	7	0	0	0	0	0	0	0	0	0	0	0	7	0.139	31.5	28.6	3
Fri	5107	1223	1317	1310	1257	1	2	5	13	477	3028	1455	111	15	0	0	0	0	0	0	0	0	0	0	0	15	0.294	31.7	28.7	3.1
[Sat	4217	1015	1114	1041	1047	0	3	4	19	395	2552	1148	88	7	0	0	0	0	0	0	0	0	0	0	0	8	0.19	31.5	28.6	3.3
[Sun	3497	866	892	830	909	0	0	0	8	274	1923	1158	114	19	1	0	0	0	0	0	0	0	0	0	0	20	0.572	32.1	29.1	3.2
--	32570	7971	8316	8164	8119	1	8	42	146	2896	19111	9573	713	73	2	2	1	0	0	0	0	0	0	0	0	80	0.246	31.7	28.7	3.2
						0.00%	0.02%	0.13%	0.45%	8.89%	58.68%	29.39%	2.19%	0.22%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						

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

Appendix C

Vehicle Tracking



NOTES

1. **Co-ordination:** Read this drawing in conjunction with all relevant Architect's, Engineer's and specialist's drawings and specifications

2. **Scale:** Do not scale from this drawing, use written dimensions only. All dimensions are in millimetres and levels in metres. To check the drawing has been printed at the intended scale this bar should be 50mm long at A1 or 25mm long at A3.

3. **Health & Safety:** All specific drawing notes are to be read in conjunction with the Project Health & Safety Issues: Construction Stage document.

VEHICLE DIMENSIONS

Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

KEY

Forward motion

Reverse motion

P01	09.02.26	SE	DLin	Issued for Information
Rev.	Date	Drn.	Eng.	Amendment

THE COPSE
SOUTHWATER

VEHICLE TRACKING

PHASE 2 TRACKING
REFUSE VEHICLE

Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn	SE	Eng.	DLin
Scales	1:250 at A1	1:500 at A3	
Drawing No.	Rev.		
31276/9005	P01		

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www.pricemyers.com

London Nottingham Oxford Bristol



NOTES

- Co-ordination:** Read this drawing in conjunction with all relevant Architect's, Engineer's and specialist's drawings and specifications
- Scale:** Do not scale from this drawing, use written dimensions only. All dimensions are in millimetres and levels in metres. To check the drawing has been printed at the intended scale this bar should be 50mm long at A1 or 25mm long at A3.
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VEHICLE DIMENSIONS

Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

KEY

Forward motion

Reverse motion

P01	09.02.26	SE	DLin	Issued for Information
Rev.	Date	Drn.	Eng.	Amendment

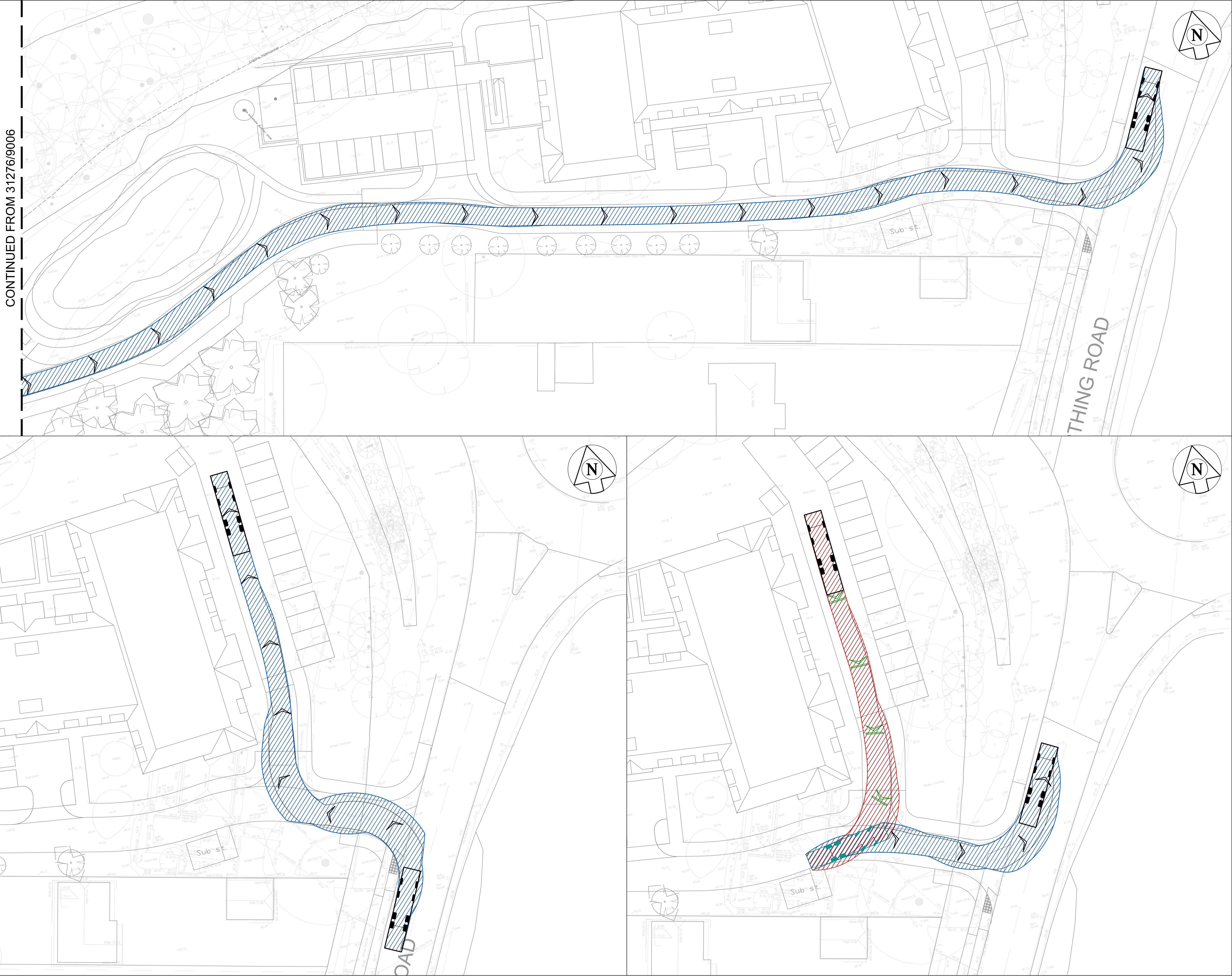
THE COPSE SOUTHWATER
VEHICLE TRACKING
PHASE 2 TRACKING REFUSE VEHICLE
Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn	SE	Eng.	DLin
Scales	1:250 at A1	1:500 at A3	
Drawing No.	31276/9006	Rev.	P01

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NOTES

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3. **Health & Safety:** All specific drawing notes are to be read in conjunction with the Project Health & Safety Issues: Construction Stage document.

VEHICLE DIMENSIONS

11.997

2.045 1.94 3.16 1.355

Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

KEY

Forward motion

Reverse motion

P01	09.02.26	SE	DLin	Issued for Information
Rev.	Date	Drn.	Eng.	Amendment

THE COPSE
SOUTHWATER

VEHICLE TRACKING

PHASE 2 TRACKING
REFUSE VEHICLE

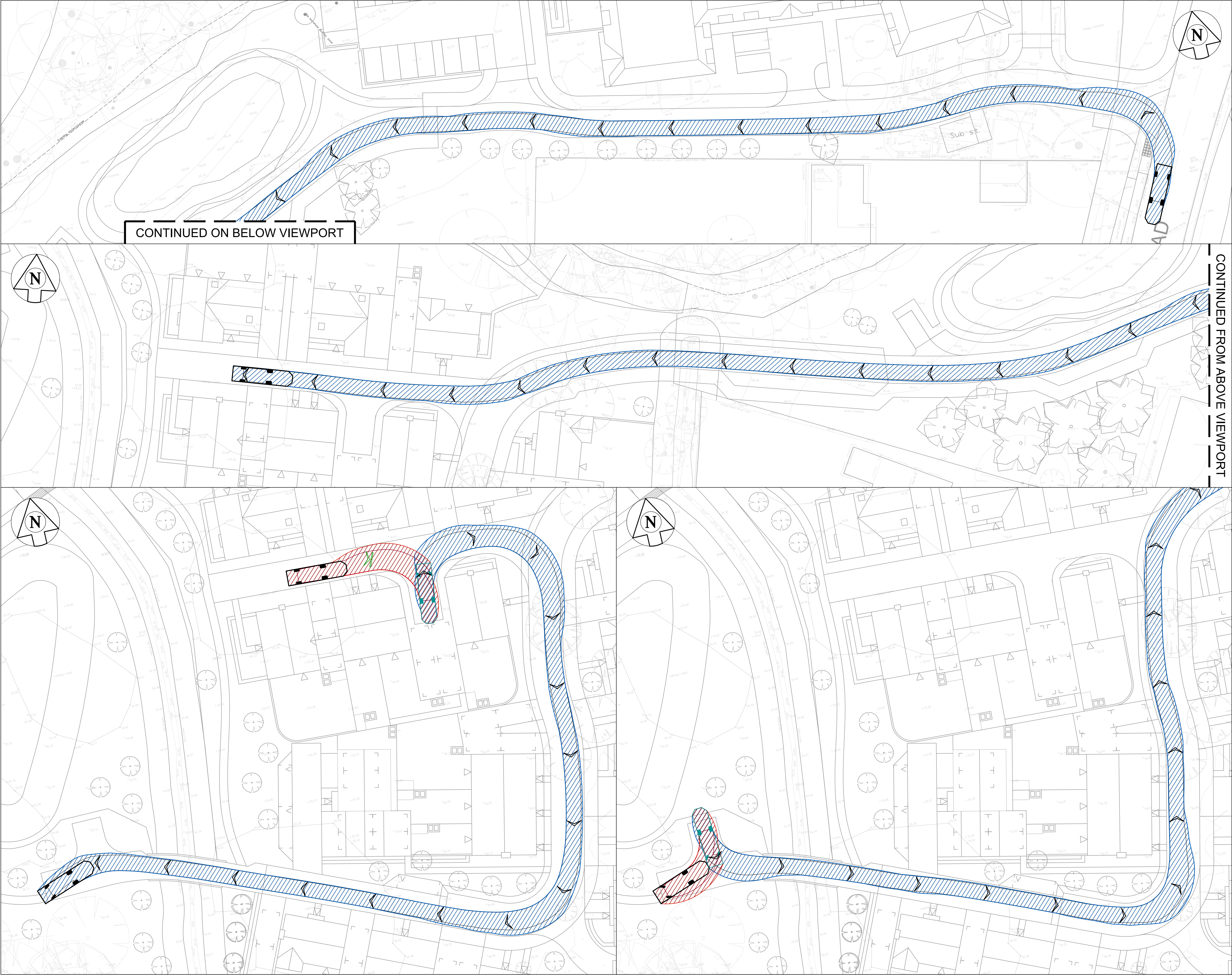
Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn	SE	Eng.	DLin
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Drawing No.	31276/9007	Rev.	P01

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CONTINUED ON BELOW VIEWPORT

CONTINUED FROM ABOVE VIEWPORT

NOTES

1. **Co-ordination:** Read this drawing in conjunction with all relevant Architect's, Engineer's and specialist's drawings and specifications

2. **Scale:** Do not scale from this drawing, use written dimensions only. All dimensions are in millimetres and levels in metres. To check the drawing has been printed at the intended scale this bar should be 50mm long at A1 or 25mm long at A3.

3. **Health & Safety:** All specific drawing notes are to be read in conjunction with the Project Health & Safety Issues: Construction Stage document.

VEHICLE DIMENSIONS

DB32 Fire Appliance

Overall Length8.680m

Overall Width1.920m

Overall Body Height3.810m

Min Body Ground Clearance0.337m

Max Track Width2.121m

Lock to lock time6.00s

Kerb to Kerb Turning Radius7.910m

KEY

Forward motion

Reverse motion

P01	09.02.26	SE	DLin	Issued for Information
Rev.	Date	Drn.	Eng.	Amendment

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SOUTHWATER

VEHICLE TRACKING

PHASE 2 TRACKING
REFUSE VEHICLE

Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn	SE	Eng.	DLin
Scales	1:250 at A1	1:500 at A3	
Drawing No.	31276/9008	Rev.	P01

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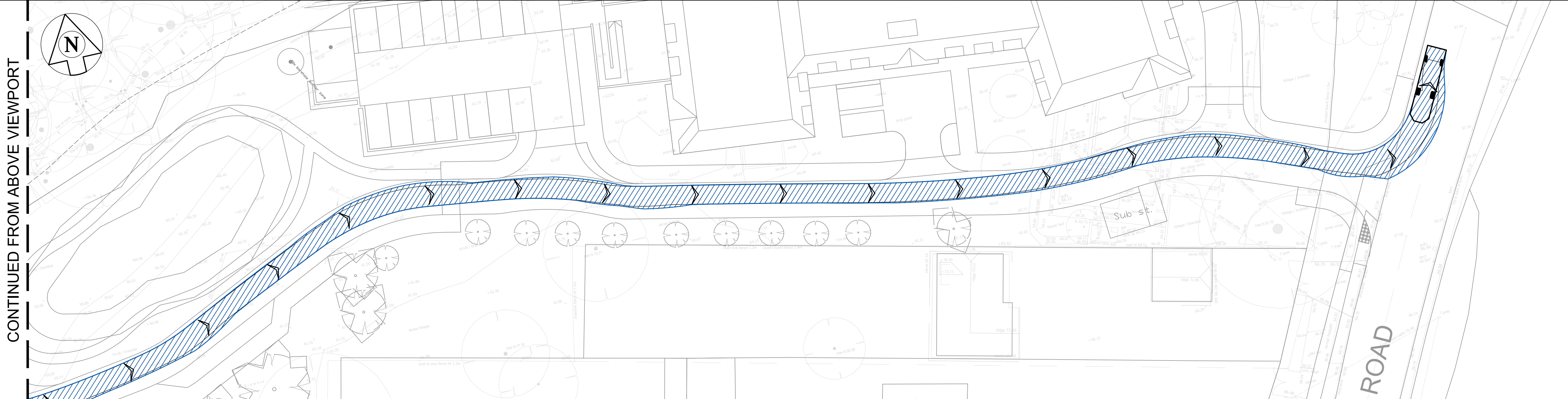
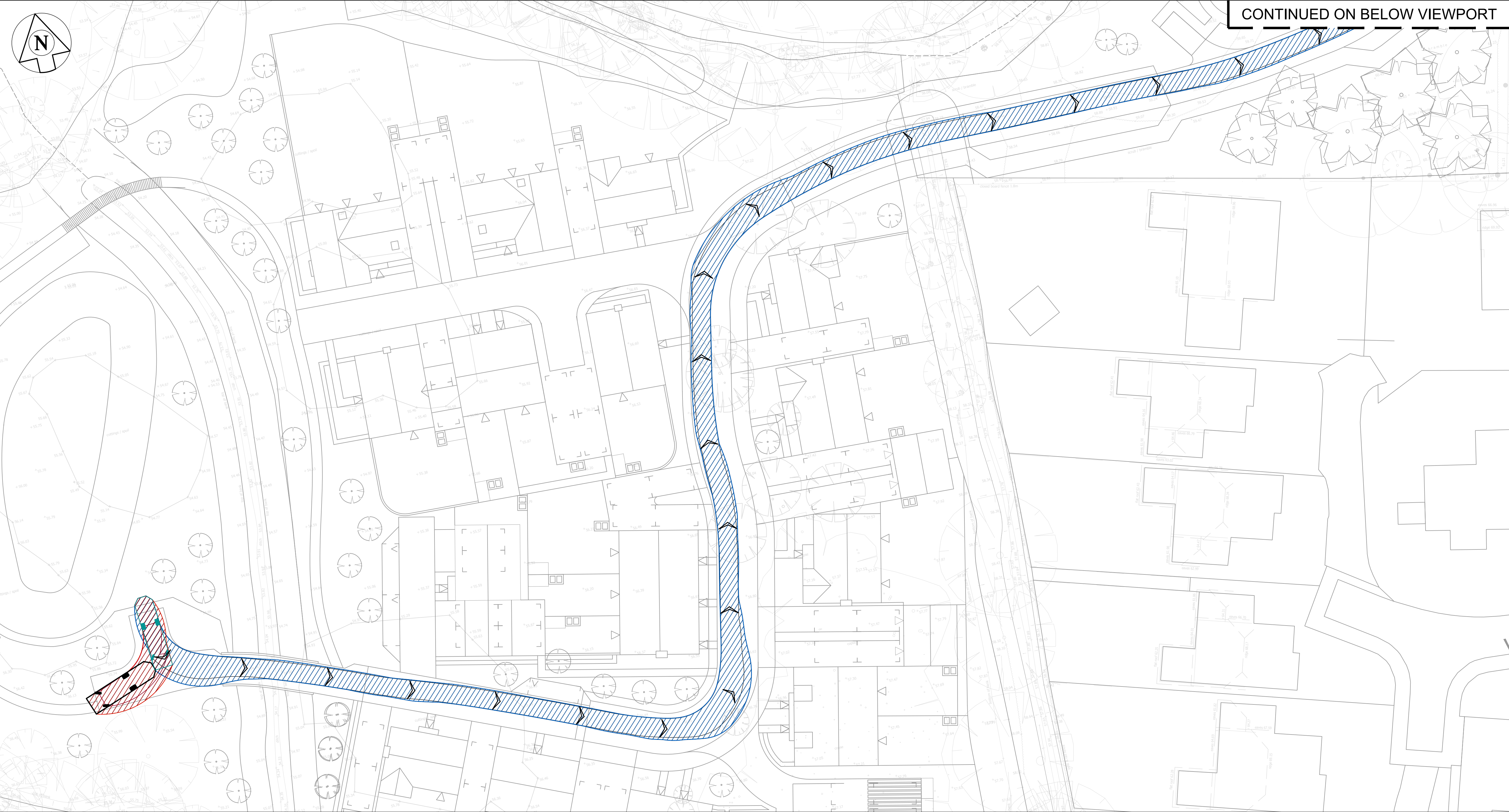
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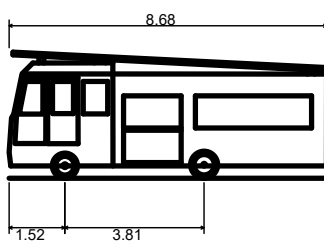


CONTINUED ON BELOW VIEWPORT

NOTES

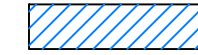
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- Health & Safety:** All specific drawing notes are to be read in conjunction with the Project Health & Safety Issues: Construction Stage document.

VEHICLE DIMENSIONS



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	

KEY

-  Forward motion
-  Reverse motion

P01	09.02.26	SE	DLin	Issued for Information
Rev.	Date	Drm.	Eng.	Amendment

THE COPSE SOUTHWATER

VEHICLE TRACKING

PHASE 2 TRACKING REFUSE VEHICLE

Status
FOR INFORMATION
NOT FOR CONSTRUCTION

Drawn	SE	Eng.	DLin
Scales	1:250 at A1	1:500 at A3	
Drawing No.	31276/9009	Rev.	P01

Appendix D

TRICS Report



Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

Filtering Summary:

Land Use: 03/M RESIDENTIAL/MIXED PRIVATE/NON-PRIVATE HOUSING

Selected Trip Rate Calculation Parameter Range: 9 - 75 DWELLS

Actual Trip Rate Calculation Parameter Range: 9 - 1751 DWELLS

Date Range: Minimum: 01/01/2010 Maximum: 24/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 650 4800

Days of the week selected:

Friday	2
Monday	2
Thursday	3
Tuesday	5
Wednesday	4

Main Location Types selected:

Edge of Town	5
Neighbourhood Centre	3
Suburban Area	8

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	13
Servicing Vehicles Included	3

Population <1 Mile ranges selected:

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

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	5
50,001 to 75,000	3
75,001 to 100,000	6

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	12

PTAL Rating:

No PTAL Present	16
-----------------	----

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: M - MIXED PRIVATE/NON-PRIVATE HOUSING

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	2 days
	SC	SURREY	1 day
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	DA	DARLINGTON	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

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:	9 to 1751 (units:DWELLS)
Range Selected by User:	9 to 75 (units:DWELLS)
Parking Spaces Range:	11 - 1368

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 24/06/25

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	2 days
Monday	2 days
Thursday	3 days
Tuesday	5 days
Wednesday	4 days

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

Selected survey types:

Manual count	16
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
Neighbourhood Centre	3 days
Suburban Area	8 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	13 days
Village	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	13 days
Servicing vehicles Included	3 days

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

Secondary Filtering Selection:

Use Class:

C3	16 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:

100 - 7361

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	5 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	6 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	12 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: a8baf437-d244-49fe-aa84-5b4a426a4792

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	7 surveys
Yes	9 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	16 surveys
-----------------	------------

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

COVID-19 Restrictions:

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

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

LIST OF SITES relevant to selection parameters:

Site 1:	CA-03-M-01	Site area:	1.75 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	52 DWELLS
Location:	WATERBEACH	Housing Density:	32.49
Postcode:	CB25 9GJ	Total Bedrooms:	165.00
Main Location Type:	Edge of Town	Survey Date:	20/06/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 2:	CT-03-M-01	Site area:	3.390000104904175 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	75 DWELLS
Location:	SHEFFORD	Housing Density:	23.15
Postcode:	SG17 5FA	Total Bedrooms:	220.00
Main Location Type:	Edge of Town	Survey Date:	28/06/2023
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 3:	CU-03-M-04	Site area:	0.46000000834465027 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	20 DWELLS
Location:	CARLISLE	Housing Density:	55.56
Postcode:	CA2 7BP	Total Bedrooms:	48.00
Main Location Type:	Suburban Area	Survey Date:	24/06/2016
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 4:	DA-03-M-01	Site area:	1.4800000190734863 hect
Development Name:	SEMI DET. & DETACHED	Number of dwellings:	39 DWELLS
Location:	DARLINGTON	Housing Density:	130.00
Postcode:	DL1 4LY	Total Bedrooms:	94.00
Main Location Type:	Edge of Town	Survey Date:	10/11/2010
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 5:	DV-03-M-01	Site area:	1.440000057220459 hect
Development Name:	HOUSES & FLATS	Number of dwellings:	61 DWELLS
Location:	EXETER	Housing Density:	76.25
Postcode:	EX2 4SJ	Total Bedrooms:	92.00
Main Location Type:	Suburban Area	Survey Date:	06/10/2011
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	ES-03-M-18	Site area:	5 hect
Development Name:	MIXED HOUSES	Number of dwellings:	75 DWELLS
Location:	WIVELSFIELD GREEN	Housing Density:	34.88
Postcode:	RH17 7EW	Total Bedrooms:	242.00
Main Location Type:	Neighbourhood Centre	Survey Date:	15/06/2021
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	ES-03-M-23	Site area:	3.690000057220459 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	66 DWELLS
Location:	HAILSHAM	Housing Density:	19.19
Postcode:	BN27 2RE	Total Bedrooms:	177.00
Main Location Type:	Edge of Town	Survey Date:	24/09/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 8:	GM-03-M-01	Site area:	0.2800000011920929 hect
Development Name:	TERRACED & FLATS	Number of dwellings:	9 DWELLS
Location:	ROCHDALE	Housing Density:	47.37
Postcode:	OL12 9BX	Total Bedrooms:	14.00
Main Location Type:	Suburban Area	Survey Date:	25/11/2014
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		



Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

Site 9:	HI-03-M-05	Site area:	2.430000066757202	hect
Development Name:	SEMI-DETACHED	Number of dwellings:	73	DWELLS
Location:	INVERNESS	Housing Density:	36.68	
Postcode:	IV3 5RE	Total Bedrooms:	241.00	
Main Location Type:	Suburban Area	Survey Date:	13/05/2011	
Sub Location Type:	Residential Zone	Survey Day:	Friday	
PTAL:	n/a			
Site 10:	NF-03-M-19	Site area:	2.200000047683716	hect
Development Name:	MIXED HOUSES	Number of dwellings:	62	DWELLS
Location:	NEAR NORWICH	Housing Density:	31.79	
Postcode:	NR14 7UP	Total Bedrooms:	205.00	
Main Location Type:	Neighbourhood Centre	Survey Date:	19/09/2018	
Sub Location Type:	Village	Survey Day:	Wednesday	
PTAL:	n/a			
Site 11:	NF-03-M-31	Site area:	2.299999952316284	hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	48	DWELLS
Location:	NEAR NORWICH	Housing Density:	25.95	
Postcode:	NR14 8FQ	Total Bedrooms:	118.00	
Main Location Type:	Neighbourhood Centre	Survey Date:	05/10/2017	
Sub Location Type:	Village	Survey Day:	Thursday	
PTAL:	n/a			
Site 12:	SC-03-M-05	Site area:	1.100000023841858	hect
Development Name:	HOUSES & FLATS	Number of dwellings:	52	DWELLS
Location:	STAINES	Housing Density:	55.32	
Postcode:	TW19 7AA	Total Bedrooms:	114.00	
Main Location Type:	Suburban Area	Survey Date:		
Sub Location Type:	Residential Zone	Survey Day:		
PTAL:	n/a			
Site 13:	VG-03-M-01	Site area:	1.2200000286102295	hect
Development Name:	SEMI-DET./TERRACED	Number of dwellings:	40	DWELLS
Location:	BARRY	Housing Density:	32.79	
Postcode:	CF62 9HA	Total Bedrooms:	113.00	
Main Location Type:	Suburban Area	Survey Date:		
Sub Location Type:	Residential Zone	Survey Day:		
PTAL:	n/a			
Site 14:	WS-03-M-06	Site area:	2.5399999618530273	hect
Development Name:	SEMI DETACHED/DETACHED	Number of dwellings:	67	DWELLS
Location:	CHICHESTER	Housing Density:	36.22	
Postcode:	PO19 8SR	Total Bedrooms:	186.00	
Main Location Type:	Edge of Town	Survey Date:	27/01/2015	
Sub Location Type:	Residential Zone	Survey Day:	Tuesday	
PTAL:	n/a			
Site 15:	WS-03-M-13	Site area:	0.6399999856948853	hect
Development Name:	TERRACED & FLATS	Number of dwellings:	23	DWELLS
Location:	WORTHING	Housing Density:	65.71	
Postcode:	BN15 9NY	Total Bedrooms:	58.00	
Main Location Type:	Suburban Area	Survey Date:	21/06/2016	
Sub Location Type:	Residential Zone	Survey Day:	Tuesday	
PTAL:	n/a			
Site 16:	WS-03-M-19	Site area:	0.75	hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	32	DWELLS
Location:	BOGNOR REGIS	Housing Density:	106.67	
Postcode:	PO21 5GA	Total Bedrooms:	73.00	
Main Location Type:	Suburban Area	Survey Date:	17/10/2019	
Sub Location Type:	Residential Zone	Survey Day:	Thursday	
PTAL:	n/a			

DESELECTED SURVEYS



Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

Site Ref	Survey Date	Reason for Deselection
SF-03-M-01	24-09-2020	During Covid in 2020

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.076	1.738	0.264	6.083	0.340	7.821
08:00-09:00	16	50	0.149	3.418	0.373	8.574	0.522	11.992
09:00-10:00	16	50	0.178	4.084	0.178	4.084	0.356	8.168
10:00-11:00	16	50	0.132	3.042	0.110	2.520	0.242	5.562
11:00-12:00	16	50	0.131	3.013	0.151	3.476	0.282	6.489
12:00-13:00	16	50	0.149	3.418	0.145	3.331	0.294	6.749
13:00-14:00	16	50	0.142	3.273	0.161	3.708	0.303	6.981
14:00-15:00	16	50	0.168	3.853	0.162	3.737	0.330	7.590
15:00-16:00	16	50	0.227	5.214	0.184	4.229	0.411	9.443
16:00-17:00	16	50	0.268	6.170	0.155	3.563	0.423	9.733
17:00-18:00	16	50	0.326	7.503	0.165	3.795	0.491	11.298
18:00-19:00	16	50	0.244	5.620	0.170	3.911	0.414	9.531
Data after 19:00 deselected by time slice								
Total Rates:			2.190	50.345	2.218	51.011	4.408	101.356

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	18/10/2010 - 24/09/2024
Number of weekdays (Monday-Friday):	16
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Cyclists

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.004	0.087	0.013	0.290	0.017	0.377
08:00-09:00	16	50	0.003	0.058	0.020	0.463	0.023	0.521
09:00-10:00	16	50	0.008	0.174	0.009	0.203	0.017	0.377
10:00-11:00	16	50	0.008	0.174	0.000	0.000	0.008	0.174
11:00-12:00	16	50	0.004	0.087	0.006	0.145	0.010	0.232
12:00-13:00	16	50	0.003	0.058	0.011	0.261	0.014	0.319
13:00-14:00	16	50	0.008	0.174	0.005	0.116	0.013	0.290
14:00-15:00	16	50	0.010	0.232	0.001	0.029	0.011	0.261
15:00-16:00	16	50	0.005	0.116	0.005	0.116	0.010	0.232
16:00-17:00	16	50	0.014	0.319	0.023	0.521	0.037	0.840
17:00-18:00	16	50	0.011	0.261	0.004	0.087	0.015	0.348
18:00-19:00	16	50	0.010	0.232	0.000	0.000	0.010	0.232
Data after 19:00 deselected by time slice								
Total Rates:			0.088	1.970	0.097	2.230	0.185	4.200

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	10/11/2010 - 28/06/2023
Number of weekdays (Monday-Friday):	10
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

PSVs

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	16	50	0.001	0.029	0.000	0.000	0.001	0.029
10:00-11:00	16	50	0.000	0.000	0.001	0.029	0.001	0.029
11:00-12:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	16	50	0.001	0.029	0.001	0.029	0.002	0.058
16:00-17:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
Data after 19:00 deselected by time slice								
Total Rates:			0.002	0.058	0.002	0.058	0.004	0.116

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	18/10/2010 - 18/10/2010
Number of weekdays (Monday-Friday):	1
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

OGVs

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.001	0.029	0.001	0.029	0.002	0.058
08:00-09:00	16	50	0.003	0.058	0.003	0.058	0.006	0.116
09:00-10:00	16	50	0.003	0.058	0.003	0.058	0.006	0.116
10:00-11:00	16	50	0.001	0.029	0.001	0.029	0.002	0.058
11:00-12:00	16	50	0.001	0.029	0.001	0.029	0.002	0.058
12:00-13:00	16	50	0.003	0.058	0.001	0.029	0.004	0.087
13:00-14:00	16	50	0.001	0.029	0.003	0.058	0.004	0.087
14:00-15:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	16	50	0.001	0.029	0.001	0.029	0.002	0.058
17:00-18:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
Data after 19:00 deselected by time slice								
Total Rates:			0.014	0.319	0.014	0.319	0.028	0.637

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	18/10/2010 - 24/09/2024
Number of weekdays (Monday-Friday):	7
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Taxis

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.004	0.087	0.008	0.174	0.012	0.261
08:00-09:00	16	50	0.006	0.145	0.008	0.174	0.014	0.319
09:00-10:00	16	50	0.006	0.145	0.006	0.145	0.012	0.290
10:00-11:00	16	50	0.003	0.058	0.001	0.029	0.004	0.087
11:00-12:00	16	50	0.006	0.145	0.010	0.232	0.016	0.377
12:00-13:00	16	50	0.008	0.174	0.011	0.261	0.019	0.435
13:00-14:00	16	50	0.010	0.232	0.006	0.145	0.016	0.377
14:00-15:00	16	50	0.006	0.145	0.001	0.029	0.007	0.174
15:00-16:00	16	50	0.003	0.058	0.003	0.058	0.006	0.116
16:00-17:00	16	50	0.004	0.087	0.004	0.087	0.008	0.174
17:00-18:00	16	50	0.005	0.116	0.004	0.087	0.009	0.203
18:00-19:00	16	50	0.008	0.174	0.006	0.145	0.014	0.319
Data after 19:00 deselected by time slice								
Total Rates:			0.069	1.564	0.068	1.564	0.137	3.128

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	18/10/2010 - 24/09/2024
Number of weekdays (Monday-Friday):	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Cars

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.030	0.695	0.137	3.157	0.167	3.852
08:00-09:00	16	50	0.072	1.651	0.191	4.403	0.263	6.054
09:00-10:00	16	50	0.086	1.970	0.077	1.767	0.163	3.737
10:00-11:00	16	50	0.050	1.159	0.058	1.332	0.108	2.491
11:00-12:00	16	50	0.054	1.246	0.054	1.246	0.108	2.492
12:00-13:00	16	50	0.084	1.941	0.068	1.564	0.152	3.505
13:00-14:00	16	50	0.062	1.419	0.068	1.564	0.130	2.983
14:00-15:00	16	50	0.059	1.361	0.096	2.202	0.155	3.563
15:00-16:00	16	50	0.118	2.723	0.092	2.115	0.210	4.838
16:00-17:00	16	50	0.130	2.984	0.065	1.506	0.195	4.490
17:00-18:00	16	50	0.154	3.534	0.069	1.593	0.223	5.127
18:00-19:00	16	50	0.136	3.128	0.089	2.057	0.225	5.185
Data after 19:00 deselected by time slice								
Total Rates:			1.035	23.811	1.064	24.506	2.099	48.317

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	25/11/2014 - 24/09/2024
Number of weekdays (Monday-Friday):	9
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

LGVs

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.006	0.145	0.011	0.261	0.017	0.406
08:00-09:00	16	50	0.016	0.377	0.025	0.579	0.041	0.956
09:00-10:00	16	50	0.018	0.406	0.019	0.435	0.037	0.841
10:00-11:00	16	50	0.016	0.377	0.013	0.290	0.029	0.667
11:00-12:00	16	50	0.016	0.377	0.019	0.435	0.035	0.812
12:00-13:00	16	50	0.010	0.232	0.009	0.203	0.019	0.435
13:00-14:00	16	50	0.010	0.232	0.014	0.319	0.024	0.551
14:00-15:00	16	50	0.015	0.348	0.008	0.174	0.023	0.522
15:00-16:00	16	50	0.019	0.435	0.018	0.406	0.037	0.841
16:00-17:00	16	50	0.023	0.521	0.011	0.261	0.034	0.782
17:00-18:00	16	50	0.016	0.377	0.013	0.290	0.029	0.667
18:00-19:00	16	50	0.010	0.232	0.010	0.232	0.020	0.464
Data after 19:00 deselected by time slice								
Total Rates:			0.175	4.055	0.170	3.882	0.345	7.937

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	27/01/2015 - 24/09/2024
Number of weekdays (Monday-Friday):	8
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: a8baf437-d244-49fe-aa84-5b4a426a4792

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Motorcycles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 23 DWELLS shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 07:00 deselected by time slice								
07:00-08:00	16	50	0.000	0.000	0.001	0.029	0.001	0.029
08:00-09:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	16	50	0.001	0.029	0.000	0.000	0.001	0.029
10:00-11:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	16	50	0.000	0.000	0.001	0.029	0.001	0.029
12:00-13:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	16	50	0.000	0.000	0.001	0.029	0.001	0.029
14:00-15:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	16	50	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	16	50	0.003	0.058	0.000	0.000	0.003	0.058
17:00-18:00	16	50	0.001	0.029	0.001	0.029	0.002	0.058
18:00-19:00	16	50	0.001	0.029	0.004	0.087	0.005	0.116
Data after 19:00 deselected by time slice								
Total Rates:			0.006	0.145	0.008	0.203	0.014	0.348

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

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

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Parameter Summary:

Trip rate parameter range selected:	9 - 75 (units: DWELLS)
Survey date range:	27/01/2015 - 24/09/2024
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.