

Transport Assessment

Toat Café, Stane Cottage, Stane Farm, Stane Street, Pulborough

On behalf of: Antonio Avenue Ltd



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Document Control Sheet



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Contents

Sections

1	INTRODUCTION	3
2	SITE LOCATION & HIGHWAY NETWORK	6
3	POLICY CONTEXT	13
4	ACCESSIBILITY AUDIT	23
5	DEVELOPMENT PROPOSALS	34
6	TRAFFIC GENERATION & DISTRIBUTION	41
7	JUNCTION MODELLING	47
8	SUMMARY & CONCLUSIONS	54

Appendices

Appendix 1	Pre-Application Advice Letter
Appendix 2	Site Location Plan (6301-301)
Appendix 3	ATC Speed Surveys
Appendix 4	PIA Data
Appendix 5	PRoWs (6301-305)
Appendix 6	Cycle Isochrone (6301-303)
Appendix 7	69 & 100 Bus Services (6301-304)
Appendix 8	Train Services
Appendix 9	Proposed Access Options A & B (6301-001 & 6301-002 Rev A)
Appendix 10	Parking Behaviour Zone Map
Appendix 11	Swept Path Analyses (6301-201-207 Rev A)
Appendix 12	TRICS Data Output
Appendix 13	Distribution of Flows from Census 2011 Data
Appendix 14	PICADY T-Junction Proposal
Appendix 15	ARCADY Roundabout Proposal
Appendix 16	Stage 1 RSA & Designer's Response

1 Introduction

1.1 Bellamy Roberts has been instructed by MCA Architects on behalf of Antonio Avenue Ltd. to prepare a Transport Assessment in support of the development of up to 100 dwellings, pharmacy and shop with access to be determined at Toat Café, Stane Street, Pulborough.

1.2 The site is located some 2.5km north of Pulborough and is currently used by various uses being:

- Agricultural Barns
- Dwellings
- Roadside Café and car wash.

Pre-application

1.3 A pre-application Transport Scoping (PATs) Note was prepared and submitted to the County Highway Authority (CHA) in December 2025; with subsequent meeting and discussions held in January 2026.

1.4 Comments on the planning Pre-Application Transport Statement have been received from Horsham District Council (HDC). The feedback provided covered a range of transport-related considerations and comments including that of spatial sustainability, following a number of relevant planning policies within the Draft Pulborough Neighbourhood Plan (PNP, 2015-31), Horsham District Planning Framework (2015) and draft Local Plan (2023-40).

1.5 Points raised by HDC have been reviewed in detail, and further analysis or additional evidence has been required, which have been incorporated into this TA. The responses and any resulting amendments ensure that the issues highlighted during the pre-application stage have been fully addressed and appropriately reflected in final drafting of the TA. Comments on the PATs are presented at **Appendix 1**.

1.6 In addition to this TA, a Framework Travel Plan (FTP) has been prepared, outlining opportunities to reduce single car occupancy vehicle trips by improving the PROWs, highway network for pedestrian and cycle movements

and public/shared transport modes for the benefit of prospective residents and the wider population.

- 1.7** Trip rates and traffic distribution of the proposed have been agreed with the CHA following a pre-application meeting of 15/01/26.

Scope of Report

- 1.8** This Transport Assessment considers the following information/data have been obtained and are referenced and assessed where appropriate within this report:

- ATC speed surveys along Stane Street;
- collision data from CrashMap covering the latest 3-year period;
- the suitability of the proposed access arrangement via 'JUNCTIONS';
- Stage 1 Road Safety Audit for both access proposals and Designer's Response;
- the sustainability of the site in terms of accessibility by non-car modes of travel;
- the LPA car and cycle parking standards;
- servicing of the site which will include relevant swept path analysis; and
- the proposed levels of traffic generation via TRICS Version 8.25.12.

- 1.9** The proposal has been considered against the key principles set out in the NPPF and is found to be acceptable in highway safety and transport terms.

- 1.10** At present the site is in residential, agricultural and commercial uses. It is proposed to model the site access via JUNCTIONS software to determine the most suitable access arrangement between a priority 'T-Junction' or a three-arm roundabout. It is anticipated that this will then be agreed with West Sussex County Council (WSCC) in due course.

- 1.11** This Transport Assessment has been produced to advise the County Highway Authority and LPA of the potential highway implications which could arise. The transport issues relating to the development site will be set out and the existing conditions investigated. The proposed development's predicted traffic flows have been assessed along with the impact on the existing highway network requested by the CHA. The assessment will address the items set out in the

policy section of the report which will demonstrate that the following key items can be achieved.

- Appropriate opportunities to promote sustainable transport modes have been taken up.
- Safe and suitable access to the site will be achieved for all users, and
- Any significant impacts from the development on the transport network in terms of capacity and congestion or on highway safety will be effectively mitigated to an acceptable degree.

1.12 There are a number of improvements and contributions that could be introduced as a consequence of this development. These are reviewed in greater detail later within this assessment report.

1.13 This assessment report will address the following:

- Site Location & Highway Network;
- Policy Review;
- Accessibility Audit;
- Development Proposals;
- Traffic Generation and Distribution;
- Junction Options, Modelling and Road Safety Audit; and
- Summary & Conclusions.

The report comments on the County Highway Authority's pre-application response, as well as the Hersham District Council's pre-application response (relating to highway matters).

2 Site Location & Highway Network

The Site

- 2.1** Toat Café and Stanes Farm are located on the western side of the A29 just to the north of Codmore Hill, some 2.5km north of Pulborough and 5km south of Billingshurst.
- 2.2** The site location is presented in Figure 1, with the full plan being presented at [Appendix 2](#).

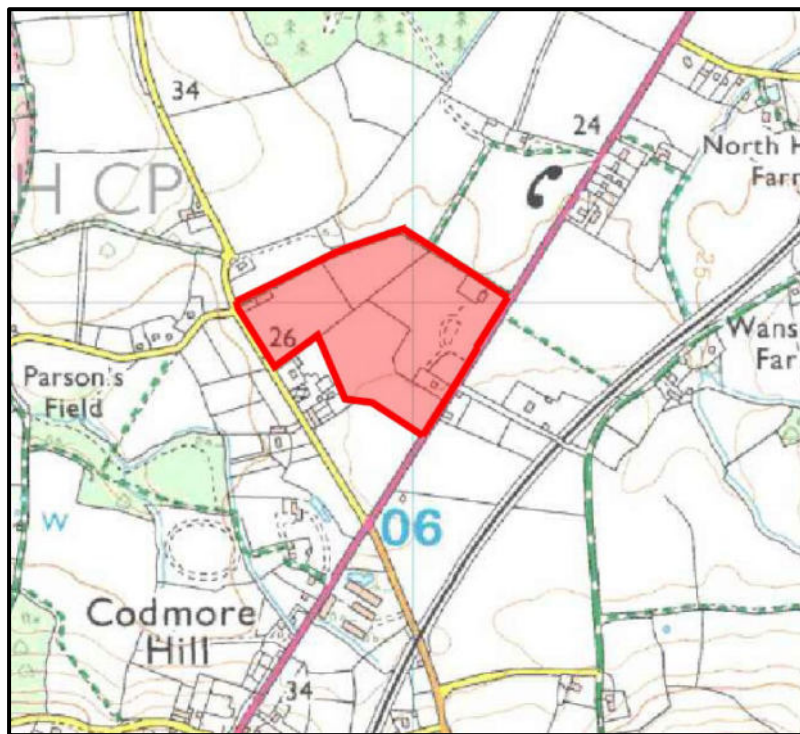


Figure 1: Site Location

- 2.3** Pulborough is situated within the county of West Sussex, some 22.5km southwest of Horsham. The recorded population of Pulborough in 2021 was approximately 5,680 residents (2021 ONS Census data).

Local Highway Network

- 2.4** The application site has an approximate 270m site frontage onto the A29/Stane Street, a single carriageway road which is subject to a speed limit of 60mph.

- 2.5** The A29/Stane Street connects the site to Pulborough to the south, and to Billingshurst to the north. The carriageway in the vicinity of the proposed site access generally varies between 6.0m and 6.5m wide and is sufficient to accommodate two-way, free-flowing traffic.
- 2.6** There is a footway on the east side of the A29 from the south leading up to Stone House Farm some 740m north of the site. This allows pedestrians to walk alongside the carriageway, accessing facilities and public rights of way (PRoWs).
- 2.7** Following pre-application comments given by the LPA, financial contributions can be made towards improving street lighting along the footway on the A29 to provide a safe, accessible and visible route for pedestrians as well as providing dropped kerbs and tactile paving at junctions include that of Broomers Hill Lane and Cray Lane.
- 2.8** Edge of carriageway markings are present along Stane Street's length.
- 2.9** To the north, Stane Street meets North Heath petrol filling station which is served by a priority T-junction for both the access and egress of the service station.
- 2.10** To the south, there is Black Gate Lane and Broomers Hill Lane in the form of a staggered crossroad junction before continuing south onto Codmore Hill and Pulborough.
- 2.11** As discussed previously, it is proposed to access the site via either a new priority T-junction or roundabout arrangement both of which provide benefits, with the roundabout acting as a traffic calming feature in the vicinity of the site. Discussions have taken place with the CHA to establish the most acceptable access arrangement for the site. The Council's comment indicates that either option could be considered. The formal decision can be continued through the planning forum. Further details and Road Safety Audit (Stage 1) and Designer's Response are set out later within this report.

Summary of ATC Speed Surveys

2.12 Automatic Traffic Counter (ATC) speed surveys were conducted between 10/10/2025 – 16/10/2025 at one site (the current northern access to the existing site). The location of the site is shown in Figure 2 below.

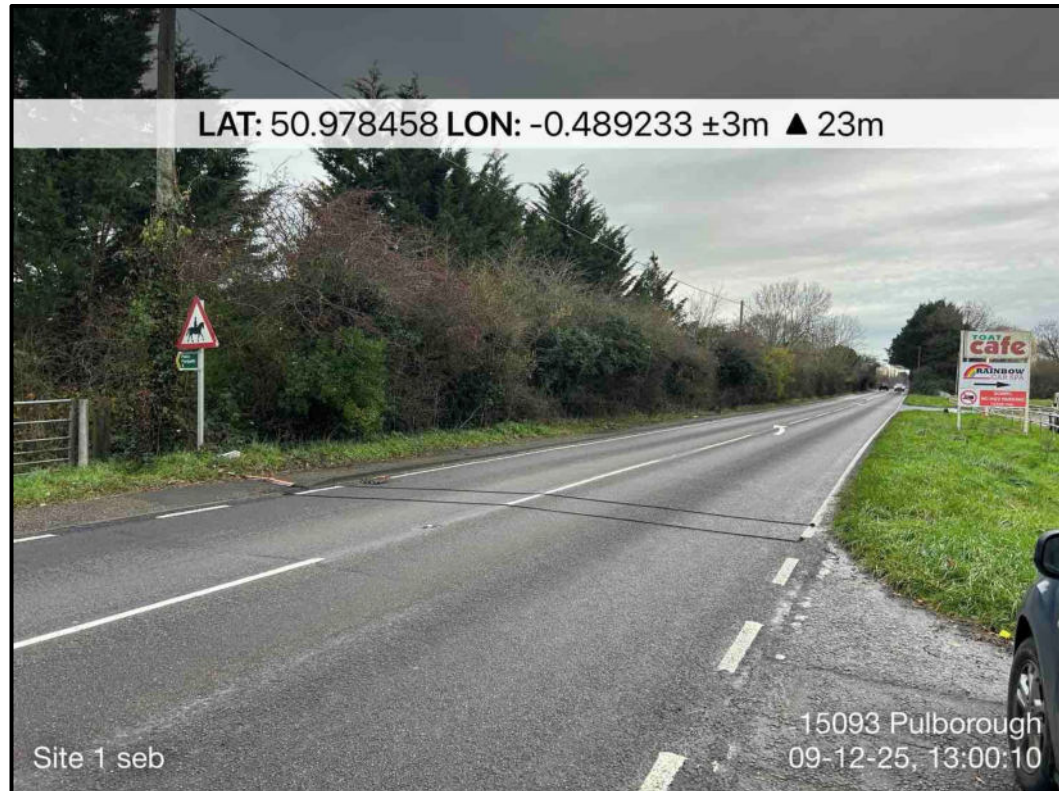


Figure 2: ATC speed survey location

2.13 When analysing the data from the ATCs, the peak hour flows for a 5-day average and 85thile speeds are as follows in Table 1:

Table 1: Peak hour flows and 85thile speeds

Road	Site	Peak Hour (AM & PM)	Peak Hour Flows			85 th ile Speeds (mph)	
			Southbound	Northbound	Total	Southbound	Northbound
Stane Street	1	AM	502	574	1076	49.1	51.8
		PM	620	390	1010		

2.14 These flows are low in the peak hours, considering that the A29/Stane Street is an 'A' road connecting Pulborough to Billingshurst and beyond.

2.15 The recorded flows established the 85th percentile speeds of between 49.1mph and 51.8mph. The recorded speeds are on average 10mph less than the posted speed limit indicating a safe network. The full results and location of the recorded ATC speed survey are presented at [Appendix 3](#).

Highway Safety Records

2.16 Collision data has been obtained from CrashMap for the highway network in the vicinity of the application site. Collision data has been obtained for the most recent 3-year period, in accordance with industry guidelines. The results of this assessment can be seen on Figure 3. The search area is shown on the plan, and the application site is marked by the red boundary. The full CrashMap data is provided at [Appendix 4](#).

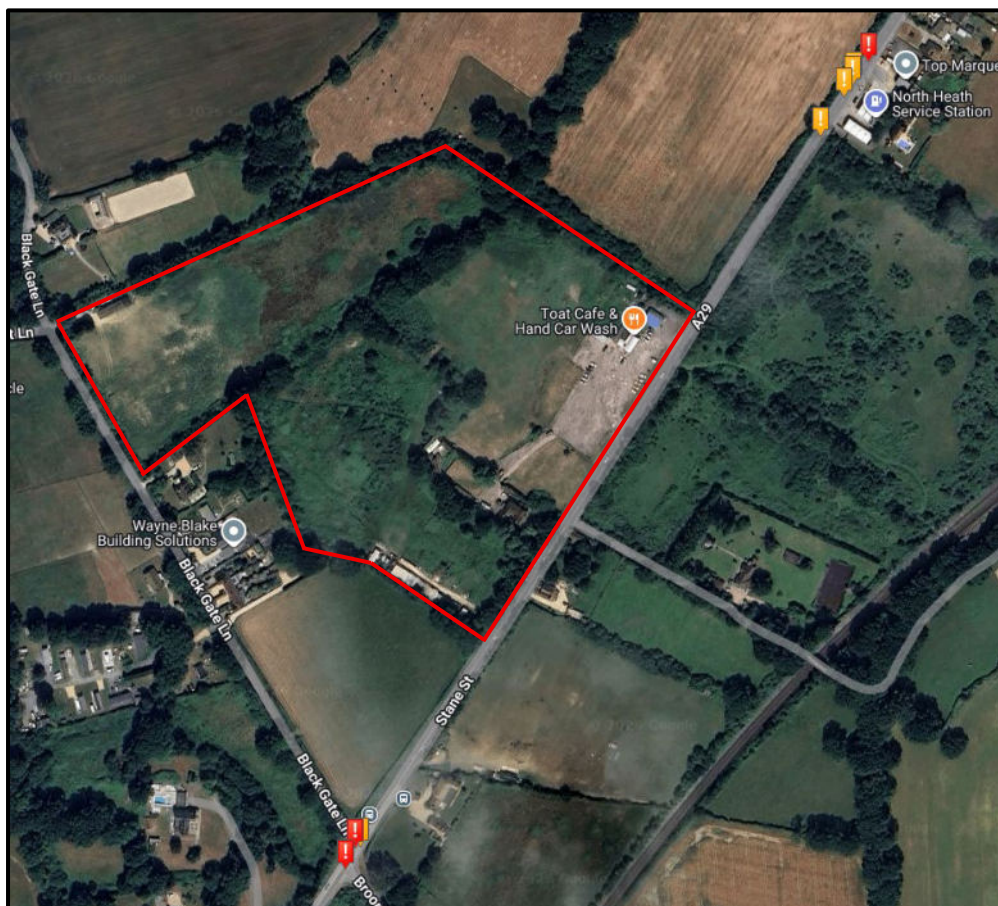


Figure 3: CrashMap Collision Map

2.16 The collisions are classed into three categories, slight, serious, and fatal. The definitions of which are provided as follows:

- **Slight Injury.** Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight)
- **Serious Injury.** Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
- **Fatal Injury.** Injuries which cause death either immediately or at any time up to 30 days after the collision.

2.17 A summary of the number of accidents (8 in total), what vehicles were involved in the accidents with casualties, and the locations of the accidents are presented in Tables 2, 3 and 4 below:

Table 2: Accidents Involving

Accidents Involving	Slight	Serious	Fatal	Total
Motor vehicles only (excluding 2-wheels)	9	0	0	9
2-wheeled motor vehicles	0	3	0	3
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	9	3	0	12

Table 3: Locations

Locations	Slight	Serious	Fatal	Total
Stane Street	4	2	0	6
Stane St/Black Gate Ln/Broomers Hill Ln Junction	1	1	0	2
Total	5	3	0	8

Table 4: Casualties

Casualties	Slight	Serious	Fatal	Total
Vehicle Driver	7	0	0	7
Passenger	4	0	0	4
Motorcycle	0	3	0	3
Pedal cycle	0	0	0	0
Pedestrian	0	0	0	0
Heavy goods vehicle	1	0	0	1
Light goods vehicle	0	0	0	0
Public service vehicle	0	0	0	0
Other	0	0	0	0
Total	12	3	0	15

2.18 A total of eight collisions have been recorded in the search area, five of these have been recorded as 'slight' and three as 'serious'. Five were recorded at the nearby petrol filling station to the north and three at the staggered junction between the A29/Black Gate Ln/Broomers Hill Ln.

2.19 Three motorcycle incidents occurred. All of the three incidents involved at least one car with the motorbike's first point of impact being either front (2) or nearside (1). One of the accidents involved two motorcycles, a car and a van/LGV with just one casualty from this accident, experiencing 'serious' injuries. All motorcycle accidents were 'serious', therefore 75% of serious injuries related to motorcyclists.

2.20 Two of the three motorcycle accidents occurred at the junction between the A29/Black Gate Ln/Broomers Hill Ln. Following analysis of the CrashMap data, the accidents are fairly spread around the survey area and there appear to be no inherent issues with the local highway network.

2.21 None of the recorded collisions involved pedal cycles nor pedestrians.

2.22 The remainder of collisions involved motorised vehicles, either car drivers (7), passengers (4) and a goods vehicle (1).

2.23 Although the recorded incidents within the search area are relatively dispersed, there is a noticeable concentration near the petrol filling station (approximately

180 m to the north) and around the staggered junction of A29/Black Gate Lane/Broomers Hill Lane (approximately 170m to the south). Based on the available records, the data does not suggest any existing safety problem within the local highway network that would be exacerbated by the proposed development. The full CrashMap reports are presented within [Appendix 4](#).

Summary

- 2.24** In summary, the application site is well located to take advantage of the existing local highway and pedestrian network. A review of recent collision data does not identify any specific road safety problems with the local highway network, and it is to the site's benefit that there are no accidents involving pedestrians or cyclists nor along the site's frontage.
- 2.25** The results of the PIA survey demonstrate that there are no deficiencies within the local highway network which would be exacerbated by the proposed development.
- 2.26** The results show no real clusters. Although the junctions at the North Heath service station experience a concentration of accidents, however the number of accidents is not excessive.

3 Policy Context

National Planning Policy Framework (NPPF)

3.1 National Planning Policy Framework (NPPF) was revised and published in December 2024 and sets out the Government's current planning policies guidance on how these are expected to be applied in transport terms.

3.2 Under the heading of 'Promoting Sustainable Transport', paragraph 110 states that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

3.3 The application site is located within a rural/suburban area. This has been taken into account when considering sustainable transport opportunities of the site

3.4 Under the heading of 'Considering Development Proposals', paragraph 115 sets out the four key transport requirements:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety,*

can be cost effectively mitigated to an acceptable degree through a vision-led approach."

3.5 Paragraph 116 identifies situations where development should be refused on transport grounds noting that:

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

3.6 Paragraph 117 then states that within the context of applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".*

3.7 Paragraph 118 states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored".*

- 3.8** It has been shown within this report that the scheme accords with all the above policies and requirements.

Planning Practice Guidance (PPG)

- 3.9** Planning Practice Guidance (PPG) are guidance documents aimed to ensure consistent and effective application of planning regulations and principles across all disciplines. PPG discusses the role of Travel Plans, Transport Assessments and Statements.

- 3.10** Paragraph 002 states that *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements"*.

- 3.11** Paragraph 015 states that *"the scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:*

- *An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area"*.

Department for Transport (DfT) Circular (01/2022)

- 3.12** The "Strategic Road Network and the delivery of the sustainable development" policy published by the DfT in December 2022 and is the policy of the secretary of state in relation to the Strategic Road Network. Whilst the development site is not accessed for the Strategic Road Network, the principles of the advice can be followed in this instance. It sets out how National Highways engages with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth, whilst maintaining, managing and operating a safe and efficient strategic road network. The relevant section of this document are set out below:

Paragraph 12

- 3.13** New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

Paragraph 17

- 3.14** Successful development depends upon a movement network that make connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying in the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and LTN 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

Paragraph 23

- 3.15** Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

Paragraph 47

- 3.16** Where the company is requested to do so, it will engage with local planning authorities and development promoters at the pre-application stage on the scope of transport assessments/statements and travel plans. This process should determine the inputs and methodology relevant to establishing the

potential impacts on the SRN and net zero principles that will inform the design and use of the scheme. Development promoters are strongly encouraged to engage with the company to resolve any potential issues and maximise opportunities for walking, wheeling, cycling, public transport and shared travel, as early as possible.

Paragraph 48

- 3.17** Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up to date development plan (or an emergency plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites

Paragraph 49

- 3.18** A transport assessment for consideration by the company must also consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity testing, should be agreed with the company; where a scenario with particularly high or low growth is proposed, this should be supported by appropriate evidence. Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered.

Paragraph 50

- 3.19** An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For

multi-phase developments, additional assessments shall be provided based on the opening of each phase.

Paragraph 51

- 3.20** Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary.

Paragraph 52

- 3.21** The scope and phasing of necessary transport improvements will normally be defined by the company in planning conditions that seek to manage development in line with the completion of these works. In such circumstances, modifications to the SRN must have regard to the need to future-proof the network, while its delivery may require a funding agreement between the development promoter and the company.

Paragraph 53

- 3.22** As a result of investigations undertaken by the company, development promoter and/or local highway authority, it may become apparent that a different form of intervention would better address cumulative development impacts than the option (s) already identified through the plan-making process. In this situation, the company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme.

West Sussex County Council

West Sussex Transport Plan 2022 – 2036

3.23 **Key Issues**

The West Sussex Transport Plan identifies a number of key issues:

- Climate change
- Local environmental impacts
- Spatially variable economic performance
- Development and regeneration pressures and opportunities
- Growing and ageing population
- Public health and well-being

- Access to services
- Transport network performance issues

3.24 **Vision and Objectives**

The Council's vision is:

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

In order to deliver the vision, we have developed seventeen objectives that will need to be achieved. These have been used to develop the five thematic and eight area transport strategies contained within the Plan that will ensure West Sussex is healthy, protected, connected and prosperous.

3.25 Horsham

The transport strategy for the Horsham area (in no particular order) is to:

- Deliver improvements largely within existing highway land to provide bus priority at signal-controlled junctions;
- Deliver small scale 'tactical' highway improvements on the A24 and A264 as development comes forward in advance of strategic improvements in the medium and long-term depending on the development strategy;
- Facilitate the introduction of on-street electric vehicle charging infrastructure, initially in Horsham, Billingshurst, Southwater, Colgate and Rusper followed by other areas;
- Prioritise active travel modes where development takes place;
- Increase space for active travel through infrastructure improvements on priority routes;
- Deliver Air Quality Action Plans in Storrington and Cowfold;
- Give greater priority to shared transport services on strategically important corridors in the medium term;

Horsham District Council

Relevant Policies

Relevant policies will be referred to in the Transport Assessment

3.26 The proposed development will be assessed against the four key tests within NPPF and Local Transport Policies and it will be demonstrated that:

- Provides safe Access to A29
- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site and internal layout will be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the national Model Design Code and
- Any significant impacts from the development on the transport network and in terms of capacity and congestion or on highway safety can be cost effectively mitigated to an acceptable degree.

Pulborough Parish Council

3.27 Pulborough Neighbourhood Plan (2015-2031)

The proposed development has been prepared with full regard to the objectives and policies of the PNP (Policy 8):

- The proposal accords with the spatial strategy of the PNP, by supporting development in an appropriate and sustainable location, consistent with site-specific allocations and policies within the Plan;
- Access, movement and servicing arrangements are appropriate to the location, ensuring development is safely and efficiently accommodated without unacceptable impacts on local infrastructure or residential amenity;
- Any site-specific impacts arising from the development are identified and mitigated, where necessary, to ensure compliance with the PNP and wider Development Plan policies;
- Must comply with national planning policy (NPPF) and district-level policy

The Pulborough Neighbourhood Plan (PNP) Policy 8: Toat Café, Stane Street (PPNP27) will be referred to throughout this TA.

Horsham District Council Pre-Application Response

3.28 Reference is made to a planning application that was refused at Appeal (Reference DC/21/1571 Land north of Tissarand Farm). It appears that the County Highway Authority were not satisfied with the scheme in relation to its suggested access arrangement, they acknowledged the hourly bus service, but recognised the location of the site would not attract high volumes of pedestrians or cyclists due to the high speed of the road (60mph along the A29).

3.29 Whilst each application should be considered on its merit, there are no objections to the scheme at Toat Café being made by County Highway Authority. The scheme proposed provides safe crossing paths for pedestrians and cyclists at a point where traffic speeds will be significantly reduced. Currently traffic speeds are circa 10mph below the posted speed limit of 60mph. The proposal should also provide bus stops with shelters and seating for residents immediately outside the site, being very convenient for future residents.

3.30 The local Council make reference to Active Travel England (ATE), however ATE are not consulted on residential development below 150 dwellings as in this case. Active Travel can be promoted through this site and as advised by the NPPF, sustainable transport modes can be provided at this site.

3.31 As will be appreciated, sustainable transport modes can cover many different examples of mode, including efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.

3.32 The proposal provides for all of the above mentioned modes.

3.33 Other issues raised by the Local Planning Authority we dealt with within this report, such as:

Engage with the Highway Authority	-	Complete
Complete a RSA	-	See Appendix 16
HDPF Policy 40	-	See para 4.42
Sustainable location	-	See paras 4.53-4.58
Bus provision	-	See paras 4.36-4.42
Sustainable Transport Modes	-	See paras 4.5-4.58 & 3.28-3.32
Narrow unlit footpath	-	See para 4.25
Speed/frequency of traffic	-	See paras 3.29 & 7.17
Pulborough range of facilities	-	See paras 4.54 & 4.55

4 Accessibility Audit

Accessibility to Key Services

- 4.1** This section considers the existing highway network accessibility of the site and the modes of transport, which exist in the local area, with scope to improve these.
- 4.2** The site is located some 2.5km north of Pulborough and 5km south of Billingshurst, making local facilities accessible to residents of the development.
- 4.3** The site is made up of three district uses and is served by three access points off the A29.
- 4.4** There are a range of facilities in the vicinity of the site (walking distance) which include Codmore Hill (1.3km from the site) which can easily be reached on foot or by cycle. The facilities within the local area are:
- Broomers Hill Park (Employment) ~560m
 - Stane Farm Industrial Units (Employment) ~630m
 - SO India Restaurant (Codmore Hill) ~1.0km
 - Sainsburys Supermarket (Codmore Hill) ~1.3km

Access by Sustainable Modes

Walking

- 4.5** It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:
- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) – Planning for Walking, 2015;
 - The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) – Planning for Cycling 2015; and
 - Walking distances to bus stops should not exceed 400 metres – Planning for Walking, 2015.

4.6 It is also recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The site is within 2km of Pulborough and the facilities it provides and is therefore well located, giving site users the option of using this alternative mode of transport for short trips. There is a continuous level footpath on the eastern side of Stane Street from the site to Codmore Hill and Pulborough.

4.7 In addition to the facilities within Codmore Hill there is a petrol filling station and shop just to the north of the site with an existing footway leading to it. The distance to the petrol station is approximately 200m from the proposed site.

4.8 Further, 81% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2023). See Figure 4.

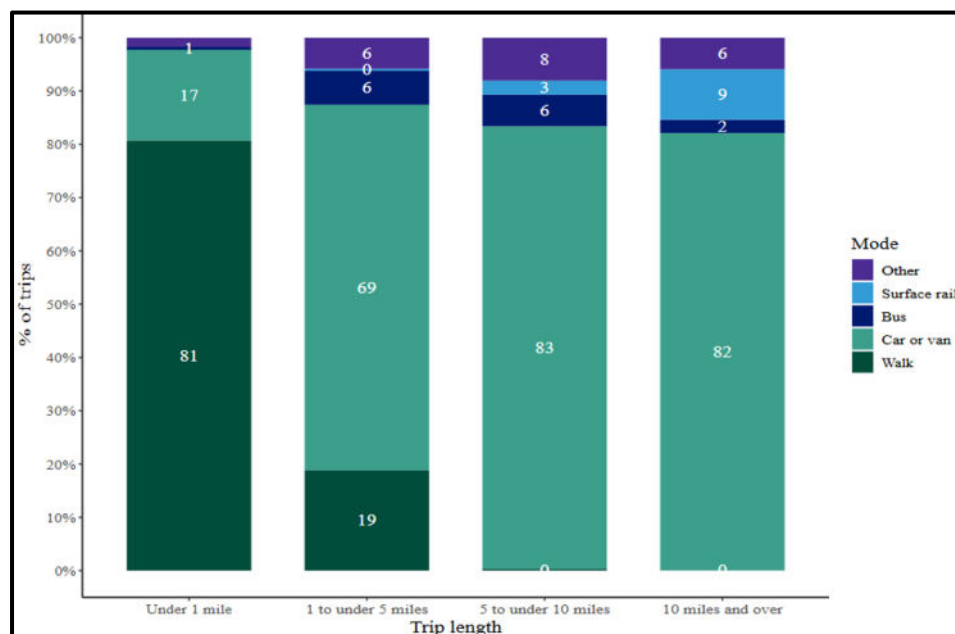


Figure 4: National Travel Survey (2023)

4.9 The distance of one mile (1.6km) is not the maximum that people are prepared to walk. In some instances, people will walk further to reach their destination.

4.10 Evidence from the National Travel Survey (NTS) data is that approximately 23% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.

- 4.11** As such, providing new homes on the application site, within 2.5km of the facilities available within Pulborough, 200m from the local shop and garage and 1.3km from the local facilities at Codmore Hill such as a supermarket and restaurants would provide a realistic opportunity for trips to be made on foot and cycle.
- 4.12** The on-site pharmacy will provide local health and medical services for residents of the site reducing the number of trips that would be made to off-site pharmacies located in Pulborough or Billingshurst. The proposal of a pharmacy would prove beneficial for prospective residents, allowing them to walk to the facility.
- 4.13** The on-site retail facility will also provide local services for residents of the site reducing the number of trips that would be made to off-site retail units located in Pulborough or Billingshurst. The proposal of a retail unit would prove beneficial for prospective residents, allowing them to walk to the facility.
- 4.14** Design Manual for Road and Bridges (DMRB) TA91/05 'Provision for Non-Motorised Users', states in paragraph 2.3 that *'walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within range of up to two miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances'*.
- 4.15** Furthermore, paragraph 2.11 (TA91/05) states that *'cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles'*.
- 4.16** Recent research undertaken by WYG in 2017 and published within 'Local Transport Today' (Ref. LTT733 October 2017 issue) considered the current guidance on walking and cycling distances, and whether the quoted distances suitably reflect the distances people are prepared to walk and cycle.
- 4.17** WYG researched the National Travel Survey (NTS) database to find out how far people actually walk and cycle to common destinations. The assessment considered both the mean and 85th percentile walking and cycling distances, with the mean identifying the average distance people walk and cycle, whereas above this figure, they are less likely to do so.

- 4.18** The research determined that an 85th percentile distance of 2.1km should be used as an acceptable walking distance for all employment uses, whereas 9.15km should be used for cycling.
- 4.19** From the research undertaken, it is evident that the current guidance does not reflect actual distances people/residents are prepared to walk or cycle in reality. However, generally Authorities and consultants alike use the 2km distance for walking and 8km for cycling.
- 4.20** In this instance, Pulborough, Billingshurst, West Chittington Common and part of Storrington are within 8km.
- 4.21** A number of Public Rights of Way (PRoWs) are in close proximity to the site. Existing PRoWs PUL-2308 (bridleway), PUL-1997(1) and PUL-1986(1) provide convenient links from the site to local facilities away from the A29 trunk road. These also provide leisurely opportunities for residents walking or cycling in the local area.
- 4.22** The development will contribute to improvement/maintenance of the PRoWs where it is deemed relevant and viable to the site.
- 4.23** Parallel to the northern boundary of the site lies PUL-1986 which runs northwest, meeting PUL-1986-1 which extends north. PUL-1986 continues northwest before angling towards the west towards Black Gate Lane.
- 4.24** Another key PRoW in close proximity to the site is PUL-1997-1 which extends opposite the existing Toat Café east towards PUL-2308 which is a bridleway extending some 700m towards North Heath. A map showing the PRoWs is presented at [Appendix 5](#).
- 4.25** Provisions may need to be made to widen the footway on the east side of the A29/Stane Street to accommodate all users including cyclists and pedestrians with push/wheelchairs, providing an attractive and direct route for residents towards Codmore Hill and Pulborough.

- 4.26** For all footways/footpaths within the internal site layout, these will be designed in conjunction with the CHA and MfS standards to accommodate all non-motorised road users.

West Sussex Local Cycling and Walking Infrastructure Plan (LCWIP)

- 4.27** The West Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) is a strategic framework designed to improve walking and cycling routes across the district, making active travel safer, more convenient, and better connected. It identifies five priority corridors for key destinations, aiming to link a number of villages and towns within the district. The LCWIP provides a basis for existing communities and future planned development to benefit from more direct and higher quality active travel corridors. It will help to ensure that West Sussex County Council's (WSCC) aspirations for sustainable planned growth are realised.

- 4.28** Considering that the LCWIP states:
- "The people of West Sussex consider cycling and walking as the natural choice for shorter distance journeys, or as part of a longer distance journey, facilitating access to key destinations. Active travel networks are inclusive, well-designed and integrated. Routes to key destinations including employment centres and transport hubs are direct, safe, and attractive."

- 4.29** The proposed development will be a beneficiary of the WSCC LCWIP and with financial contributions where viable from the proposed development, these can add to the LCWIP and encourage more active forms of travel.

Cycling

- 4.30** Cycling has the potential to substitute short car trips particularly, those under 8km. Furthermore, the research discussed in the preceding paragraphs suggests that a catchment of 9.15km should be used for those cycling to employment uses. Such research and guidance related to pedal cycles and of course e-bikes are more conducive to even further and more frequent travel
- 4.31** A cycle isochrone plan has been produced which shows the facilities that are in cycling distance of the site. It can be seen that access can be gained to bus

stops, local cycle facilities, churches, schools and leisure facilities. The isochrone plan has been presented at [Appendix 6](#).

- 4.32** To encourage cycling, in addition to the well-planned internal layout, the site will deliver quality parking facilities within the development, in line with West Sussex County Council and Horsham District Council's parking standards for new developments (discussed later in TA).
- 4.33** Moreover, cyclists can travel along any nearby bridleways such as PUL-2308(1) (shown in [Appendix 5](#)) providing a suitable cycle route to nearby facilities.
- 4.34** There are several off-road and on-road cycle routes within the local area which include the Burton Mill Pond and Mill Loop (32.7mi), Chantry Lane Loop (17.8mi) and Greatham Bridge Loop (8.34mi), which provide extensive routes for cyclists *and* pedestrians. These routes vary in length accommodating for users looking for short or long trips. See Figure 5 for a map of these routes.

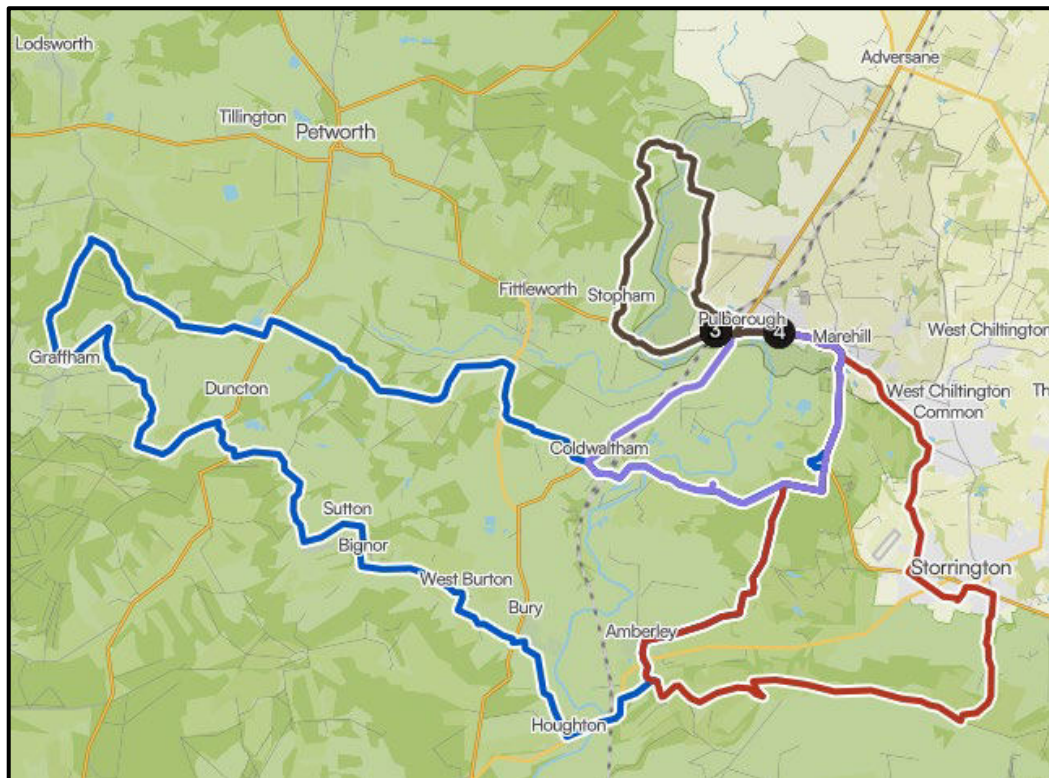


Figure 5: Key Cycle Routes

4.35 Waltham Brooks Nature Reserve is located within 6km of the site which presents vast land for non-motorised road user leisure.

Public Transport

Bus Services

4.36 The nearest bus stops to the site are located on Stane Street approximately 300m north and 170m south of the site respectively. The service routes 69 and 100 pass the site along the A29, with the route 100 being an hourly frequency between Horsham and Burgess Hills (Monday to Saturday).

4.37 Table 5 summarises the bus services available at bus stops within the vicinity of the site, with their destination and frequency and route at [Appendix 7](#).

Table 5: Summary of Bus Services

Route No.	Route Summary	Mon-Fri			Saturday			Sunday		
		First	Last	Freq.	First	Last	Freq.	First	Last	Freq.
69	Alford – Pulborough – Worthing	09:15	n/a	1/day	n/a	n/a	n/a	n/a	n/a	n/a
	Worthing – Pulborough – Alford	13:20	n/a	1/day	n/a	n/a	n/a	n/a	n/a	n/a
Tuesdays and Fridays										
100	Horsham – Pulborough – Burgess Hill	07:16	17:50	1/hour	08:20	17:50	1/hour	n/a	n/a	n/a
	Burgess Hill – Pulborough – Horsham	06:41	18:06	1/hour	07:41	18:06	1/hour	n/a	n/a	n/a

4.38 Consideration will be given to the possible improvements to the nearby bus stop facilities which could be in accordance with LTN 1/24 Bus User Priority standards.

4.39 Following liaison with the West Sussex County Council (WSCC) County Highways Team, a number of potential improvements to local bus service provision have been identified. These include the relocation of the existing bus stops to allow for increased access to/from the site. Furthermore, the current bus stop facilities within the vicinity of the site are limited in quality and provision and do not accord with standards for accessible and inclusive public transport infrastructure.

4.40 If the stops are to be moved closer to the proposed site access, these can be provided and improved for access of residents from the site and will accord

with LTN 1/24 standards whilst being incorporated into the design of the final access.

4.41 Regarding the facilities provided within the bus stops, a hardwood 'rural-type' shelter (approx. £8k each including installation of kerbs, hardstanding etc) and Real Time Passenger Information (RTPI) (approx. £10k including pole, display, timetable case and audio button) will be provided.

4.42 With regard to Policy 40 'Sustainable Transport' of the HDPF, the proposed development may be capable of making an appropriate financial contribution towards improving bus services in the vicinity of the site, thereby ensuring compliance with the provisions of the policy. Enhanced public transport provision would enable future residents to access nearby facilities, services and employment opportunities by a range of sustainable transport modes, reducing reliance on the private car and supporting the objectives of sustainable travel.

Rail Services

4.43 Pulborough Railway Station is situated south of the site, approximately 2.5km away and is therefore located well within cycling distance. Further, the 100-bus service runs past Pulborough Railway Station, allowing prospective residents to access the station via public transport if unable to walk or cycle.

4.44 This station provides services to London Victoria via Gatwick Airport and Bognor Regis. A timetable displaying the trains in the peak hours to/from Pulborough and London Victoria are presented at [Appendix 8](#).

4.45 Similarly, the Billingshurst Railway Station is some 5km to the north of the site which provides services to Bognor Regis and London Victoria via Gatwick.

4.46 Both named railway stations provide a step-free access to both platforms as well as there being concourses at both stations with help points for queries, ticket machines and toilets. There is also cycle storage at both stations.

Travel Plan

4.47 The proposal will also provide a Travel Plan for residents which is a standalone document including measures such as:

- E-bike charging ports
- EV Charging points
- Lift Share Club;
- Travel Plan Notice Board/Website;
- Car Club Scheme;
- Travel Welcome Pack for Residents
- Bus passes for households

Summary

4.48 It has been shown in this section of the Transport Assessment, the proposed development site is in a sustainable location in terms of being able to travel without placing a reliance on the private car. Travel by walking, cycling, bus and train are all realistic options for residents and visitors to the site.

4.49 Sustainable transport modes means an efficient safe and accessible means of transport with overall low impact on the environment including walking and cycling, ultra-low zero emission vehicles, car sharing and public transport.

4.50 It is evident that residents of the development site could walk to the nearby facilities including to public transport facilities. There is an existing footway to bus stops within 300m and 130m of the site respectively. Cycling and ultra-low and zero emission vehicles are also possible in relation to this site.

- There is a shop within 200m of the site accessible by walking along the existing footway.
- There is a restaurant and supermarket in Codmore Hill, 1.0km and 1.3km respectively from the site, accessible by an existing continuous footway from the site.
- Also, there are a range of other facilities close by all accessible by walking on existing footways/footpaths or by cycling.
- It is proposed to locate bus stops close to the site access.

4.51 When considering sustainability (in transport terms) there is a tendency to consider only the most proximate facilities and connections to seek to apply a 'one size fits all' approach for judging sustainability, and not to consider the

way transport, accessibility and that lifestyles are changing, as one has to consider both the environmental and social factors that makeup sustainability.

- 4.52** The NPPF is explicit when addressing opportunities for sustainable travel:
- Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making (NPPF paragraph 110).
- 4.53** Following comments received from HDC, it is acknowledged that the site is located within a rural context and this should be duly reflected when considering the range and proximity of facilities in the surrounding area. The site does not exist in isolation, nor is it a blank canvas upon which infrastructure can be repositioned; rather, any assessment must have regard to the sites established spatial context.
- 4.54** Further within the pre-app TS response, it indicates that Pulborough does not provide a full range of facilities. However, Policy 3 of the Horsham District Planning Framework identifies Pulborough and Codmore Hill as settlements that offer a *"good range of services and facilities, strong community networks and local employment provision."*
- 4.55** The NPPF does not require all sites to be accessible to all facilities by all travel modes. Evidently, accessibility has much more meaning than simply appraising what facilities maybe within a short walk or cycle ride of the scheme and instead should be considered in the round and take into account all relevant matters and opportunities in the context of what the NPPF states (NPPF paragraph 115).
- 4.56** The Framework is clear that development should only be resisted on transport grounds if the residual cumulative impacts are severe or safety impacts unacceptable (NPPF paragraph 116).
- 4.57** Sustainable transport modes mean an efficient, safe and accessible means of transport with overall low impact on the environment including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.



- 4.58** It is clear that the proposed site with the contribution of the mitigation schemes would fall full square in the definition of a sustainable site.

5 Development Proposals

5.1 The proposed development whilst an outline illustrates a suggested provision of, however this is subject to change following design development;

- 93 dwellings, with the following bedroom mix:
 - 1-bedroom flat: 12
 - 2-bedroom flat: 23
 - 3-bedroom flat: 4
 - 2-bedroom house: 6
 - 3-bedroom house: 30
 - 4-bedroom house: 18
 - Total 93 dwellings

Vehicle and Pedestrian Access

5.2 The proposal will utilise either a T-junction or 3-arm roundabout as a single point of access off Stane Street. A plan of the proposed site accesses is presented in [Appendix 9](#). The layout achieves visibility splays in accordance with MfS, commensurate with the recorded 85thile traffic speeds.

5.3 The speed survey within the vicinity of the proposed access was undertaken between 10/12/2025 – 16/12/2025 and is presented at [Appendix 3](#). The 85thile speed northbound was recorded as being 51.8mph and southbound being 49.1mph (see Table 1). The commensurate visibility splays in accordance with the Stopping Sight Distance Calculator presented within Manual for Streets (Table 7.1) are set out below:

- Northbound: 4.5m* x 156m
 - Southbound: 4.5m* x 142m
- *(4.5m distance in accordance with right-turn lane measurements)

5.4 These visibility splays have been calculated using DMRB guidance which uses a 2.0s driver perception-reaction time as well as a 2.45m/s² deceleration rate. Therefore, the visibility splays shown above are in accordance with both MfS and DMRB SSD calculators.

- 5.5** Preliminary consideration of two accesses has been made. The suitability of the proposed vehicle junction accesses have been assessed within JUNCTIONS ARCADY and PICADY software for the roundabout and T-junction respectively. The results of this assessment, which demonstrate the acceptability of the proposed access along with projected traffic flows, is considered later in this report (section 7).
- 5.6** Pedestrian and cycle access can be attained via the vehicle access previously mentioned along proposed footways, as well as one more access point. This being to the south of the vehicular access onto Stane Street, see [Appendix 9](#) for this provision.
- 5.7** Discussions with the Local Highway Authority are being held with regard to the site and accessibility improvements along specific PRowS and footways following liaison with the PRow Officer.
- 5.8** While Policy 8 of the Pulborough Neighbourhood Plan (PNP, 2015–2031) expresses support for the provision of various commercial uses, the general aim of the PNP is to ensure that land contributes positively to the sustainability, vitality, and long-term function of the parish. The policy should therefore be applied pragmatically, having regard to whether the existing use is viable, deliverable, and making effective use of the site. In this instance, the site is currently under-utilised in commercial terms and does not fully realise its potential contribution to the local area.
- 5.9** In circumstances where continued commercial use is no longer viable or effective, Policy 8 should not be interpreted as preventing alternative forms of sustainable development. The proposed residential development would represent the efficient reuse of previously developed land and would provide much-needed homes for local people, thereby aligning with national planning policy priorities for sustainable development as set out in the National Planning Policy Framework.
- 5.10** Residential development in this location would increase the local customer base for nearby businesses, helping to support existing services, shops, and public transport provision. By enabling people to live closer to local employment

opportunities and services, the proposal has the potential to reduce longer-distance commuting.

5.11 Even where future residents continue to access commercial uses elsewhere, the level and nature of trips generated by the proposed residential development would be broadly comparable to, and potentially lower than, those associated with the site's established commercial use. Commercial uses typically generate regular visitor, staff and servicing traffic throughout the day, whereas residential trip patterns are more dispersed and predictable.

5.12 Furthermore, the proposed development would contribute towards improvements to local footways and pedestrian connectivity, along with enhancements to local bus services, outlined in Section 4. These measures would encourage more sustainable travel choices and are likely to result in a reduced reliance on private car journeys compared to the existing situation. It is also important to note that Policy 8 outlines the requirement for safe access to be provided off the A29, and this will be achieved with a redesign of the existing junction.

5.13 Policy 8 should also be read alongside other relevant planning policies and applied fairly, particularly given the site's rural context. When considered as part of the wider development plan, the proposed residential use represents an appropriate, sustainable, and policy-compliant form of development that supports the long-term social and economic vitality of the parish.

Car & Cycle Parking

5.14 The West Sussex County Council (WSCC) parking standards from Guidance on Parking at New Developments (September 2020), for residential dwellings (incl. houses and flats) and is set out in Table 6 and Table 7 (for cycles). Note that the site is located within a PBZ1, see [Appendix 10](#).

Table 6: West Sussex County Council Car Parking Standards

No. of bedrooms	No. of Habitable Rooms	Parking Behaviour Zone (PBZ) 1
1	1 to 3	1.5
2	4	1.7
3	5 to 6	2.2
4+	7 or more	2.7
Visitor Parking: 0.2 spaces per dwelling		
Garages: 0.5 spaces per garage		
Non-residential development		
Use Class	Vehicular	Cycle
Shops and Retail	1 space per 14sqm	1 space per 100sqm for staff and 1 space per 100sqm for customers
Food and Drink	1 space per 5sqm of public area and 2 spaces per bar	1 space per 4 staff and 1 space per 25sqm for customers
Non-residential institutions (medical or health services)	Site-specific assessment based on travel plan and needs	Site-specific assessment based on travel plan and needs

5.15 Table 7 displays the guidance of cycle parking spaces for the proposals mentioned within the site.

Table 7: West Sussex County Council Cycle Parking Standards

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

5.16 Based on the standards, the total residential car and cycle parking required is shown below:

- Total residential car parking spaces: 191 spaces
- Total visitor car parking spaces: 19 spaces
- Total: 210 spaces
- Total residential cycle parking spaces: 124 spaces

- 5.17** The total required residential parking spaces including visitors is to be 210 spaces. The proposed development provides 201 residential and visitor spaces. In accordance with WSCC guidance, garages have been discounted to 0.5 allocated spaces each to reflect typical usage patterns. The allocated spaces can accommodate visitor demand where necessary and differing peak periods between residential, visitor, and retail uses will balance overall parking demand on-site.
- 5.18** It should be noted that the WSCC parking standards represent guidance rather than absolute minimum requirements, and allow for flexibility where supported by robust evidence. In this instance, the modest shortfall of 9 spaces (approximately 4%) is not considered material in the context of the overall scale of provision of parking on-site.
- 5.19** To further mitigate the shortfall, a financial contribution could be sought to support the expansion of the local Enterprise Car Club. Discussions with Enterprise are ongoing, and the company has indicated its willingness to provide a vehicle to represent and enhance the Car Club offer. Evidence from CoMoUK (2024) indicates that each car club vehicle can replace an average of 27 privately owned cars, offering a wider benefit to both prospective residents and visitors, and the existing community nearby, as well as reducing car parking demands.
- 5.20** The service could be facilitated through the provision of a dedicated on-site Car Club parking bay placed in a prominent central position in the site (near the retail facilities). This would thereby reduce reliance on private car ownership and enhance sustainable transport options within the local area. This would provide residents with flexible access to a vehicle when required, reducing the need for private car ownership and associated parking demand. Further details are presented in the accompanying Travel Plan.
- 5.21** Based on information from West Sussex County Council Guidance on Parking for Class E Commercial, Business and Service – Non-residential institutions (medical or health services), guidance states that both vehicle and cycle parking shall follow a “site-specific assessment based on travel plan and needs”.

5.22 For the purposes of this outline application, a provisional allowance of six spaces has been made to serve the small-scale retail (shop/café/pharmacy) provision. This level of parking reflects the anticipated trips originating from residents within the development, thus reducing parking requirement as residents will opt to walk to these facilities.

5.23 Having considered the figures outlined above, the parking provision for the site is as follows:

- Dwellings and Visitors: 201 spaces
- Car Club: 1 space
- Retail: 6 spaces
- Total: 208 spaces

5.24 One electric charging point will be provided per dwelling in accordance with Government Building Regulations.

Servicing

5.25 Servicing will take place from within the site. Bin collection points will be located throughout the site for the convenience of the operatives who should be able to reach within 25m of the waste collection point and residents who should not need to carry waste more than 30m, giving a 55m range in accordance with MfS.

5.26 In order to demonstrate the suitability of the proposed site access arrangement, swept path analysis has been undertaken utilising an 11.2m long refuse vehicle in accordance with WSCC measurements. The swept path analysis is presented **Appendix 11**.

5.27 It is shown that the refuse vehicle can manoeuvre at this junction with ample space and as the site layout is illustrative, it will be made sufficient to accommodate the refuse vehicle in accordance with MfS standards and West Sussex Design Guidelines. As the site layout is illustrative, the final site layout will accommodate the refuse vehicle internally to access all necessary bin collection points.

5.28 As set out in Policy 2.8 of the HDPF, the spatial strategy to 2031 seeks to maintain the district's unique rural character while meeting community needs



through sustainable growth and appropriate access to services and local employment. A key component of this strategy is to encourage the efficient use of land through the redevelopment of previously developed (brownfield) sites, provided they are not of high environmental value. As the application site is categorised as brownfield land, the proposed development would represent the effective reuse of previously developed land, thereby reducing pressure on undeveloped greenfield sites.

6 Traffic Generation and Distribution

- 6.1** This section of the report will analyse the proposed traffic generation using data obtained from the TRICS (8.25.12) database and determine the trip rate.

Trip Rate / Traffic Generation

- 6.2** The TRICS (8.25.12) database has been interrogated to determine the likely traffic generation from the proposal.

- 6.3** The scheme aims to develop up to 100 dwellings. While the specific types of dwellings have been described in Section 5, a thorough TRICS analysis has been conducted by classifying the dwellings as either 'houses privately owned' or affordable (the former comprises 65% and the latter 35% of the proposed dwellings). The TRICS data used in the analysis includes all relevant sites in England, excluding Greater London, Scotland and Ireland. The assessment also excludes sites located in Town Centre and Edge of Town.

- 6.4** The TRICS data used to forecast trip rates for the development of up to 100 dwellings has been sourced from post-Covid-19 surveys, reflecting changes in travel trends.

- 6.5** Traffic distribution has been suggested to be 60% to/from the south and 40% to/from the north of the site.

Houses Privately Owned

- 6.6** The total vehicle trip rate for 'houses privately owned' from the TRICS database is found to be:

Table 8: Vehicle Trip Rate per Dwelling – (Houses Privately Owned)

Time Period	Arrivals	Departures	Two-Way
AM Peak	0.154	0.379	0.533
PM Peak	0.311	0.170	0.481
Daily	2.184	2.244	4.428

- 6.7** Based on the trip rates above, the proposed development traffic generation of the 60 dwellings can be calculated:

Table 9: Proposed Traffic Generation – 60 Houses Privately Owned

Time Period	Arrivals	Departures	Two-Way
AM Peak	9	23	32
PM Peak	19	10	29
Daily	131	135	266

Affordable Houses

- 6.8** The vehicle trip rate for 'affordable houses' from TRICS database can be established.

Table 10: Vehicle Trip Rate per Dwelling – 'Affordable Houses'

Time Period	Arrivals	Departures	Two-way
AM Peak	0.158	0.368	0.526
PM Peak	0.182	0.105	0.287
Daily	1.950	1.950	3.900

- 6.9** Based on the trip rates above, the proposed 33 affordable dwellings can be calculated.

Table 11: Proposed Traffic Generation – 33 Affordable Houses

Time Period	Arrivals	Departures	Two-way
AM Peak	5	12	17
PM Peak	6	3	9
Daily	64	64	128

- 6.11** When contrasting the two tables, (Tables 9 and 11) the proposed development would generate the following traffic movements.

Table 12: Total Proposed Traffic Generation (93 dwellings)

Time Period	Arrivals	Departures	Two-way
AM Peak	14	35	49
PM Peak	25	13	38
Daily	211	215	426

- 6.12** Table 12 above indicates that the proposal would generate a total of 54 two-way trips during the morning and 43 vehicles during the evening peak hour (1700-1800). The development would generate 426 two-way trips daily.

6.13 Such flows can be compared with the traffic generated by the lawful uses on the site. The TRICS database has again been interrogated utilising the same criteria as the dwellings search.

6.14 It is understood that the site comprises a number of uses:

- Barns (390m² GEA)
- Dwelling (Stanes Cottage)
- Mobile Homes (x5)
- Café (270sqm) plus open seating area of 139sqm (GEA)
- Car Wash

Café

6.15 The use of the café has been classified as restaurant within the TRICS database due to the lack of café surveys (leading to inaccuracy) within the TRICS database, and as such the trip rate for such use is shown in the table below.

Table 13: Trip Rate per 100m²

Time Period	Arrivals	Departures	2-way
AM Peak	0.571	0.571	1.142
PM Peak	0.988	0.344	1.332
Daily (12 hr)	9.86	7.14	17.0

6.16 The floor area of the Café is 409m².

Table 14: Café – Traffic Generation

Time Period	Arrivals	Departures	2-way
AM Peak	3	3	6
PM Peak	5	2	7
Daily	41	30	71

6.17 It should be noted that the TRICS database does not have roadside Café's surveyed, hence the use of restaurant classification. However, the traffic generated by a restaurant is clearly lower than a café as typically restaurants are only open at lunch times and evenings, whereas roadside Cafés are open throughout the day. As such, the figures used for the existing Café are considered to be lower than the likely figures to occur and making the comparison with the proposed use is considered robust.

Barns

- 6.18** The floor area of the barns is 390sqm and when assuming the use as storage the following trip rate and traffic generation types can be established.

Table 15: Warehouse (Barn) Trip Rate per 100m²

Time Period	Arrivals	Departures	2-way
AM Peak	0.109	0.078	0.338
PM Peak	0.057	0.135	0.192
Daily	1.51	1.5	3.01

Table 16: Warehouse (Barn) Traffic Generation

Time Period	Arrivals	Departures	2-way
AM Peak	1	1	2
PM Peak	1	1	2
Daily	6	6	12

Residential

- 6.19** There are the equivalent of 6 dwellings in the combined site and when using the TRICS database for residential use the following can be calculated.

AM Peak: 3 vehicles 2-way
 PM Peak: 3 vehicles 2-way
 Daily: 25 vehicles 2-way

Car Wash

- 6.20** The car wash use has been considered within TRICS, and the results are set out below (assuming two bays).

Table 17: Trip Rate Cash Wash Per Bay

Time Period	Arrivals	Departures	2-way
AM Peak	0.733	0.500	1.233
PM Peak	1.100	1.600	2.700
Daily	23.15	23.37	46.52

Table 18: Traffic Generation of Car Wash

Time Period	Arrivals	Departures	2-way
AM Peak	2	1	3
PM Peak	1	2	3
Daily	47	47	94

6.21 The total traffic generation movements of the lawful uses on the site can be calculated from the above tables, noting that such movements are likely to be lower than currently expressed on-site.

AM Peak:	14 vehicles 2-way
PM Peak:	15 vehicles 2-way
Daily:	202 vehicles 2-way

6.22 For this exercise it can be seen that the existing site generates traffic movements through the network peak hours as well as throughout the day.

6.23 The full TRICS output is presented at [Appendix 12](#).

6.24 Such nett additional movements, generated by the residential scheme, using a single access designed to current standards would not generate an unacceptable impact on highway safety, nor have a severe impact on the road network, when taking into account the future scenarios. It can be seen that the development will generate approximately 40 extra movements in the AM peak hour which is negligible when dispersed onto the local highway network.

6.25 It is also key to note that if the site were to be redeveloped for commercial uses (B2, B8, C1, E, F1, F2), these would all experience a level of traffic to/from the site including staff and visitors and therefore the residential trip generation will not differ significantly from the commercial trip generation.

Traffic Distribution

6.26 In order to assign traffic generation to the local highway network, data from the 2011 Census was gathered, specifically the "WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)" dataset. Dataset WU03EW has been used to determine the likely distribution and using the NOMIS website, and the 2011 super output area – mid layer with Horsham 012 'E02006599'. The output data is presented at [Appendix 13](#). The 2011 data has been used as the 2021 date is not typical as it was undertaken during the COVID-19 pandemic.

- 6.27** This has enabled the work locations of the residents of the chosen area near to the site to be determined and therefore their most likely route to work can be predicted for the scheme.
- 6.28** In summary, the distribution of traffic at the main access is approximately 60% to/from the south and 40% to/from the north. This distribution and trip rate has been agreed by WSCC. This percentage split has been derived from Google Maps as this provides the most accurate routes taken in the AM peak hour, approximately scheduled at 08:00 on a typical weekday.

7 Junction Modelling

- 7.1** It has been requested by WSCC that in order to determine the effect the proposed development would have on the local highway network, junction modelling should be undertaken at the site access for the proposed access arrangements.

JUNCTIONS Modelling

- 7.2** The capacity of following junctions has been assessed using the industry standard software 'JUNCTIONS for priority junctions and roundabouts.

- Site Access 'T'-Junction Arrangement
- Site Access Roundabout Arrangement

- 7.3** The following assessment year has been considered:

- 2032 AM & PM Base Flows (Growthed) + Development

- 7.4** Growth rates, derived from the industry standard programme TEMPro (version 8.1), have been applied to the 2025 base flow data in order to represent the base flow levels in 2032 future design year. These figures will be displayed on the JUNCTIONS models.

- 7.5** Previous experience from other Local Highway Authorities has determined that provided the most up to date version of TEMPro is used, there is no need to make a separate allowance for committed developments, as these will already be included within the growth figures, and their separate inclusion would result in double counting. The capacity analysis is based on the 2032 design year which represents the 2025 surveyed forms growthed, adopting the TEMPro growth rates for 'Horsham 012'. The growth figures are as follows:

- 2025 – 2032 AM: 1.0448
- 2025 – 2032 PM: 1.0478

Site Access T-Junction

- 7.6** The proposed site access 'T'-Junction has been modelled in PICADY for the year 2032 scenario including growthed base traffic and development traffic.

7.7 Following the speed surveys, traffic assessments and junction modelling via PICADY software.

7.8 Figures 6 and 7 display the Recorded (growthed to 2032) plus Development Traffic figures printed onto a model of the junction and when analysing these against the recorded traffic figures, the increase is minimal, thus meaning there will be no detrimental impact on the local highway's network for the design year of 2032.

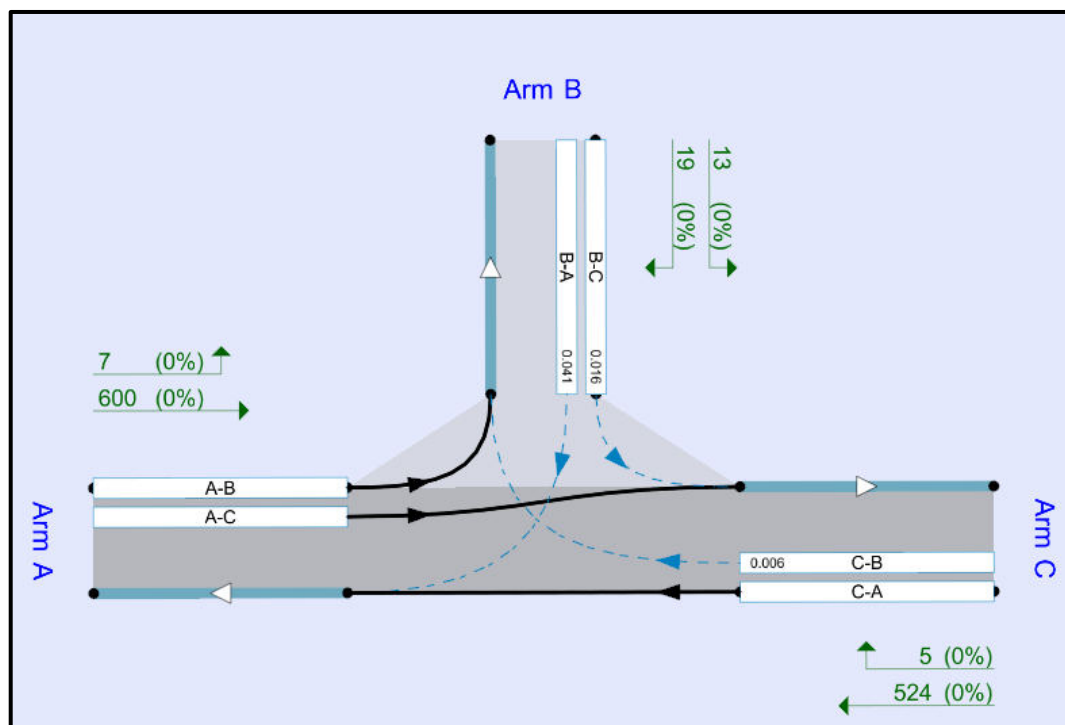


Figure 6: Recorded (2032) plus Development Traffic (AM) (site access)

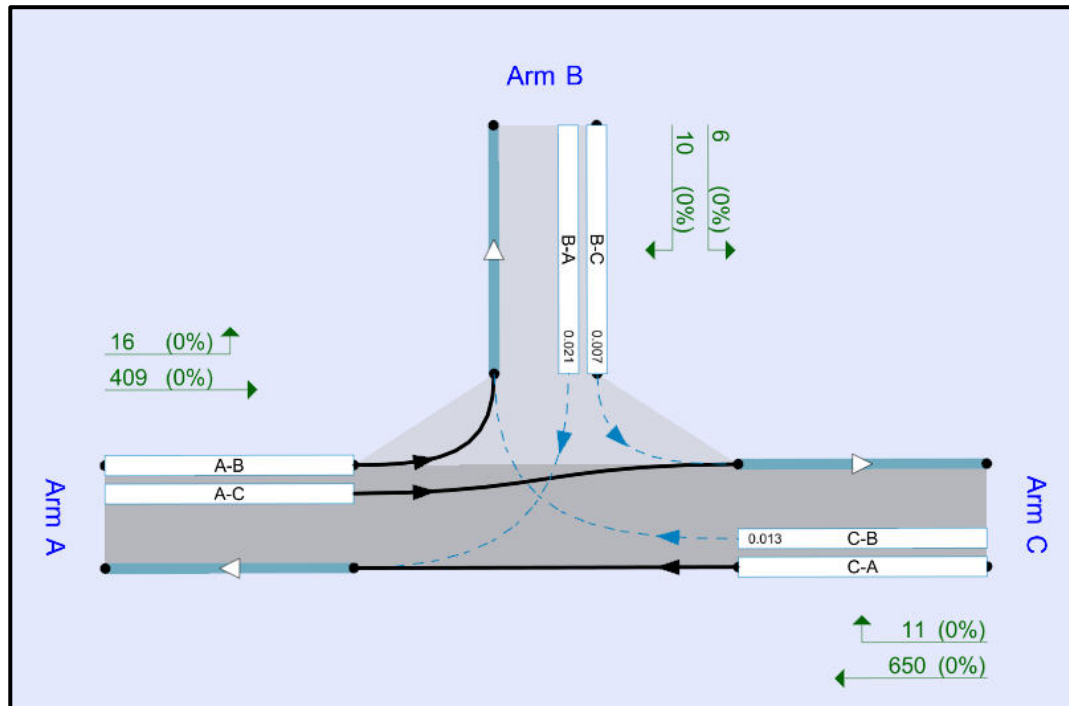


Figure 7: Recorded (2032) plus Development Traffic (PM) (site access)

Capacity Assessment

- 7.9** Junction modelling was undertaken using PICADY software to display the recorded and development traffic in the AM (0800-0900) and PM (1700-1800) peak hours at the proposed site accesses, growthed to 2032. A summary of the results has been shown in Table 19, and the full results have been attached at [Appendix 14](#).
- 7.10** The analysis demonstrates that having growthed the 2025 flows plus development traffic, there is ample spare capacity as an RFC of 0.08 indicates that the junction is well within capacity. As such, a priority 'T'-Junction provides a beneficial junction design.

Table 19: Summary of 'T'-Junction Modelling – Site Access/Stane Street

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2032 Growthed + Development					
Stream B-C	0.0	6.64	0.03	0.0	5.84	0.01
Stream B-A	0.1	14.45	0.08	0.0	12.62	0.04
Stream C-B	0.0	6.54	0.01	0.0	5.98	0.02

***A junction is considered to be reaching its capacity when the RFC is 0.85**

7.11 There is no capacity issue with a right turn short lane.

Site Access Roundabout

7.12 The proposed site access Roundabout has been modelled in ARCADY for the year 2032 scenario including growthed base traffic and development traffic.

7.13 Following the speed surveys, traffic assessments and junction modelling via ARCADY software.

7.14 Figures 8 and 9 display the Recorded (growthed to 2032) plus Development Traffic figures printed onto a model of the junction and when analysing these against the recorded traffic figures, the increase is minimal, thus meaning there will be no detrimental impact on the local highway's network for the design year of 2032.

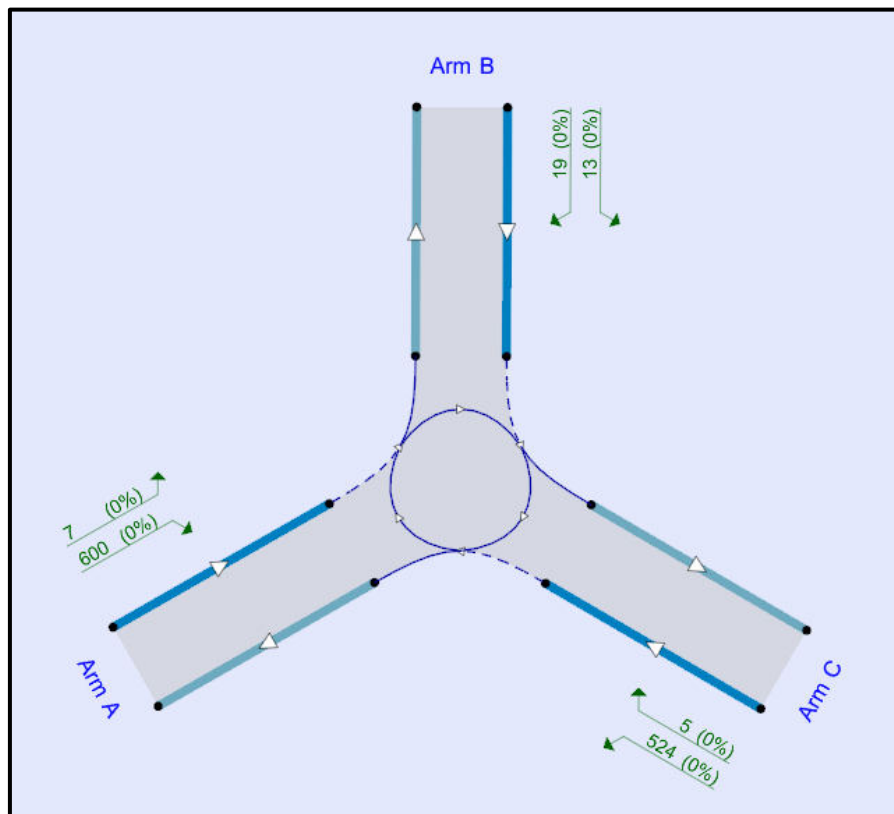


Figure 8: Recorded (2032) plus Development Traffic (AM) (site access)

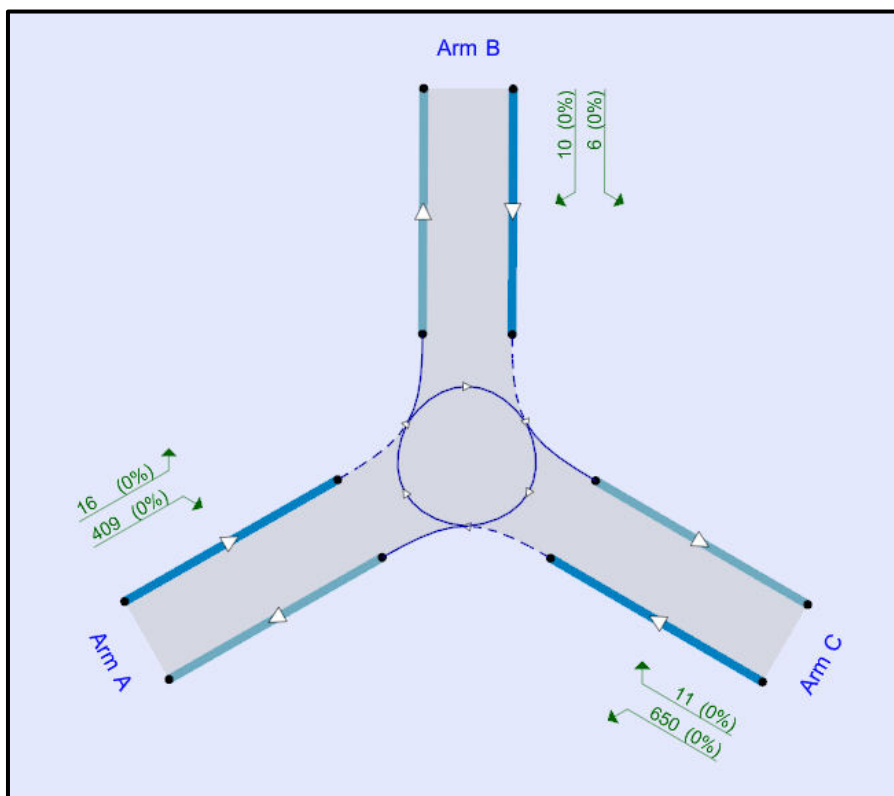


Figure 9: Recorded (2032) plus Development Traffic (PM) (site access)

Capacity Assessment

7.15 Junction modelling was undertaken using ARCADY software to display the recorded and development traffic in the AM (0800-0900) and PM (1700-1800) peak hours at the proposed site access, growthed to 2032. A summary of the results has been shown in Table 20, and the full results have been attached at **Appendix 15**.

7.16 The analysis demonstrates that having growthed the 2025 flows plus development traffic at the access to the site, there is ample spare capacity as an RFC of 0.47 in the AM and 0.48 in the PM indicate that the junction is well within capacity. As such, a 3-arm Roundabout also provides a beneficial junction design.

Table 20: Summary of Roundabout Model – Site Access Road/Stane Street

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2032 Growthed + Development					
Arm A	0.9	4.87	0.47	0.5	3.85	0.33
Arm B	0.0	3.74	0.04	0.0	3.26	0.02
Arm C	0.6	3.90	0.39	0.9	4.58	0.48

***A junction is considered to be reaching its capacity when the RFC is 0.85**

Summary

7.17 The two analyses of the proposed junction arrangements demonstrate that the proposal would not have a severe impact on the local highway network, and any mitigation measures proposed can adequately accommodate the development traffic. There is evidently spare capacity for both access arrangements into the development site, with the additional movements of the development being minimal. Therefore, with discussions with the CHA, an agreement can be reached in picking which access is preferred as the 'T'-Junction may operate with more spare capacity, however the roundabout will slow traffic speeds in the vicinity of the site as well as allowing for easier pedestrian movement in the vicinity of the site e.g. pedestrians crossing to access bus stop facilities and/or to other footways/footpaths.



The Highway Authority has requested further details of the junction arrangement and Stage 1 Road Safety Audit. These have been provided and are presented at the Appendices together with the designer's response.

7.18 Road Safety Audit

A Road Safety Audit (Stage 1) has been commissioned and undertaken by M&S Traffic. The Audit and Designer's Response for both access options are presented at **Appendix 16**.

7.19 The audit did not raise any significant problems, and where necessary the design of the access options have been added to the presented access layouts presented at the Appendices.

8 Summary & Conclusions

Summary

- 8.1** Bellamy Roberts were instructed by MCA on behalf of Antonio Avenue Ltd. to prepare a Transport Assessment in support of the development of up to 100 dwellings, with access to be determined at Toat Café and Stane Farm, Stane Street, Pulborough.
- 8.2** The site is located on Stane Street, approximately 2.5km north of Pulborough and 5km south of Billingshurst, making local facilities accessible to residents of the development especially considering there is a retail facility and petrol filling station 200m north of the site and local facilities at Codmore Hill located 1.3km south of the site.
- 8.3** This Transport Assessment has undertaken an analysis of the development site, including transport availability in the local area, as well as analysis of the expected traffic generation, and distribution from the development onto the wider highway network onto proposed junction accesses.
- 8.4** Personal Injury Accident (PIA) data has been obtained from CrashMap which has shown there to be no existing safety problem with the existing highway network. The proposed development at Toat Café and Stane Farm will not cause any demonstrable harm to highway users in the vicinity of the site.
- 8.5** It has been demonstrated that the site is in a sustainable location in line with national and local policies. The site is well placed and has easy pedestrian, cycle access to local facilities and to bus and rail services. Safe and convenient walking and cycling routes are also available and will be enhanced where relevant to the development.
- 8.6** The access arrangement options have been designed in accordance with current standards following receipt of relevant traffic data and have shown both to be viable options, with differing benefits to both. The junction analysis showed that the site accesses (in both examples) operate with spare capacity

and are able to accommodate the proposed traffic generated by the proposed development, and the Stage 1 Road Safety Audit raises no significant concerns.

Conclusions

8.7

It has been demonstrated that:

- There are genuine opportunities for residents and visitors to travel to/from the development site using sustainable modes of transport;
- The proposed access would be safe and suitable to serve all users;
- The local highway network can accommodate the traffic generated by the site during the peak periods without resulting in a severe residual cumulative impact.

8.8

The Transport Assessment concludes that there are no highway-related constraints that would impede development of the application site as proposed, for up to 100 dwellings.

APPENDICES

APPENDIX 1

Pre-Application Advice Letter



**Horsham
District
Council**

Mr Michael Conoley
MCA Architects
Abbey House
Hickleys Court, South Street
Farnham
Surrey
GU9 7QQ

Our ref: PE/25/0141
Your ref:
Officer: Giles Holbrook
Email: giles.holbrook@horsham.gov.uk
Tel: 01403 215436
Date: 5th August 2025

Dear Sir/Madam,

Location: Toat Cafe Stane Street North Heath Pulborough

Details: The removal of all the existing buildings on site and their replacement with 93 housing units and the provision of a new vehicular access into the site

This pre-application enquiry concerns land west of Stane Street (A29) at a distance ~600m north of the defined built-up area boundary of Pulborough and Codmore Hill.

The pre-application site extends to ~5.25ha and comprises predominantly of undeveloped land. The section of the site closest to Stane Street associated with Toat Café constitutes previously developed land, and which includes a comparatively large expanse of hardstand. The site, additionally, contains the dwelling of Stanes Cottage accessed via Toat Café to the north.

The site at present appears to be comprised mostly of pasture in varying conditions. The site benefits from treed-hedgerows to its northern, western and southern perimeters together with an internal treed-hedgerow with runs from the south of Stanes Cottage to the western site boundary.

The site is subject to areas of surface water flood-risk ranging from areas of low-high risk. These areas are largely confined to land surrounding the existing Toat Café forming part of a surface water flow-path leading from the site to the north and also correspond to existing internal field-divisions form part of a flow-path leading to the west of the site. Some isolated areas of risk, including surrounding Stanes Cottage and within existing paddocks, are also indicated. The extent and severity of modelled risk is greater for the 2040-2060 scenarios as detailed within the March 2025 Environment Agency mapping.

The site is found opposite the Grade II Listed Building of Mill House on Stane Street, and falls within the wider 15km impact risk zone for the Mens and Ebernoe common SAC and within the Sussex North Water Resource Zone, as subject to the Natural England 'Position Statement' of September 2021 addressing impacts upon the Arun Valley SAC, SPA and Ramsar designations. The site, further, is shown as 'Grade 3' agricultural land at strategic scale and falls within the designated safeguarding area for brick-clay resources within the West Sussex Joint Minerals Local Plan. The site, otherwise, is free of any heritage, environmental, ecological or landscape designation.

The pre-application proposal is for the demolition of existing structures and the provision of 93x housing units together with associated access, open space and supporting infrastructure. Two indicative 'options' for the site have been presented alongside the proposals, which are identical except for alternative approaches to the prospective site access. Option 1 proposes the formation of a three-branch roundabout on Stane Street while Option 2 proposes the formation of a simple priority T-junction.

RELEVANT PLANNING HISTORY:

No previous relevant planning history.

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF):

Horsham District Planning Framework (2015):

Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 4 - Strategic Policy: Settlement Expansion
Policy 15 - Strategic Policy: Housing Provision
Policy 16 - Strategic Policy: Meeting Local Housing Needs
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Strategic Policy: Inclusive Communities
Policy 43 - Community Facilities, Leisure and Recreation

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

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

Policy 24: Sustainable Transport
Policy 25: Parking
Policy 27: Inclusive Communities, Health and Wellbeing
Policy 28: Community Facilities, Leisure and Recreation
Policy 37: Housing Provision
Policy 38: Meeting Local Housing Needs
Policy 39: Affordable Housing
Policy 40: Improving Housing Standards in the District

West Sussex Joint Minerals Local Plan (2018)

Policy M9 - Safeguarding Minerals

Draft Pulborough Neighbourhood Plan (2021)

Policy 1 – A Spatial Plan for the Parish
Policy 8 – Toat Café, Stane Street
Policy 15 - Design
Policy 16 - Cycleways

Supplementary Planning Guidance:

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

Planning Advice Notes:

Facilitating Appropriate Development
Biodiversity and Green Infrastructure

PLANNING ASSESSMENT

Principle of Development

Policy 2 of the Horsham District Planning Framework (HDPF) is the main strategic spatial policy of the existing development plan. This policy seeks to satisfy community needs by way of sustainable growth which maintains suitable access to services and local employment whilst maintaining the unique rural character of the District. Policy 2, amongst other things, seeks to focus development around the main settlement of Horsham, while allowing growth in the remainder of the District in accordance with the identified settlement hierarchy. Policy 2, further, seeks to support the sustainable development of settlements in a manner which preserves existing settlement patterns, protects the rural character of the District and landscapes and prevents the merging of settlements.

Policy 3 of the HDPF outlines the settlement hierarchy of the District and establishes that development will be permitted within defined built-up area boundaries. Pulborough/Codmore Hill is defined within the hierarchy as a 'large village/small town' characterised as a settlement possessing a good range of services and facilities with reasonable access to public transport. Such settlements are capable of supporting a good range of day-to-day needs of residents, but rely on other settlements for a full-range of employment, educational, healthcare and leisure needs.

Policy 4 of the HDPF concerns settlement expansion and provides that the growth of settlements will be supported in order to meet identified needs. Beyond defined built-up area boundaries settlement expansion will be supported where:

- 1.) A site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge;
- 2.) Where the level of expansion is appropriate to the scale and function of the settlement;
- 3.) Where the development would satisfy identified local housing (or employment) need or would assist with the retention and enhancement of community facilities/services;

- 4.) Where development would not prejudice long-term strategic development and;
- 5.) Where development is contained within an existing defensible boundary and would maintain features of landscape and townscape character.

Policy 26 of the HDPF aims to protect the countryside against inappropriate development. This policy seeks to ensure that development outside of defined settlement boundaries is essential to its respective countryside location, does not result in a significant intensification of activity within the countryside (cumulatively or individually) and, in addition, relates to the needs of agriculture or forestry, minerals extraction or waste disposal, quiet recreational use or enables the sustainable development of rural areas.

The spatial approach of the existing development plan in these respects is largely consistent with that provided for by the submission Horsham District Local Plan (HDLP) as provided for by draft HDLP Policies 2, 3 and 14.

Policy 1 to the Draft Pulborough Neighbourhood Plan (PNP) operates to support the spatial approach of the development plan in seeking to support development proposals within the defined built-up area boundary of Pulborough and requiring adherence to the provisions of the development plan in respect of the manage of development within the countryside.

Policy 8 to the Draft PNP allocates part of the pre-application site affords support to a redevelopment of the site for a specific range of commercial uses (Class B2, B8, C1, E, F1 and F2) and subject to a demonstration of acceptable access, landscape, habitats and heritage related considerations.

The Council is presently unable to demonstrate a 5-year land housing supply, with the Council's latest Authority Monitoring Report acknowledging a 5-year land housing supply of 1.1 years.

In the context of the Authority's inability to demonstrate a 5-year land housing supply and delays to the emerging local plan, the Authority has published the Facilitating Appropriate Development (FAD) document to clarify the approach that the Authority will pursue in respect of spatial matters in the circumstance that existing and emerging policy is attributed greatly reduced weight. The provisions of the FAD represent a material consideration until the document is withdrawn.

In respect of proposals for the development of unallocated land adjoining a settlement boundary the FAD confirms that the Council will positively consider applications which meet all of the following criteria:

- The site adjoins the existing settlement edge as defined by the BUAB;
- The level of expansion is appropriate to the scale and function of the settlement the proposal relates to;
- The proposal demonstrates that it meets local housing needs or will assist the retention and enhancement of community facilities and services;
- The impact of the development individually or cumulatively does not prejudice comprehensive long-term development; and
- The development is contained within an existing defensible boundary and the landscape character features are maintained and enhanced."

The provisions of the FAD, in his regard, closely align with the provisions of HDPF Policy 4, with the exception of omitting the requirement for a development site to be allocated.

The site is some distance separated (circa 600m) from the defined built-up area boundary of Pulborough. A development of the site for residential purposes would not benefit from the support afforded at Policy 8 to the Draft PNP, recognising that the policy operates in support of a defined range of commercial uses.

In the absence of a relevant allocation in either existing or emerging development plan documents a development of the site would prove in conflict with the spatial strategy of both the existing and emerging development plan in advocating development within and around the main settlements of the District and promoting a planned approach to settlement expansion. The proposals, therefore, are considered in conflict with the provisions of HDPF Policies 2, 3 and 4 in addition to draft HDLP policies 2, 3 and 14. The degree of disconnection between the existing settlement edge and site, further, prevents the proposals from benefiting from the support afforded by guidance contained within the Council's adopted FAD document.

The proposals, further, are not of a nature which could be reasonably described as an essential form of development to this countryside location or to meet any of the four additional criteria defined within HDPF Policy 26 as relevant to a countryside location. This conclusion is considered to engage conflict with Policy 1 to the Draft PNP acknowledging operation the Neighbourhood Plan spatial policy intrinsically hinges upon the wider policies of the development plan in respect of the management of development in the countryside.

Spatial Sustainability:

The application site falls within a rural context removed from the closest settlement of Pulborough with the principal route of access between the site and Pulborough provided via the A29, a well-trafficked national speed limit road benefiting from a dedicated pedestrian footway (of unknown width) to its eastern edge.

A small range of facilities and services are located within relatively close proximity to the site, including the North Heath petrol filling station and convenience store ~200m north of the site and industrial estates ~400m of the south. Main supermarkets are found within the existing settlement boundary at ~1.31km south of the site with Pulborough High Street found ~2.75km south of the site and Pulborough Station found ~3.15km distant. The closest school to the site is St Mary's C.E Primary School (~2.2km south) with the closest secondary school being the Weald, Billingshurst, (~4.85km north).

Bus stops are found a short distance north of the North Heath Service station and are indicated to be served by the No.69 and No.100 services. The former of these services is a single day service while the No.100 service is indicated to operate to a maximum frequency of 1-hour between Horsham and Burgess Hill. This service does not operate on Sundays, with services also noted to end comparatively early in either direction Monday-Saturday.

A pre-application 'Transport Statement' submitted in conjunction with this enquiry advances that the site is well-located in affording easy opportunities for walking and cycling in light of assessed distances to nearby services and facilities and with prospective occupiers afforded suitable access to public transport.

The conclusions of the Transport Statement in respect of the extent of choice which future occupiers would be afforded in accessing day-to-day services and amenities are not agreed. Only a small range of amenities are within walking distances of the site, with a wider range of services afforded by Pulborough only available within frequent cycling distances as stated within active travel guidance documents. Stated distances within guidance, however, are not fully representative of the experience of future users and it is not considered that the pre-application Transport Statement has taken sufficient account of the specific context of the site.

The A29, which remains the only convenient route connecting the site to Pulborough and Billingshurst, is subject to the national speed limit and is known to be a well-trafficked route. This route, further, features some notable undulations leading back towards Pulborough, lacks street-lighting and features only a narrow pavement featured to the opposite side of the application site. The condition of and speed/frequency of passing traffic on the A29 is not considered to render this

an attractive route for walkers and cyclists, and in particular for older/younger age groups and those with additional needs.

Alternative routes towards Pulborough via the footpath network are available (namely via footpath nos 1983, 1986, 1987 and 1995), though, these routes are indirect, unlit and unmade. Bridlepath 2308, similarly, is available, though, similar unlit, indirect and unmade. While potentially suitable for recreational use, these routes are not considered likely to be regularly employed by future occupiers as a means of access to day-to-day services.

With regard to these circumstances, therefore, it is considered unrealistic that a good proportion of journeys towards Pulborough would be made on foot/cycle. Pulborough itself, further, does not afford a full range of employment, educational, healthcare and leisure opportunities such that reliance on travel beyond the settlement and facilities beyond frequent walking/cyclist distance would remain.

The No.100 bus service does afford some alternative means of access to the site other than by way of the private car, though, is also infrequent, terminates early in either direction and serves a limited range of destinations.

Overall, with regard to active travel opportunities and the degree to which the site is serviced by public transport it is considered that future occupiers would not be afforded a genuine choice of travel and would prove highly dependent upon the use of the private car for the majority of day-to-day journeys. It is not considered, therefore, that the proposals would prove compliant with the provisions of HDPF Policy 40 in the sense that this policy seeks to ensure that development is served by a range of potential transport options and promotes a rebalancing away from reliance on the use of the private car and NPPF Paragraph 110 which seeks to ensure that significant development is focused on locations which are, or can be made, sustainable. These conclusions are consistent with those reached in preceding appeal determinations in broadly comparable spatial contexts on the A29, including at Land North of Tisserand Farm (HDC ref: DC/21/1571).

In the event that the applicant were minded to pursue a formal application the Council would expect to see a Transport Assessment for a development of the indicative scale in accordance with Paragraph 118 of the Framework and prepared with specific regard to Active Travel England guidance demonstrating the manner by which the development will seek to prioritise active and sustainable transport in accordance with NPPF Paragraphs 115 and 117.

Landscape and Visual Effects:

The proposals fall within Landscape Character J1 (Billingshurst and North Heath Farmlands) as categorised in the Horsham Landscape Character Assessment (LCA) (2003). The LCA describes this landscape as broadly a semi-enclosed landscape possessing a strongly rural undeveloped character. The LCA notes the prevalence of small to medium sized fields enclosed by frequent hedgerows, copses and small/medium sized woodland. The LCA, further, notes the presence of many mature field trees following hedgerows and lanes and Toat Monument as an important landmark. The LCA, further, acknowledges some urbanising influences associated with the A29, with the landscape overall assessed to possess a moderate sensitivity to change and with the key sensitivities noted to include the development of large scale housing.

A development of the scale proposed would introduce large scale housing substantially detached from the existing urban grain of Pulborough/Codmore Hill and of noticeably greater scale to any pre-existing development within the immediate vicinity of the site. The scale and situation of the proposals, therefore, would be considered inconsistent with the existing landscape and settlement pattern.

The introduction of built-form associated with the indicative proposals would result in urbanising effects detrimental to the rural qualities of land to the rear of Toat Café and to the receiving

landscape. The nature and type of effects, further, would represent a significant departure from those anticipated to arise from a partial development of the site for commercial purposes in-line with the draft PNP allocation. The loss of small and medium sized fields together with the part loss of boundary vegetation, treed-hedgerows and any individual trees, further, would both prove directly harmful to key components of the LCA and to an appreciation of its character at landscape scale.

No Landscape and Visual Impact Assessment (LVIA) appears to have yet been conducted in relation to the proposals, as such, a detailed assessment as to the precise scale of landscape and visual harm cannot yet be reached at the time. On the basis of the indicative layout and scale the proposals, however, officers do consider that the proposals are likely to result in detrimental visual/landscape effects which are unlikely to be mitigated to an acceptable degree by the retention of visual screening to the site perimeter or by new landscaping.

The apparent absence of a clear assessment of the landscape and visual sensitivities of the site, further, calls into question the degree to which the indicative proposals could be said to have been led by their respective landscape context. It is substantially unclear whether the indicative quantity, layout and scale of development has been directly informed by the recommendations of an LVIA and has sought to avoid and/or lessen any effects upon assessed landscape and visual receptors. This is regarded as a critical component of good design.

Advice of the Council's Landscape Consultants:-

"The proposal is for the removal of all of the existing buildings on site and the erection of a total of 93 dwellings including new vehicular access into the site. The proposals also include the provision of a Local Equipped Area for Play (LEAP).

The submitted proposed site plans 1726/SP-01 & 1726/SP-02 are broadly the same in terms of development layout and landscape strategy. The only notable difference between both options relates to the design of the site access in highway terms. The indicative proposals include the retention of the majority of the existing vegetation alongside new planting to fill gaps along the site boundaries and to reinforce visual screening and enhanced the site's green infrastructure (GI) network.

As per Policy 26 - Strategic Policy: Countryside Protection, proposals must be of a scale appropriate to its countryside character and location. Additionally, Policy 2: Strategic Development, says "5. Continue to support in principle the sustainable development of settlements through an appropriate scale of development which retains the existing settlement pattern over the plan period" and "12. Retain and enhance natural environmental resources, including landscapes and landscape character..." Based on the submitted proposals we have the following comments:

- The proposals include the retention of the majority of the existing vegetation, however much of this vegetation is shown within the private rear gardens of the proposed dwellings. This approach is not considered appropriate, as it will compromise the long-term retention of these important landscape features. To secure their retention and protection, the retained vegetation should be incorporated within the public realm.*
- As per the Horsham LCA, one of the key sensitivities to change for this area is the introduction of large-scale housing. The proposed development is for a total of 93 dwellings as it is considered to be a large scale development. Residential development within the site's surrounding landscape consists of scattered small clusters. The nature of the proposed development is a lot larger and does not respond or reflect the existing settlement pattern, resulting in a development that is out of character with its context.*
- The draft Pulborough Neighbourhood Plan identifies the site under Policy 8: Land formerly known as the Toat Café, Stane Street, Pulborough (PPNP27) for redevelopment. The*

policy outlines acceptable uses including commercial activities (Classes B2, B8, C1, E, F1, F2), motor sales showrooms, and leisure parkland. However, the current proposal is for residential development. This represents a significant departure from the uses considered appropriate within the draft plan and does not align with the intended vision for the site, particularly given its surrounding context and landscape character.

Because of the above, we considered that the proposals do not respect the sensitivity of the landscape character area in relation to appropriate development. The existing landscape features within the site have not been sensitively integrated into the development proposals and their long-term preservation is at risk. Additionally, the proposed nature, layout and scale of development does not reflect or respond the existing built pattern or the character of the surrounding area.

While the site benefits from a degree of visual screening, we considered that the indicative proposals are not appropriate in landscape character terms and would result in a detrimental impact on the landscape character that cannot be mitigated to an acceptable level.”

Design

In respect of the treatment of existing vegetation and indicative new planting it is considered that the indicative layout is unsuccessful. The layout and positioning of internal accesses, public open space and housing does not retain a clear appreciation of the existing field-division between the northern and southern sections of the site. Existing vegetation and indicative new planting is shown to be extensively contained within the rear or side gardens of prospective dwellings, such as to call into question its long term retention, while the layout and orientation of public open space, accesses and buildings within the eastern section of the site does not obviously seek to minimise or avoid effects upon existing trees and vegetation.

It is, additionally, considered that the indicative layout fails to provide for an obvious focal point leading away from the prospective access onto the A29. Units 1-20 are orientated perpendicular to the main approach to the site, while the positioning and arrangement of units 36-38 fails to appropriately ‘turn the corner’ whilst providing a visual focal point at the corner of unit 37 relative to the main site approach.

The ‘set-back’ nature of units 41-46 on a secondary road could provide the opportunity to retain/provide a deep landscape buffer opposite to units 1-37 and to the south-hand side of the main site approach, though, is presently compromised by the positioning of vehicular parking which itself occupies a prominent position relative to the main site approach.

The arrangement and layout of the prospective open space in relation to units 31, 32 and 40 would deny opportunities for passive surveillance of indicative areas of public open space and could contribute to a perceived safety concern.

In respect of street hierarchy and layout it is considered that the intended hierarchy is not clearly legible. The indicated reduced width of the shared surface street forward of Units 41-46 is at odds with its continuation to service units 47-53, where access via the shared surface street represents the most direct and convenient means of access to units 47-53. Similarly the transition from secondary street to shared surface street south of unit 83 could occur further eastwards at the junction indicated forward of Plot 89 given that the secondary street otherwise only services 2x total dwellings.

It is, additionally, noted that the indicative layout incorporates a number of unnecessary turning points throughout the site as featured to streets which do not terminate in a cul-de-sac. Areas of bay parking without clear association with any individual plot are also noted (as such opposite unit 50 and adjacent to unit 88). If intended to function at visitor parking this arrangement is undesirable as away from the bulk of proposed units and diminishes opportunities for the establishment of a landscape buffer at the perimeter of the site.

The proposed provision of footpaths within the site is noted to be frequently detached/set-back from the receiving street and often limited to one-side of the street. This arrangement limits ease of access to occupiers of plots opposite and at places where the density of development is greater (units 36-40 and units 63-66). This arrangement, therefore, is not considered ideal in terms of active travel design and would likely result in the creation of desire paths across grassed verges. It is considered preferential to increase the provision of footways to either side of internal streets where possible, and to avoid the set-back nature of pathways where currently shown. This would allow for the creation of larger private/communal gardens more sympathetic to the rural character of the site and avoid the risk of desire paths across grassed verges.

Affordable Housing and Housing Mix

The submitted pre-application statement is noted to commit to the provision of affordable housing at 35% of total housing, as such, aligns with HDPF Policy 16. The Council would expect affordable housing to be delivered on a 70-30 ratio in favour of affordable rent over shared ownership and other affordable housing products.

The indicative plans submitted in support of the pre-application proposal do indicate as to the expected housing mix, though, do not distinguish between the intended provision between market, affordable housing and shared ownership units. The indicative housing mix is shown below:-

	No. of units	Percentage
1-bed	21	22.5%
2-bed	32	34%
3-bed	30	32.3%
4(+)-bed	10	10.7%
Total	93	

Policy 16 to the HDPF provides that development should provide a mix of housing sizes, types and tenures to meet the needs of the District as evidenced within the latest Strategic Housing Market Assessment (SHMA).

The strategic conclusions of the Council's latest SHMA recommend the following percentage provision across various categories of size and tenure:-

	Market	Low Cost Housing	Affordable Rent
1-bed	5%	25%	35%
2-bed	30%	40%	30%
3-bed	40%	25%	25%
4(+)-bed	25%	10%	10%

Consistent with HDPF Policy 16, were the applicant minded to pursue a formal application, the Council would expect a housing scheme to demonstrate substantial compliance with the recommendations of the SHMA in respect of the provision of market housing and shared ownership housing. Any divergence from the provisions of the SHMA in respect of the provision of shared ownership and market unit would need to be substantiated at applications stage.

As of March 2025, 160x households are recorded on the housing register waiting list for Pulborough. This is broken down as 44x households awaiting a 1-bed unit, 42x households awaiting a 2-bed unit, 54x households awaiting a 3-bed unit and 20x households awaiting a 4-bed unit. The greatest local category of need for affordable rental units, therefore, is within the 3-bed unit category. Consistent with trends across the District, it is likely that demand for larger affordable rental units (3 and 4-bed) is substantially more entrenched than demand for smaller units.

In the event that a formal application were to be made the Council would attribute positive weight to an affordable rental mix which was best responsive to local need and which specifically sought to address the significant unfilled demand for 3-bed affordable rental units within Pulborough.

Amenity:

The indicative layout is not considered to give rise to any obvious concerns in terms of likely effects upon neighbouring occupiers/users of land.

The indicative layout, further, largely avoids any unacceptable degree of mutual overlooking, though, attention would need to be given to plots with garden spaces positioned to the adjacent side to ensure that clear-glazed windows are introduced in positions where neighbouring garden spaces would be subject to significant degrees of overlooking.

Heritage:

The pre-application proposals have the potential to impact upon the setting of the Grade II Listed Mill House found opposite to the site on Stane Street. The heritage effects of the prospective development should be assessed within a formal heritage statement provided in accompaniment to a formal submission to enable detailed consideration by the Council's Design and Conservation Officer.

Access:

It is acknowledged that two alternative options have been presented in respect of site access, with option-1 detailing the provision of a three-branch roundabout to service the site off Stane Street.

The Local Highways Authority (LHA) will not respond to pre-application requests registered with the Council and operate their own pre-application service. In the absence of expert LHA comments it is not considered that the Council is in a position to offer an opinion as to the implications of the prospective development upon highway safety or operation, or as to any preference between the alternative site-access options. The applicant may wish to consider engaging with the LHA directly through their own pre-application process.

It is considered likely that a development of this scale would necessitate the completion of an independent Road Safety Audit (RSA). This process should be completed, with any relevant recommendations incorporated to the proposals, in advance of the submission of a formal application.

Ecology:

The prospective development should be supported by a site-specific ecological assessment and seek to incorporate any relevant mitigations for individual protected and/or priority species. The applicant, further, is advised of the necessity for any future submission to address statutory requirements for biodiversity net-gain. The Council's guidance, and expectations, for biodiversity net-gain are explained within published guidance¹.

It is acknowledged that a provisional Water Neutrality Statement (WNS) has been provided in support of the development proposals. The submitted WNS advances that on-site measures can be employed to reduce water-consumption to a standard of 56.47 litres/person/day, though, that a need to offset at least 8,257.62 litres/day would remain as the expected net-increase above the purported baseline position of 2,503.57 litres/day. The WNS explains that the applicant intends to secure an appropriate number of offsetting credits (by way of an undefined scheme) in order to secure this relevant offset.

¹ <https://www.horsham.gov.uk/planning/planning-applications/biodiversity-net-gain#support>

In principle the strategy advocated within the WNS is acceptable. At applications stage, however, the applicant should seek to provide copies of the water-bills summarised at Appendix E in order to verify the baseline position. The applicant, further, should seek to clarify whether the proposals are/are not reliant upon a rainwater harvesting system and which specific installations are proposed to be serviced by any such system. Sufficient details, further, should be made available to allow a relevant rainwater yield calculation to be performed (pursuant to BS EN 16941-1:2018).

It is, further, essential that any WNS provided in accompaniment to any formal submission contains a detailed offsetting strategy, including the credits scheme which any proposal seeks to rely upon, such that the relevant scheme can be considered within an assessment completed pursuant to Regulation 63 of the Conservation of Habitats and Species Regulations (2017).

The Council would not support a scheme which did not seek to detail an offsetting strategy at the time of submission. The provisional WNS strategy, however, is deemed capable of support in principle subject to the receipt and consideration of relevant details.

Drainage and Flood Risk:

Policy 38 to the HDPF provides that development should follow a sequential approach to flood-risk, giving priority to sites and layouts which minimise vulnerability to flood risk and the risk of increasing flooding elsewhere.

NPPF Paragraph 181 provides that development should only be allowed in areas at risk of flooding where it can be demonstrated that development is located in the areas of lowest flood-risk, that development is appropriately flood-resistant and resilient, that sustainable urban drainage systems are incorporated and any residual risk can be safely managed. Paragraphs 175 and 177 of the Framework, further, confirm that a sequential test should be performed in respect of the development of land at risk of flooding now or in the future, from any source, except in situations where a site-specific flood-risk assessment demonstrates that no built-development (including access and escape routes) is subject to flood-risk in order to establish whether it is possible for development to be located in areas at lower risk of flooding.

Parts of the pre-application site, inclusive of those targeted for housing development, are modelled as at risk of surface water flooding. These circumstances engage the need to consider both the sequential and exception flood-risk tests in conjunction with a future development.

Absent of a Sequential Test which considers the reasonable availability of alternative land at lesser risk of flooding and which demonstrates that the development can be made safe for its lifetime the proposals would be considered in conflict with the provisions of HDPF Policy 38 in addition to NPPF Paragraph 177 and 178. Were the applicant minded to undertake a sequential test the Authority would be willing to confirm the expected scope of any search for alternative sites.

It is, further, noted that the indicative layout does not include any provision for the delivery of SuDS infrastructure, inclusive of any attenuation basin features. The need for this infrastructure must be assessed and established in advance of submission, especially given the nature of existing flood-risk on site. It is the Council's expectation that any such development be included within the defined extent of the application site.

Trees:

Policy 33 to the HDPF presumes, *inter alia*, in favour of the retention of existing natural features, including trees. This reflects the provisions of NPPF Paragraph 136 and 187(b) which respectively seek to ensure that trees are retained wherever possible and sets an expectation that development recognises the intrinsic character and beauty of the countryside and the ecosystem services which it fulfils, including in relation to trees and woodland.

The site presently contains a good number of trees which are concentrated primarily within treed-hedgerows present to field boundaries at the site perimeter and internally within the site (including to the edge of the domestic curtilage of Stanes Cottage). A number of trees appear to be mature and in good condition. Individually and collectively the presence of trees within and to the perimeter of the site positively contributes to the key characteristics of this landscape character and to its rural character more generally.

No arboricultural survey or detail has been provided in support of the proposals. The precise positions and condition of existing trees are unknown, together with the degree to which these constrain development within the site.

The indicative layout plans are considered to suggest that the proposals would involve the removal of some existing trees together with development within the likely root-protection area (RPA) of retained trees. As noted earlier within this report a number of retained trees are shown to be retained within the private garden spaces of prospective dwellings, an arrangement which could compromise their long-term retention.

Given the predominantly undeveloped nature of the site BS 5837:2012 is of material applicability, which sets an expectation that no part of the proposed development such as buildings, hardstanding, or services, should encroach into the RPAs of any trees to be retained at the site or any off-site trees where their RPAs extend into the site.

Harm to, or the loss of, trees amounts to a degree of conflict with HDPF Policy 33 and NPPF Paragraph 136. The precise degree of conflict is contingent upon the expected degree of harm/loss and the condition/maturity of relevant trees.

Should an application be forthcoming the application should be supported by an Arboricultural Impact Assessment (AIA), which should include a detailed tree survey completed in accordance with BS5837:2012 guidance, identifying species, condition, dimensions, and Root Protection Areas (RPAs). A Tree Constraints Plan (TCP), a Tree Protection Plan (TPP), and an Arboricultural Method Statement (AMS) detailing protective measures during construction.

The proposals, further, should be designed to avoid the loss of existing trees and avoid/minimise harm to retained trees as far as possible.

Open Space:

It is noted that the indicative proposals show a single obvious area of public open-space within which a large locally equipped area of play (LEAP) feature is incorporated. The submitted pre-application statement is noted to advance that this feature is sized to exceed the needs of the prospective development and that such provision would meet wider need in the vicinity of the site.

The applicant, however, should be mindful that child and youth play provision (as primarily catered by a LEAP) represent only one typology of public open-space. As characterised within the Council's Open Space, Sport and Recreation review (OSSR) (2021) a variety of open-space needs exist within the District and which differ between locations. As reflected within HDPF Policy 32 development should seek to deliver high quality open spaces which best reflect identified needs of a community. These needs are best summarised at table 8.4.4 to the OSSR, with relevant quality and provision standards stipulated at Part 8 of the OSSR.

Any development should be designed with these standards in mind. In the absence of a detailed land-budget detailing the intended provision of various open-space it is unclear whether the proposals have or are capable of meeting the respective open-space needs of the proposed development. In line with the recommendations of the OSSR, the greatest recommended provision should be noted to be within the Multi-Functional Green Space (MFGS), Parks and Garden and

Natural/Semi-Natural Greenspace typologies. These do not appear to be obviously catered for by the indicative layout. While the provision of a LEAP feature in excess of the needs of the development is capable of attracting beneficial weight, this may not be considered the case if the scale of overprovision is at the detriment of other forms of necessary recreational open space. The degree to which a LEAP feature could be argued to convey wider benefit to existing communities, further, is likely tempered by the remote nature of the site in this instance and with regard to accessibility standards discussed within the OSSR.

Were the applicant minded to progress a formal application it is recommended that the guidance provided at Chapter 11 to the OSSR is reviewed with the proposals designed to incorporate the anticipated open space needs of a prospective development

Other Matters:

Agricultural Land:

Existing Commercial Facilities:

Policy 9 to the HDPF concerns employment development. In respect of the redevelopment of employment sites and premises outside of designated Key Employment Areas, HDPF Policy 9 provides that it must be demonstrated that the site/premises is no longer needed and/or viable for employment use.

The proposals would result in the loss of Toat Café and adjacent car-wash business. At the time of the officer site visit both businesses were in active operation, with no evidence in the pre-application submission to indicate that these businesses are no longer able to operate on a viable basis. The loss of these facilities, therefore, would amount to conflict with HDPF Policy 9 in the event that the site were developed for non-commercial purposes.

Agricultural Land:

The applicant should be mindful of the provisions of the Framework at Paragraph 187(b) and the strategic classification of the site (where this is in agricultural use) as Grade 3 agricultural land. There is the potential, therefore, that the site represents 'best and most versatile' agricultural land with regard to the definition contained at Annex 2 to the Framework and which includes grade 3a agricultural land.

The applicant should seek to establish the agricultural grading of land in advance of any formal submission by way of expert opinion in order to inform consideration in relation to Paragraph 187(b) of the Framework.

Mineral Safeguarding

Policy M9 to the West Sussex Joint Minerals and Waste Local Plan (JMWLP) seeks to protect brick-clay, together with other mineral types, from sterilisation. Policy M9 provides that development for non-minerals development within Minerals Safeguarding Area will not be permitted unless mineral sterilisation would not occur, or that it is appropriate and practicable to extract the mineral prior to development taking place, or there is an overriding need for development which outweighs the safeguarding of the mineral and that it has been demonstrated that prior extraction is not practicable or environmentally feasible.

In order to inform performance against Policy M9 to the JMWLP, in the event that a formal application were forthcoming, the Council would expect to see a Mineral Resource Assessment addressing the requirements of Policy M9 and seeking to clarify/confirm whether prior extraction would prove practicable or otherwise advancing a justification for the proposals in relation to the likely scale of lost mineral resources.

Conclusions:

The pre-application site is located beyond a defined built-up area boundary in a location which would not be supported by existing or emerging development plan policy. The spatial housing policies of the existing development plan, however, attract significantly diminished weight as a consequence of the Council's housing land supply position while the policies of the draft HDLP can only be afforded minimal weight pursuant to Paragraph 49 in light of the plan inspectors 'interim findings' letter of March 2025.

The Council's housing land supply position, further, engages the 'tilted balance' defined at Paragraph 11(d) to the Framework.

The proposals, however, would be considered in conflict with Policy 1 to the Draft PNP, with the formal adoption of the Draft NP due to be considered by way of public referendum in September 2025. There is a strong likelihood, therefore, that a future determination will be made at a time when the PNP has been adopted and which attracts full weight. The PNP is considered to contain housing allocations sufficient to meet the identified housing needs of the Parish, accordingly, conflict with Policy 1 to the PNP is considered to engage Paragraph 14 to the Framework. This provides that the adverse impact of allow development in conflict with the Neighbourhood Plan is likely to significantly and demonstrably outweigh the benefits of a housing proposal.

It is, further, considered that the site does not represent a sustainable location for housing development in light of the expected degree of reliance on the use of the private car reflecting the limited genuine choice of sustainable travel modes available in this location in conflict with the provisions of Paragraph 110 to the Framework. This is recognised within the footnote to Paragraph 11(d)(ii) as a key policy to which a decision maker must pay particular regard within the exercise of the tilted balance.

Other key considerations likely concern the exercise (and conclusion of) the sequential and exception flood-risk tests in relation to surface water flooding which could engage Paragraph 11(d)(i) if failed and the degree of landscape and ecological harm which could arise from a development of the site.

The proposals would involve the beneficial re-use of previously developed land (at least in part) and would contribute to the delivery of housing and affordable housing within the District. These factors attract substantial weight in favour of a grant of planning permission. It is, further, possible that the provision of public open space of an appropriate quality and amount could attract limited weight in favour of a grant of planning permission.

Overall and collectively, acknowledging the absence of necessary information to reach a conclusion in respect of all relevant material considerations at this stage, officers are of the view that the adverse impacts of the proposals are likely to significantly and demonstrably outweigh the respective benefits of the development proposals. It is considered unlikely, therefore, that the proposals would benefit from the Council's support in the event that a formal application were to be made.

Procedural Advice:

In the event that a planning application is submitted the applicant is advised that this would be subject to Horsham District Council's local validation list so as to enable the planning authority to come to an informed decision.

Further advice on what information should be provided in support of an application can be found on our website: <https://www.horsham.gov.uk/planning/planning-applications/local-and-national-requirements>.

The above comments are given as the opinion of the Case Officer in response to the information provided and do not prejudice any outcome of a subsequent application. Should you submit a formal planning application, please quote reference number PE/25/0141 in your submission.

Yours faithfully

Giles Holbrook
Planning Officer

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council implemented a Community Infrastructure Levy (CIL) Charging Schedule on 1st October 2017.

The Community Infrastructure Levy is a charge placed on new development. The funds raised will help to pay for a wide range of infrastructure to support development across Horsham District.

Most new development which creates net additional floorspace of 100m² or more, or creates a new dwelling, (including permitted development), is potentially liable for the levy.

How does it affect you?

Applications for CIL liable development which are determined on or after 1st October 2017 are required to pay the Community Infrastructure Levy (unless the development qualifies for relief or exemption).

Further information and the rates charged by Horsham District Council are set out in the CIL Charging Schedule which can be viewed online at www.horsham.gov.uk/planning/apply/cil

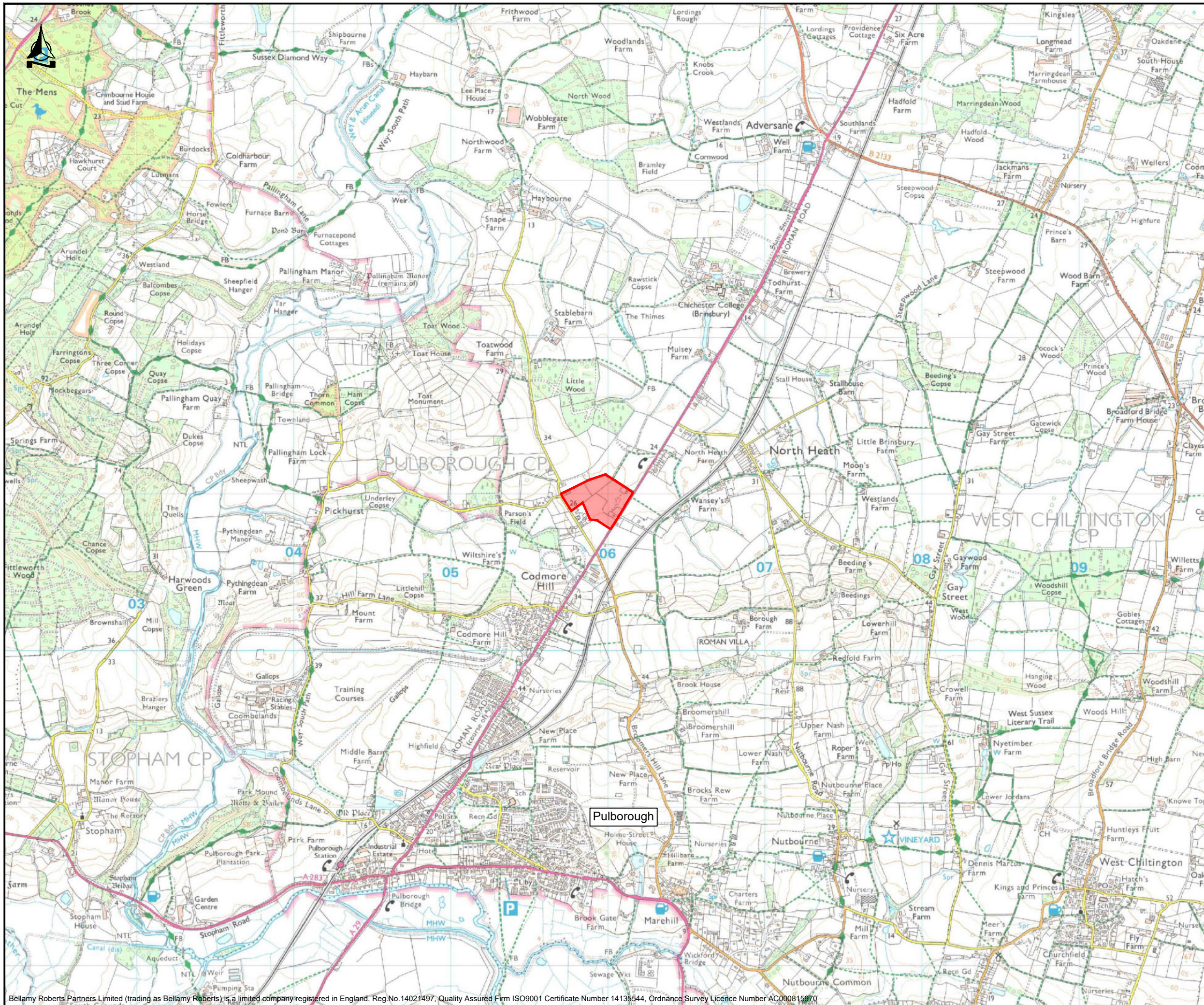
General Consent e.g. Permitted Development

Developments which are permitted by way of a general consent (such as permitted development) may still be liable to pay the Community Infrastructure Levy if they meet the above criteria.

In these circumstances, you must submit a Notice of Chargeable Development (CIL form 5), notify us of the person who will assume liability to pay the CIL and make any applications for relief or exemption, before the development is commenced.

APPENDIX 2

Site Location Plan (6301-301 Rev A)



Notes

 Site

A Updated site boundary		LT	IR
REVISION	AMENDMENT	DRN	CHK
 Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk			
CLIENT	George Macari		
PROJECT	Toat Cafe, Stanes Cottage & Stanes Farm		
TITLE	Site Location Plan		
DRAWN BY	MB	DESIGN BY	CHK BY
DATE	10/06/25	DRAWING No.	REV No.
SCALE	NTS @ A3	6301 / 301	A

APPENDIX 3

ATC Speed Surveys

(2511 16)		PULBOROUGH								
DECEMBER 2025					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile	Average Mean
Site	Location	Direction	Start Date	End Date						
Site No: 15093001	A29 Pulborough (North of Black Gate Lane) 50.978348, -0.489392	Channel: Northbound	Wed 10- Dec-25	Tue 16- Dec-25	NSL	37817	5740	5402	51.8	45.3
		Channel: Southbound	Wed 10- Dec-25	Tue 16- Dec-25		40462	6199	5780	49.1	42.7

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 10-Dec-25															
00:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	
03:00	8	0	6	1	0	0	0	0	0	0	1	0	0	0	
04:00	37	1	30	4	0	0	1	0	0	0	1	0	0	0	
05:00	97	2	83	12	0	0	0	0	0	0	0	0	0	0	
06:00	318	4	266	42	1	2	1	0	1	0	1	0	0	0	
07:00	579	6	503	62	1	1	1	0	2	0	2	1	0	0	
08:00	609	1	545	46	3	4	0	0	5	0	2	3	0	0	
09:00	394	3	337	35	2	3	7	0	3	0	1	3	0	0	
10:00	358	3	306	34	0	3	2	1	6	0	1	2	0	0	
11:00	393	2	342	34	3	2	0	1	2	0	2	5	0	0	
12:00	388	3	346	30	0	2	1	1	3	0	1	1	0	0	
13:00	357	4	298	43	2	0	1	0	7	0	0	2	0	0	
14:00	365	1	306	47	1	5	0	0	3	0	0	2	0	0	
15:00	474	7	400	51	2	6	0	1	5	1	0	1	0	0	
16:00	434	1	389	38	1	1	0	1	1	0	1	1	0	0	
17:00	392	1	364	23	0	1	0	0	0	0	2	1	0	0	
18:00	239	1	228	7	0	1	0	0	0	0	1	1	0	0	
19:00	138	1	128	8	0	0	0	0	0	0	0	1	0	0	
20:00	73	1	64	6	0	0	1	0	1	0	0	0	0	0	
21:00	71	0	71	0	0	0	0	0	0	0	0	0	0	0	
22:00	37	0	32	5	0	0	0	0	0	0	0	0	0	0	
23:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	4982	33	4364	450	15	29	12	5	37	1	13	23	0	0	
16H,6-22	5582	39	4893	506	16	31	14	5	39	1	14	24	0	0	
18H,6-24	5643	39	4949	511	16	31	14	5	39	1	14	24	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILE R ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES									
24H,0-24	5809	42	5085	535	16	31	15	5	39	1	16	24	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER R ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES										
Thu 11-Dec-25															
00:00	10	0	7	1	1	1	0	0	0	0	0	0	0	0	
01:00	5	0	3	1	0	1	0	0	0	0	0	0	0	0	
02:00	9	0	5	1	0	0	0	0	1	0	0	2	0	0	
03:00	11	0	9	1	0	1	0	0	0	0	0	0	0	0	
04:00	30	1	26	2	1	0	0	0	0	0	0	0	0	0	
05:00	100	1	80	17	0	0	2	0	0	0	0	0	0	0	
06:00	298	2	244	47	0	1	0	0	2	0	1	1	0	0	
07:00	604	4	532	62	0	1	3	0	1	0	0	1	0	0	
08:00	556	0	507	36	4	3	2	0	2	0	2	0	0	0	
09:00	430	2	367	42	1	3	3	0	6	2	3	1	0	0	
10:00	365	1	322	29	3	3	2	0	3	0	1	1	0	0	
11:00	365	8	302	45	1	2	3	0	3	0	0	1	0	0	
12:00	366	1	316	39	1	5	1	0	2	0	0	1	0	0	
13:00	350	6	297	38	0	3	1	0	4	0	0	1	0	0	
14:00	370	3	308	48	1	6	0	0	2	0	1	1	0	0	
15:00	492	2	424	49	1	5	1	0	6	1	1	2	0	0	
16:00	473	1	419	48	0	1	0	0	2	0	1	1	0	0	
17:00	384	0	354	25	0	0	2	0	0	1	1	1	0	0	
18:00	219	0	206	11	0	0	0	0	0	0	1	1	0	0	
19:00	143	0	138	4	0	0	0	0	0	0	0	1	0	0	
20:00	127	2	116	7	0	0	1	0	1	0	0	0	0	0	
21:00	76	0	72	3	0	0	0	0	1	0	0	0	0	0	
22:00	58	1	54	2	0	0	0	0	1	0	0	0	0	0	
23:00	39	0	36	2	0	0	0	0	0	0	0	1	0	0	
12H,7-19	4974	28	4354	472	12	32	18	0	31	4	11	12	0	0	
16H,6-22	5618	32	4924	533	12	33	19	0	35	4	12	14	0	0	
18H,6-24	5715	33	5014	537	12	33	19	0	36	4	12	15	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES									
24H,0-24	5880	35	5144	560	14	36	21	0	37	4	12	17	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 12-Dec-25															
00:00	15	0	12	2	0	0	0	0	0	0	0	1	0	0	
01:00	4	0	3	0	0	1	0	0	0	0	0	0	0	0	
02:00	6	0	3	2	0	0	0	0	1	0	0	0	0	0	
03:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
04:00	33	1	27	4	0	1	0	0	0	0	0	0	0	0	
05:00	77	0	63	13	0	0	0	0	0	0	0	1	0	0	
06:00	273	2	223	43	0	1	1	0	2	0	1	0	0	0	
07:00	489	4	427	43	2	1	1	1	3	1	4	2	0	0	
08:00	530	4	470	39	3	7	1	0	3	0	1	2	0	0	
09:00	420	2	369	38	1	2	2	0	5	1	0	0	0	0	
10:00	377	4	329	32	0	0	2	0	6	0	0	4	0	0	
11:00	345	3	300	36	1	1	1	0	2	0	0	1	0	0	
12:00	397	1	357	29	2	1	2	0	3	0	0	2	0	0	
13:00	340	5	289	38	0	1	2	0	3	0	1	1	0	0	
14:00	403	1	355	39	0	6	1	0	1	0	0	0	0	0	
15:00	403	1	365	25	1	3	4	0	4	0	0	0	0	0	
16:00	429	4	381	35	0	4	2	0	1	1	0	1	0	0	
17:00	391	3	361	20	0	0	0	0	5	0	1	1	0	0	
18:00	232	0	217	14	0	0	0	0	1	0	0	0	0	0	
19:00	163	1	150	11	0	0	0	0	0	0	1	0	0	0	
20:00	108	1	102	3	0	1	0	0	1	0	0	0	0	0	
21:00	78	1	73	3	0	0	0	0	1	0	0	0	0	0	
22:00	55	1	50	3	0	0	0	0	0	0	1	0	0	0	
23:00	60	0	56	2	0	0	0	0	0	0	0	2	0	0	
12H,7-19	4756	32	4220	388	10	26	18	1	37	3	7	14	0	0	
16H,6-22	5378	37	4768	448	10	28	19	1	41	3	9	14	0	0	
18H,6-24	5493	38	4874	453	10	28	19	1	41	3	10	16	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
						TWO AXLE, SIX		FOUR OR	FOUR OR LESS	FIVE	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR
TIME	TOTAL	MOTOR-	CARS OR	LIGHT		TYRE, THREE		MORE	OR LESS	AXLE	AXLE	MULTI-	MULTI-	MORE
PERIOD	VEHICLES	CYCLES	CAR-BASED	GOODS	BUSES	RIGID/ RIGID		AXLE RIGID	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	TRAILE R ARTIC	TRAILER ARTIC	AXLE ARTIC
24H,0-24	5638	39	4992	474	10	30	19	1	42	3	10	18	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 13-Dec-25															
00:00	40	0	36	3	0	1	0	0	0	0	0	0	0	0	0
01:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
02:00	11	0	8	2	0	0	0	0	1	0	0	0	0	0	0
03:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
04:00	18	0	14	3	0	0	0	0	0	0	1	0	0	0	0
05:00	34	0	30	4	0	0	0	0	0	0	0	0	0	0	0
06:00	67	1	56	8	0	0	1	0	1	0	0	0	0	0	0
07:00	161	1	152	6	0	1	0	0	1	0	0	0	0	0	0
08:00	275	1	246	22	1	1	0	0	2	0	0	2	0	0	0
09:00	359	5	338	13	0	1	0	0	0	0	0	2	0	0	0
10:00	430	1	406	19	1	2	0	0	1	0	0	0	0	0	0
11:00	407	2	377	25	0	1	0	0	1	0	1	0	0	0	0
12:00	477	2	445	22	0	1	1	0	4	1	1	0	0	0	0
13:00	474	11	437	22	1	0	0	0	2	0	1	0	0	0	0
14:00	404	14	375	14	0	0	0	0	1	0	0	0	0	0	0
15:00	353	5	328	17	0	1	0	0	1	0	0	1	0	0	0
16:00	398	5	367	22	0	1	0	0	1	0	1	1	0	0	0
17:00	275	1	265	8	0	0	0	0	1	0	0	0	0	0	0
18:00	260	3	245	11	0	0	0	0	0	0	0	1	0	0	0
19:00	158	1	150	4	0	1	0	0	2	0	0	0	0	0	0
20:00	89	0	81	7	0	1	0	0	0	0	0	0	0	0	0
21:00	94	0	84	7	0	0	0	0	0	1	1	1	0	0	0
22:00	82	0	80	2	0	0	0	0	0	0	0	0	0	0	0
23:00	74	0	71	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	4273	51	3981	201	3	9	1	0	15	1	4	7	0	0	0
16H,6-22	4681	53	4352	227	3	11	2	0	18	2	5	8	0	0	0
18H,6-24	4837	53	4503	232	3	11	2	0	18	2	5	8	0	0	0

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	4967	53	4617	245	3	12	2	0	19	2	6	8	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 14-Dec-25															
00:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0	
01:00	13	0	12	0	0	0	0	0	0	0	0	1	0	0	
02:00	7	0	3	1	0	1	0	0	0	0	1	1	0	0	
03:00	15	0	14	0	1	0	0	0	0	0	0	0	0	0	
04:00	7	0	5	1	1	0	0	0	0	0	0	0	0	0	
05:00	23	0	22	0	0	0	0	0	0	0	1	0	0	0	
06:00	40	0	37	1	1	0	1	0	0	0	0	0	0	0	
07:00	83	0	73	6	0	1	1	0	1	0	0	1	0	0	
08:00	164	1	149	11	2	0	0	0	0	0	0	1	0	0	
09:00	263	3	248	5	1	4	0	0	0	0	1	1	0	0	
10:00	363	6	330	21	0	1	1	0	1	1	1	1	0	0	
11:00	481	6	453	19	1	0	1	0	0	0	0	1	0	0	
12:00	441	6	414	18	1	0	0	0	2	0	0	0	0	0	
13:00	402	3	374	19	1	2	2	0	0	1	0	0	0	0	
14:00	399	4	379	14	0	1	1	0	0	0	0	0	0	0	
15:00	409	4	380	22	0	1	0	0	1	0	0	1	0	0	
16:00	317	2	298	13	1	0	1	0	2	0	0	0	0	0	
17:00	235	0	214	16	0	2	0	0	2	1	0	0	0	0	
18:00	144	0	136	6	1	0	0	0	1	0	0	0	0	0	
19:00	113	2	103	5	0	2	0	0	1	0	0	0	0	0	
20:00	88	1	80	5	0	1	0	0	1	0	0	0	0	0	
21:00	64	0	56	6	1	0	0	0	0	0	0	1	0	0	
22:00	36	0	26	7	0	1	0	0	1	0	0	1	0	0	
23:00	14	0	13	0	0	0	0	0	0	0	1	0	0	0	
12H,7-19	3701	35	3448	170	8	12	7	0	10	3	2	6	0	0	
16H,6-22	4006	38	3724	187	10	15	8	0	12	3	2	7	0	0	
18H,6-24	4056	38	3763	194	10	16	8	0	13	3	3	8	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES									
24H,0-24	4150	38	3847	197	12	17	8	0	13	3	5	10	0	0

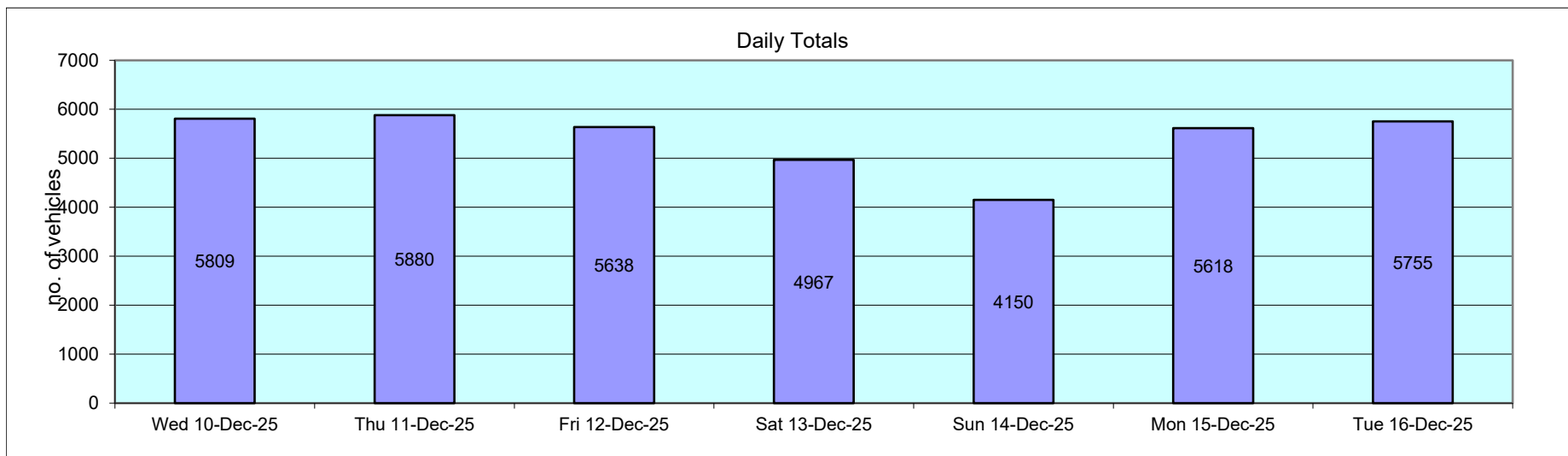
(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER R ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES										
Mon 15-Dec-25															
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
01:00	7	0	5	1	0	0	0	0	0	0	0	1	0	0	
02:00	3	0	2	0	0	1	0	0	0	0	0	0	0	0	
03:00	9	0	8	0	0	0	0	0	0	0	0	1	0	0	
04:00	27	1	23	2	0	0	0	0	0	0	1	0	0	0	
05:00	82	1	66	15	0	0	0	0	0	0	0	0	0	0	
06:00	340	3	269	60	0	1	2	0	2	0	1	2	0	0	
07:00	540	5	479	47	1	2	0	0	3	0	1	2	0	0	
08:00	576	2	510	49	0	8	3	0	0	1	3	0	0	0	
09:00	401	1	346	32	1	10	4	0	4	0	2	1	0	0	
10:00	352	2	314	28	0	2	2	0	0	0	1	3	0	0	
11:00	353	1	307	39	0	1	0	0	2	0	0	3	0	0	
12:00	389	3	346	28	3	1	2	0	2	1	2	1	0	0	
13:00	353	5	302	26	1	6	4	1	3	0	3	2	0	0	
14:00	402	2	346	41	2	3	3	0	4	0	0	1	0	0	
15:00	448	1	379	57	1	6	1	0	2	0	1	0	0	0	
16:00	433	2	383	41	0	1	0	0	3	1	0	1	1	0	
17:00	411	1	387	18	0	1	1	0	2	0	1	0	0	0	
18:00	201	0	189	10	1	0	0	1	0	0	0	0	0	0	
19:00	101	0	96	5	0	0	0	0	0	0	0	0	0	0	
20:00	83	1	73	7	0	1	0	0	1	0	0	0	0	0	
21:00	55	1	49	4	0	0	0	0	0	1	0	0	0	0	
22:00	29	0	25	2	1	0	0	0	1	0	0	0	0	0	
23:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	4859	25	4288	416	10	41	20	2	25	3	14	14	1	0	
16H,6-22	5438	30	4775	492	10	43	22	2	28	4	15	16	1	0	
18H,6-24	5481	30	4811	497	11	43	22	2	29	4	15	16	1	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	5618	32	4923	516	11	44	22	2	29	4	16	18	1	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 16-Dec-25															
00:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
02:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	
03:00	17	0	12	5	0	0	0	0	0	0	0	0	0	0	
04:00	27	1	25	1	0	0	0	0	0	0	0	0	0	0	
05:00	87	3	76	8	0	0	0	0	0	0	0	0	0	0	
06:00	340	1	282	52	0	0	1	0	0	0	0	4	0	0	
07:00	557	4	489	54	1	2	1	1	2	0	1	2	0	0	
08:00	601	0	552	33	2	5	2	0	5	0	1	1	0	0	
09:00	403	2	343	43	0	2	4	0	4	0	2	3	0	0	
10:00	336	5	286	35	1	1	1	0	2	0	0	5	0	0	
11:00	376	1	323	39	0	3	4	0	4	0	0	2	0	0	
12:00	399	4	334	47	1	4	2	0	4	0	1	2	0	0	
13:00	339	1	296	32	0	3	1	0	2	0	1	3	0	0	
14:00	417	2	356	46	0	5	2	0	2	0	2	2	0	0	
15:00	483	1	437	32	1	5	2	0	1	1	0	3	0	0	
16:00	366	1	318	39	0	1	1	0	4	0	0	2	0	0	
17:00	370	3	339	25	0	0	0	0	3	0	0	0	0	0	
18:00	259	0	242	12	0	0	1	0	0	0	1	3	0	0	
19:00	142	1	133	7	0	0	0	0	1	0	0	0	0	0	
20:00	99	1	90	8	0	0	0	0	0	0	0	0	0	0	
21:00	61	1	56	2	0	0	0	0	2	0	0	0	0	0	
22:00	37	0	31	5	0	0	0	0	1	0	0	0	0	0	
23:00	19	0	16	1	0	0	1	0	1	0	0	0	0	0	
12H,7-19	4906	24	4315	437	6	31	21	1	33	1	9	28	0	0	
16H,6-22	5548	28	4876	506	6	31	22	1	36	1	9	32	0	0	
18H,6-24	5604	28	4923	512	6	31	23	1	38	1	9	32	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	5755	32	5051	531	6	31	23	1	38	1	9	32	0	0

(2511 16) PULBOROUGH						Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 10-Dec-25	5809	42	5085	535	16	31	15	5	39	1	16	24	0	0
Thu 11-Dec-25	5880	35	5144	560	14	36	21	0	37	4	12	17	0	0
Fri 12-Dec-25	5638	39	4992	474	10	30	19	1	42	3	10	18	0	0
Sat 13-Dec-25	4967	53	4617	245	3	12	2	0	19	2	6	8	0	0
Sun 14-Dec-25	4150	38	3847	197	12	17	8	0	13	3	5	10	0	0
Mon 15-Dec-25	5618	32	4923	516	11	44	22	2	29	4	16	18	1	0
Tue 16-Dec-25	5755	32	5051	531	6	31	23	1	38	1	9	32	0	0
Total Vehicles														
[--]	37817	271	33659	3058	72	201	110	9	217	18	74	127	1	0



(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 10-Dec-25											
00:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	4	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
03:00	8	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
04:00	37	1	2.7	30	81.1	4	10.8	2	5.4	0	0.0
05:00	97	2	2.1	83	85.6	12	12.4	0	0.0	0	0.0
06:00	318	4	1.3	266	83.7	42	13.2	5	1.6	1	0.3
07:00	579	6	1.0	503	86.9	62	10.7	7	1.2	1	0.2
08:00	609	1	0.2	545	89.5	46	7.6	14	2.3	3	0.5
09:00	394	3	0.8	337	85.5	35	8.9	17	4.3	2	0.5
10:00	358	3	0.8	306	85.5	34	9.5	15	4.2	0	0.0
11:00	393	2	0.5	342	87.0	34	8.7	12	3.1	3	0.8
12:00	388	3	0.8	346	89.2	30	7.7	9	2.3	0	0.0
13:00	357	4	1.1	298	83.5	43	12.0	10	2.8	2	0.6
14:00	365	1	0.3	306	83.8	47	12.9	10	2.7	1	0.3
15:00	474	7	1.5	400	84.4	51	10.8	14	3.0	2	0.4
16:00	434	1	0.2	389	89.6	38	8.8	5	1.2	1	0.2
17:00	392	1	0.3	364	92.9	23	5.9	4	1.0	0	0.0
18:00	239	1	0.4	228	95.4	7	2.9	3	1.3	0	0.0
19:00	138	1	0.7	128	92.8	8	5.8	1	0.7	0	0.0
20:00	73	1	1.4	64	87.7	6	8.2	2	2.7	0	0.0
21:00	71	0	0.0	71	100.0	0	0.0	0	0.0	0	0.0
22:00	37	0	0.0	32	86.5	5	13.5	0	0.0	0	0.0
23:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	4982	33	0.7	4364	87.6	450	9.0	120	2.4	15	0.3
16H,6-22	5582	39	0.7	4893	87.7	506	9.1	128	2.3	16	0.3
18H,6-24	5643	39	0.7	4949	87.7	511	9.1	128	2.3	16	0.3

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 11-Dec-25											
00:00	10	0	0.0	7	70.0	1	10.0	1	10.0	1	10.0
01:00	5	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
02:00	9	0	0.0	5	55.6	1	11.1	3	33.3	0	0.0
03:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
04:00	30	1	3.3	26	86.7	2	6.7	0	0.0	1	3.3
05:00	100	1	1.0	80	80.0	17	17.0	2	2.0	0	0.0
06:00	298	2	0.7	244	81.9	47	15.8	5	1.7	0	0.0
07:00	604	4	0.7	532	88.1	62	10.3	6	1.0	0	0.0
08:00	556	0	0.0	507	91.2	36	6.5	9	1.6	4	0.7
09:00	430	2	0.5	367	85.4	42	9.8	18	4.2	1	0.2
10:00	365	1	0.3	322	88.2	29	8.0	10	2.7	3	0.8
11:00	365	8	2.2	302	82.7	45	12.3	9	2.5	1	0.3
12:00	366	1	0.3	316	86.3	39	10.7	9	2.5	1	0.3
13:00	350	6	1.7	297	84.9	38	10.9	9	2.6	0	0.0
14:00	370	3	0.8	308	83.2	48	13.0	10	2.7	1	0.3
15:00	492	2	0.4	424	86.2	49	10.0	16	3.3	1	0.2
16:00	473	1	0.2	419	88.6	48	10.2	5	1.1	0	0.0
17:00	384	0	0.0	354	92.2	25	6.5	5	1.3	0	0.0
18:00	219	0	0.0	206	94.1	11	5.0	2	0.9	0	0.0
19:00	143	0	0.0	138	96.5	4	2.8	1	0.7	0	0.0
20:00	127	2	1.6	116	91.3	7	5.5	2	1.6	0	0.0
21:00	76	0	0.0	72	94.7	3	4.0	1	1.3	0	0.0
22:00	58	1	1.7	54	93.1	2	3.5	1	1.7	0	0.0
23:00	39	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
12H,7-19	4974	28	0.6	4354	87.5	472	9.5	108	2.2	12	0.2
16H,6-22	5618	32	0.6	4924	87.7	533	9.5	117	2.1	12	0.2
18H,6-24	5715	33	0.6	5014	87.7	537	9.4	119	2.1	12	0.2

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	5880	35	0.6	5144	87.5	560	9.5	127	2.2	14	0.2

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 12-Dec-25											
00:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
01:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
02:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
03:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
04:00	33	1	3.0	27	81.8	4	12.1	1	3.0	0	0.0
05:00	77	0	0.0	63	81.8	13	16.9	1	1.3	0	0.0
06:00	273	2	0.7	223	81.7	43	15.8	5	1.8	0	0.0
07:00	489	4	0.8	427	87.3	43	8.8	13	2.7	2	0.4
08:00	530	4	0.8	470	88.7	39	7.4	14	2.6	3	0.6
09:00	420	2	0.5	369	87.9	38	9.1	10	2.4	1	0.2
10:00	377	4	1.1	329	87.3	32	8.5	12	3.2	0	0.0
11:00	345	3	0.9	300	87.0	36	10.4	5	1.5	1	0.3
12:00	397	1	0.3	357	89.9	29	7.3	8	2.0	2	0.5
13:00	340	5	1.5	289	85.0	38	11.2	8	2.4	0	0.0
14:00	403	1	0.3	355	88.1	39	9.7	8	2.0	0	0.0
15:00	403	1	0.3	365	90.6	25	6.2	11	2.7	1	0.3
16:00	429	4	0.9	381	88.8	35	8.2	9	2.1	0	0.0
17:00	391	3	0.8	361	92.3	20	5.1	7	1.8	0	0.0
18:00	232	0	0.0	217	93.5	14	6.0	1	0.4	0	0.0
19:00	163	1	0.6	150	92.0	11	6.8	1	0.6	0	0.0
20:00	108	1	0.9	102	94.4	3	2.8	2	1.9	0	0.0
21:00	78	1	1.3	73	93.6	3	3.9	1	1.3	0	0.0
22:00	55	1	1.8	50	90.9	3	5.5	1	1.8	0	0.0
23:00	60	0	0.0	56	93.3	2	3.3	2	3.3	0	0.0
12H,7-19	4756	32	0.7	4220	88.7	388	8.2	106	2.2	10	0.2
16H,6-22	5378	37	0.7	4768	88.7	448	8.3	115	2.1	10	0.2
18H,6-24	5493	38	0.7	4874	88.7	453	8.3	118	2.2	10	0.2

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 13-Dec-25											
00:00	40	0	0.0	36	90.0	3	7.5	1	2.5	0	0.0
01:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
02:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
03:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
04:00	18	0	0.0	14	77.8	3	16.7	1	5.6	0	0.0
05:00	34	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
06:00	67	1	1.5	56	83.6	8	11.9	2	3.0	0	0.0
07:00	161	1	0.6	152	94.4	6	3.7	2	1.2	0	0.0
08:00	275	1	0.4	246	89.5	22	8.0	5	1.8	1	0.4
09:00	359	5	1.4	338	94.2	13	3.6	3	0.8	0	0.0
10:00	430	1	0.2	406	94.4	19	4.4	3	0.7	1	0.2
11:00	407	2	0.5	377	92.6	25	6.1	3	0.7	0	0.0
12:00	477	2	0.4	445	93.3	22	4.6	8	1.7	0	0.0
13:00	474	11	2.3	437	92.2	22	4.6	3	0.6	1	0.2
14:00	404	14	3.5	375	92.8	14	3.5	1	0.3	0	0.0
15:00	353	5	1.4	328	92.9	17	4.8	3	0.9	0	0.0
16:00	398	5	1.3	367	92.2	22	5.5	4	1.0	0	0.0
17:00	275	1	0.4	265	96.4	8	2.9	1	0.4	0	0.0
18:00	260	3	1.2	245	94.2	11	4.2	1	0.4	0	0.0
19:00	158	1	0.6	150	94.9	4	2.5	3	1.9	0	0.0
20:00	89	0	0.0	81	91.0	7	7.9	1	1.1	0	0.0
21:00	94	0	0.0	84	89.4	7	7.5	3	3.2	0	0.0
22:00	82	0	0.0	80	97.6	2	2.4	0	0.0	0	0.0
23:00	74	0	0.0	71	96.0	3	4.1	0	0.0	0	0.0
12H,7-19	4273	51	1.2	3981	93.2	201	4.7	37	0.9	3	0.1
16H,6-22	4681	53	1.1	4352	93.0	227	4.9	46	1.0	3	0.1
18H,6-24	4837	53	1.1	4503	93.1	232	4.8	46	1.0	3	0.1

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 14-Dec-25											
00:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
01:00	13	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
02:00	7	0	0.0	3	42.9	1	14.3	3	42.9	0	0.0
03:00	15	0	0.0	14	93.3	0	0.0	0	0.0	1	6.7
04:00	7	0	0.0	5	71.4	1	14.3	0	0.0	1	14.3
05:00	23	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
06:00	40	0	0.0	37	92.5	1	2.5	1	2.5	1	2.5
07:00	83	0	0.0	73	88.0	6	7.2	4	4.8	0	0.0
08:00	164	1	0.6	149	90.9	11	6.7	1	0.6	2	1.2
09:00	263	3	1.1	248	94.3	5	1.9	6	2.3	1	0.4
10:00	363	6	1.7	330	90.9	21	5.8	6	1.7	0	0.0
11:00	481	6	1.3	453	94.2	19	4.0	2	0.4	1	0.2
12:00	441	6	1.4	414	93.9	18	4.1	2	0.5	1	0.2
13:00	402	3	0.8	374	93.0	19	4.7	5	1.2	1	0.3
14:00	399	4	1.0	379	95.0	14	3.5	2	0.5	0	0.0
15:00	409	4	1.0	380	92.9	22	5.4	3	0.7	0	0.0
16:00	317	2	0.6	298	94.0	13	4.1	3	1.0	1	0.3
17:00	235	0	0.0	214	91.1	16	6.8	5	2.1	0	0.0
18:00	144	0	0.0	136	94.4	6	4.2	1	0.7	1	0.7
19:00	113	2	1.8	103	91.2	5	4.4	3	2.7	0	0.0
20:00	88	1	1.1	80	90.9	5	5.7	2	2.3	0	0.0
21:00	64	0	0.0	56	87.5	6	9.4	1	1.6	1	1.6
22:00	36	0	0.0	26	72.2	7	19.4	3	8.3	0	0.0
23:00	14	0	0.0	13	92.9	0	0.0	1	7.1	0	0.0
12H,7-19	3701	35	1.0	3448	93.2	170	4.6	40	1.1	8	0.2
16H,6-22	4006	38	1.0	3724	93.0	187	4.7	47	1.2	10	0.3
18H,6-24	4056	38	0.9	3763	92.8	194	4.8	51	1.3	10	0.3

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 15-Dec-25											
00:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
01:00	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
02:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
03:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
04:00	27	1	3.7	23	85.2	2	7.4	1	3.7	0	0.0
05:00	82	1	1.2	66	80.5	15	18.3	0	0.0	0	0.0
06:00	340	3	0.9	269	79.1	60	17.7	8	2.4	0	0.0
07:00	540	5	0.9	479	88.7	47	8.7	8	1.5	1	0.2
08:00	576	2	0.4	510	88.5	49	8.5	15	2.6	0	0.0
09:00	401	1	0.3	346	86.3	32	8.0	21	5.2	1	0.3
10:00	352	2	0.6	314	89.2	28	8.0	8	2.3	0	0.0
11:00	353	1	0.3	307	87.0	39	11.1	6	1.7	0	0.0
12:00	389	3	0.8	346	89.0	28	7.2	9	2.3	3	0.8
13:00	353	5	1.4	302	85.6	26	7.4	19	5.4	1	0.3
14:00	402	2	0.5	346	86.1	41	10.2	11	2.7	2	0.5
15:00	448	1	0.2	379	84.6	57	12.7	10	2.2	1	0.2
16:00	433	2	0.5	383	88.5	41	9.5	7	1.6	0	0.0
17:00	411	1	0.2	387	94.2	18	4.4	5	1.2	0	0.0
18:00	201	0	0.0	189	94.0	10	5.0	1	0.5	1	0.5
19:00	101	0	0.0	96	95.1	5	5.0	0	0.0	0	0.0
20:00	83	1	1.2	73	88.0	7	8.4	2	2.4	0	0.0
21:00	55	1	1.8	49	89.1	4	7.3	1	1.8	0	0.0
22:00	29	0	0.0	25	86.2	2	6.9	1	3.5	1	3.5
23:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
12H,7-19	4859	25	0.5	4288	88.3	416	8.6	120	2.5	10	0.2
16H,6-22	5438	30	0.6	4775	87.8	492	9.1	131	2.4	10	0.2
18H,6-24	5481	30	0.6	4811	87.8	497	9.1	132	2.4	11	0.2

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	5618	32	0.6	4923	87.6	516	9.2	136	2.4	11	0.2

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 16-Dec-25											
00:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	5	0	0.0	1	20.0	4	80.0	0	0.0	0	0.0
03:00	17	0	0.0	12	70.6	5	29.4	0	0.0	0	0.0
04:00	27	1	3.7	25	92.6	1	3.7	0	0.0	0	0.0
05:00	87	3	3.5	76	87.4	8	9.2	0	0.0	0	0.0
06:00	340	1	0.3	282	82.9	52	15.3	5	1.5	0	0.0
07:00	557	4	0.7	489	87.8	54	9.7	9	1.6	1	0.2
08:00	601	0	0.0	552	91.9	33	5.5	14	2.3	2	0.3
09:00	403	2	0.5	343	85.1	43	10.7	15	3.7	0	0.0
10:00	336	5	1.5	286	85.1	35	10.4	9	2.7	1	0.3
11:00	376	1	0.3	323	85.9	39	10.4	13	3.5	0	0.0
12:00	399	4	1.0	334	83.7	47	11.8	13	3.3	1	0.3
13:00	339	1	0.3	296	87.3	32	9.4	10	3.0	0	0.0
14:00	417	2	0.5	356	85.4	46	11.0	13	3.1	0	0.0
15:00	483	1	0.2	437	90.5	32	6.6	12	2.5	1	0.2
16:00	366	1	0.3	318	86.9	39	10.7	8	2.2	0	0.0
17:00	370	3	0.8	339	91.6	25	6.8	3	0.8	0	0.0
18:00	259	0	0.0	242	93.4	12	4.6	5	1.9	0	0.0
19:00	142	1	0.7	133	93.7	7	4.9	1	0.7	0	0.0
20:00	99	1	1.0	90	90.9	8	8.1	0	0.0	0	0.0
21:00	61	1	1.6	56	91.8	2	3.3	2	3.3	0	0.0
22:00	37	0	0.0	31	83.8	5	13.5	1	2.7	0	0.0
23:00	19	0	0.0	16	84.2	1	5.3	2	10.5	0	0.0
12H,7-19	4906	24	0.5	4315	88.0	437	8.9	124	2.5	6	0.1
16H,6-22	5548	28	0.5	4876	87.9	506	9.1	132	2.4	6	0.1
18H,6-24	5604	28	0.5	4923	87.9	512	9.1	135	2.4	6	0.1

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

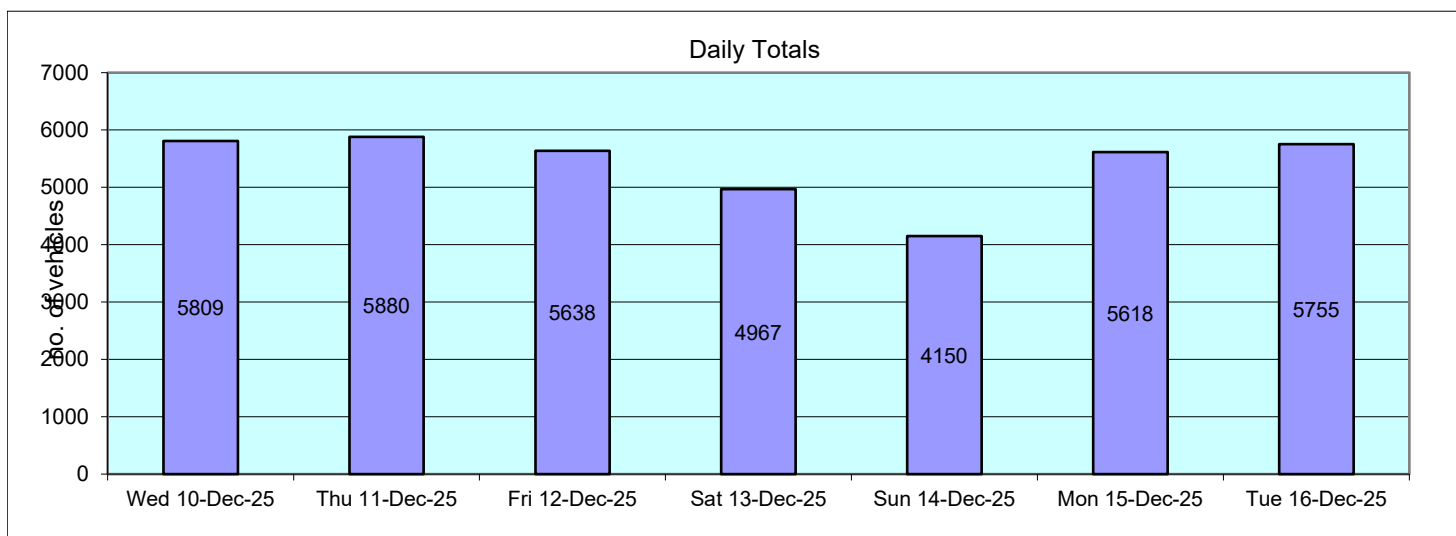
Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	5755	32	0.6	5051	87.8	531	9.2	135	2.4	6	0.1

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 10-Dec-25	5809	42	0.7	5085	87.5	535	9.2	131	2.3	16	0.3
Thu 11-Dec-25	5880	35	0.6	5144	87.5	560	9.5	127	2.2	14	0.2
Fri 12-Dec-25	5638	39	0.7	4992	88.5	474	8.4	123	2.2	10	0.2
Sat 13-Dec-25	4967	53	1.1	4617	93.0	245	4.9	49	1.0	3	0.1
Sun 14-Dec-25	4150	38	0.9	3847	92.7	197	4.8	56	1.4	12	0.3
Mon 15-Dec-25	5618	32	0.6	4923	87.6	516	9.2	136	2.4	11	0.2
Tue 16-Dec-25	5755	32	0.6	5051	87.8	531	9.2	135	2.4	6	0.1
Total Vehicles											
[--]	37817	271	0.7	33659	89.2	3058	7.9	757	2.0	72	0.2



(2511 16)		PULBOROUGH				Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71	
Wed 10-Dec-25																	
00:00	16	61.3	53.8	7.3	0	0	0	0	0	3	1	8	1	2	1	0	
01:00	4	-	53.5	4.2	0	0	0	0	0	0	1	2	1	0	0	0	
02:00	4	-	52.3	7.6	0	0	0	0	0	1	1	0	2	0	0	0	
03:00	8	-	47.9	12.4	0	0	0	0	4	0	1	2	0	0	0	1	
04:00	37	60	53.1	6.7	0	0	0	0	1	4	10	8	10	4	0	0	
05:00	97	63.3	54.3	7.7	0	0	0	0	1	10	24	30	12	11	7	2	
06:00	318	55.1	49.1	6.5	0	2	0	0	21	63	121	76	26	6	2	1	
07:00	579	50.3	45.2	5.2	0	0	1	4	104	245	160	52	11	1	0	1	
08:00	609	50	44.2	6.7	0	1	27	20	81	252	170	39	18	0	1	0	
09:00	394	49.7	42.7	7.4	0	2	26	23	78	155	69	30	11	0	0	0	
10:00	358	50.1	44.1	6.1	0	1	5	10	84	133	87	30	6	2	0	0	
11:00	393	50.9	44.6	6.6	0	1	2	20	86	138	87	43	12	3	1	0	
12:00	388	50.8	45.3	5.8	0	1	1	7	63	161	101	39	14	1	0	0	
13:00	357	51.6	45.3	6.6	0	1	2	21	57	115	102	41	16	2	0	0	
14:00	365	49.9	42.9	8.1	0	11	11	22	70	136	76	27	12	0	0	0	
15:00	474	49.3	42.8	6.9	0	3	9	44	115	180	77	34	9	1	1	1	
16:00	434	50	44.2	5.8	0	0	0	8	121	178	77	31	15	4	0	0	
17:00	392	50.4	44.8	5.9	0	0	3	14	79	136	114	37	8	0	0	1	
18:00	239	54.1	47.4	6.3	0	0	0	2	30	76	72	36	18	4	1	0	
19:00	138	55.9	49.2	6.9	0	0	0	1	15	26	47	28	14	5	2	0	
20:00	73	56.9	50	7.4	0	0	0	0	10	11	18	21	9	2	2	0	
21:00	71	60.6	52.8	8.1	0	0	0	2	3	7	17	18	14	7	2	1	
22:00	37	59.9	52	9	0	0	0	0	3	6	12	3	9	1	1	2	
23:00	24	63.9	54.5	9.8	0	0	0	1	0	2	8	3	3	5	0	2	
12H,7-19	4982	50.4	44.4	6.5	0	21	87	195	968	1905	1192	439	150	18	4	3	
16H,6-22	5582	51.1	44.9	6.8	0	23	87	198	1017	2012	1395	582	213	38	12	5	
18H,6-24	5643	51.3	45	6.9	0	23	87	199	1020	2020	1415	588	225	44	13	9	
24H,0-24	5809	51.9	45.3	7.1	0	23	87	199	1026	2038	1453	638	251	61	21	12	

(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 11-Dec-25																
00:00	10	61	54	9.3	0	0	0	0	0	2	2	3	1	1	0	1
01:00	5	-	49	13.5	0	0	1	0	0	0	1	1	2	0	0	0
02:00	9	-	49.1	7.4	0	0	0	1	0	1	3	3	1	0	0	0
03:00	11	60.3	52.6	8.4	0	0	0	0	0	3	2	3	1	1	1	0
04:00	30	63.5	55.7	8	0	0	0	0	1	3	2	11	5	6	1	1
05:00	100	59.7	53.1	7.5	0	1	0	0	1	11	21	35	21	7	2	1
06:00	298	55.5	49.2	6	0	0	0	3	15	70	102	70	32	5	1	0
07:00	604	50	44.9	5.6	0	2	5	8	88	271	172	49	4	4	0	1
08:00	556	50.4	44.7	6.4	0	1	9	16	115	195	155	41	18	6	0	0
09:00	430	49.7	43.2	7.3	1	8	10	13	101	154	106	27	9	1	0	0
10:00	365	50.9	45.3	6.1	0	0	2	18	61	117	115	42	7	3	0	0
11:00	365	49.4	43.5	6.3	0	1	6	18	85	152	71	25	5	0	0	2
12:00	366	50.8	45.3	6.7	0	3	2	11	61	127	112	32	15	2	0	1
13:00	350	50.4	44.8	6.3	0	2	0	8	80	123	95	30	6	4	2	0
14:00	370	50.4	44.5	6.4	0	4	3	13	68	127	113	35	7	0	0	0
15:00	492	47.9	41.6	6.8	0	7	21	31	139	190	80	22	2	0	0	0
16:00	473	49	43	6.5	0	2	8	43	103	189	94	20	10	4	0	0
17:00	384	50.7	44.8	6.3	0	2	0	17	77	139	96	37	16	0	0	0
18:00	219	54.7	48.1	6.4	0	0	0	2	17	69	74	32	19	3	3	0
19:00	143	55.5	49.5	6.5	0	0	0	0	8	35	49	32	10	7	2	0
20:00	127	56.6	50.5	6.7	0	0	0	1	3	23	52	27	12	5	3	1
21:00	76	59.2	51.1	8.9	0	0	1	1	6	10	22	19	8	5	1	3
22:00	58	56.9	49.1	7.1	0	0	1	0	6	9	22	9	10	1	0	0
23:00	39	60	53.4	8.5	0	0	0	0	2	5	8	12	7	1	2	2
12H,7-19	4974	50.2	44.3	6.6	1	32	66	198	995	1853	1283	392	118	27	5	4
16H,6-22	5618	50.8	44.9	6.8	1	32	67	203	1027	1991	1508	540	180	49	12	8
18H,6-24	5715	50.9	45	6.9	1	32	68	203	1035	2005	1538	561	197	51	14	10
24H,0-24	5880	51.5	45.2	7	1	33	69	204	1037	2025	1569	617	228	66	18	13

(2511 16)		PULBOROUGH				Site No: 15093001				Location A29 Pulborough (North of Black Gate Lane)							
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71	
Fri 12-Dec-25																	
00:00	15	56.6	51.2	6.6	0	0	0	0	1	2	4	5	2	1	0	0	
01:00	4	-	49.8	9.5	0	0	0	0	0	2	1	0	0	1	0	0	
02:00	6	-	50.2	4.3	0	0	0	0	0	1	2	3	0	0	0	0	
03:00	10	66	55.5	10.1	0	0	0	0	1	0	2	3	2	0	1	1	
04:00	33	61.7	55.6	7.6	0	0	0	0	1	2	4	11	9	4	0	2	
05:00	77	61	54.6	7.6	0	0	0	0	1	4	25	16	19	5	4	3	
06:00	273	55.8	49.7	7.1	0	1	0	4	16	55	82	76	27	8	2	2	
07:00	489	50.5	44.9	6.4	0	1	10	11	82	187	138	45	9	4	1	1	
08:00	530	50.2	44.8	5.9	0	3	1	14	96	206	154	42	11	3	0	0	
09:00	420	49.8	43.9	7.1	0	9	5	13	72	180	101	26	12	1	1	0	
10:00	377	49.8	43.3	7	1	6	5	12	102	124	92	30	5	0	0	0	
11:00	345	49.9	44.4	5.8	0	1	3	14	62	132	104	20	9	0	0	0	
12:00	397	50.1	44.7	5.7	0	1	1	13	76	148	119	29	9	1	0	0	
13:00	340	52.3	44.9	7.6	0	4	11	8	66	94	91	54	11	1	0	0	
14:00	403	49.6	43.9	6.6	0	2	6	24	78	160	101	15	13	3	1	0	
15:00	403	50.3	43.5	7.6	0	5	16	31	68	125	112	35	11	0	0	0	
16:00	429	49.9	43.3	7.3	0	5	11	38	73	159	99	30	13	1	0	0	
17:00	391	50.4	45.1	5.4	0	0	1	9	60	172	102	37	8	2	0	0	
18:00	232	53.9	47.8	5.9	0	0	0	1	23	67	81	42	12	6	0	0	
19:00	163	53.8	46.5	7.3	0	0	2	6	26	46	45	23	10	4	1	0	
20:00	108	55.5	45.4	11	0	1	9	8	16	23	20	16	7	4	2	2	
21:00	78	58.6	50.3	8.3	0	0	0	1	8	17	18	15	13	2	3	1	
22:00	55	55.8	51	6.3	0	0	0	0	1	11	16	19	5	1	2	0	
23:00	60	54.8	49	5.9	0	0	0	0	3	17	19	15	4	2	0	0	
12H,7-19	4756	50.4	44.4	6.6	1	37	70	188	858	1754	1294	405	123	22	3	1	
16H,6-22	5378	50.9	44.9	7	1	39	81	207	924	1895	1459	535	180	40	11	6	
18H,6-24	5493	51	45	7	1	39	81	207	928	1923	1494	569	189	43	13	6	
24H,0-24	5638	51.5	45.2	7.1	1	39	81	207	932	1934	1532	607	221	54	18	12	

(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sat 13-Dec-25																
00:00	40	58.2	52.1	6.7	0	0	0	0	1	6	10	13	8	0	2	0
01:00	12	57.8	53.5	5.4	0	0	0	0	0	1	2	6	2	1	0	0
02:00	11	58.1	52.6	9	0	0	0	0	0	3	2	3	2	0	0	1
03:00	15	64.1	52.8	11.8	0	0	0	2	0	2	3	2	2	2	1	1
04:00	18	60	56.6	8.9	0	0	0	0	1	1	2	3	8	1	0	2
05:00	34	62	54.1	8.2	0	0	0	0	1	5	6	9	7	2	4	0
06:00	67	58	49.9	8.5	0	1	0	0	7	12	17	15	11	2	2	0
07:00	161	54.1	46.9	7.8	0	2	2	3	17	51	42	31	8	3	2	0
08:00	275	53.8	47.4	6.3	0	1	0	2	30	81	94	45	19	2	0	1
09:00	359	50.7	45.4	6	0	1	0	19	52	117	123	37	8	1	1	0
10:00	430	50.3	43.9	7.1	0	5	7	17	103	147	101	31	16	2	1	0
11:00	407	49.9	43.8	6.7	0	4	6	19	86	160	91	27	12	2	0	0
12:00	477	50	43.8	6.8	0	4	5	33	98	184	100	33	18	2	0	0
13:00	474	50.7	44.8	7	0	6	5	19	70	177	134	44	12	7	0	0
14:00	404	51.8	45.3	7.2	0	3	2	15	81	126	109	44	16	6	0	2
15:00	353	51.8	45.4	7.3	0	4	1	11	67	109	100	47	8	2	1	3
16:00	398	50.1	44.6	6.2	0	1	0	15	82	158	100	33	3	1	2	3
17:00	275	51.8	45.8	6.4	0	1	0	10	43	92	82	35	9	1	2	0
18:00	260	53.1	46.8	6.6	0	0	0	3	44	78	81	35	11	5	2	1
19:00	158	55.8	48.6	7.3	0	0	0	1	18	43	48	25	14	7	0	2
20:00	89	56.8	49.5	7.3	0	0	2	0	4	24	20	23	13	3	0	0
21:00	94	57.3	49.7	8.1	0	0	1	2	8	16	31	19	9	5	2	1
22:00	82	58	49.4	8.3	0	0	0	0	9	23	24	10	8	3	4	1
23:00	74	53.4	46.7	7.8	0	0	0	4	15	13	27	7	3	4	1	0
12H,7-19	4273	51	45.1	6.9	0	32	28	166	773	1480	1157	442	140	34	11	10
16H,6-22	4681	51.8	45.4	7	0	33	31	169	810	1575	1273	524	187	51	15	13
18H,6-24	4837	52	45.5	7.1	0	33	31	173	834	1611	1324	541	198	58	20	14
24H,0-24	4967	52.5	45.7	7.2	0	33	31	175	837	1629	1349	577	227	64	27	18

(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Sun 14-Dec-25																
00:00	29	58.7	49.3	9.8	0	0	1	2	0	7	9	3	4	1	2	0
01:00	13	64.9	53.5	10.5	0	0	0	0	2	1	3	2	1	2	2	0
02:00	7	-	47.1	9.9	0	0	0	1	1	2	0	1	2	0	0	0
03:00	15	61.6	49.8	11.2	0	0	0	1	2	4	2	2	1	2	0	1
04:00	7	-	56.4	4.2	0	0	0	0	0	0	0	4	2	1	0	0
05:00	23	58.6	53.3	7.6	0	0	0	0	0	3	6	9	2	1	1	1
06:00	40	59.9	49.8	9.7	0	0	2	0	4	6	13	3	7	4	1	0
07:00	83	57.3	49.8	7.1	0	0	0	2	7	14	24	20	12	4	0	0
08:00	164	55.4	47.3	7.8	0	1	1	2	25	51	37	25	15	5	2	0
09:00	263	53.4	47	6.2	0	1	0	2	32	82	85	44	14	2	1	0
10:00	363	50.3	44.3	7.2	0	3	4	20	78	119	97	28	9	0	3	2
11:00	481	49.5	43.5	6.4	0	5	5	24	105	193	109	30	8	1	1	0
12:00	441	50	44.8	5.6	0	2	1	7	67	208	112	35	6	1	2	0
13:00	402	52	45.5	7	1	3	4	11	61	133	118	53	15	2	0	1
14:00	399	50.5	45	5.9	0	0	1	16	76	144	113	37	9	2	0	1
15:00	409	50.8	44.9	6.5	0	1	3	11	88	147	101	39	13	4	2	0
16:00	317	50.1	43.9	6.8	0	2	4	25	60	113	80	24	6	2	0	1
17:00	235	50.6	44.9	6.9	0	1	0	7	59	74	63	21	5	1	2	2
18:00	144	55.7	49	7	0	0	0	1	14	37	40	32	13	5	1	1
19:00	113	56.2	49	7.3	0	0	0	1	17	20	31	26	13	3	2	0
20:00	88	56.2	49.5	7.6	0	0	0	2	6	24	20	22	8	4	1	1
21:00	64	59.7	50.8	9.5	0	0	0	0	7	20	6	15	8	3	1	4
22:00	36	61.2	50.9	10.1	0	0	0	1	7	4	5	10	3	3	2	1
23:00	14	63	52.8	10.4	0	0	0	0	1	4	1	4	1	1	1	1
12H,7-19	3701	51.1	45.2	6.8	1	19	23	128	672	1315	979	388	125	29	14	8
16H,6-22	4006	52	45.5	7	1	19	25	131	706	1385	1049	454	161	43	19	13
18H,6-24	4056	52.2	45.6	7.1	1	19	25	132	714	1393	1055	468	165	47	22	15
24H,0-24	4150	52.4	45.7	7.2	1	19	26	136	719	1410	1075	489	177	54	27	17

(2511 16)		PULBOROUGH				Site No: 15093001					Location A29 Pulborough (North of Black Gate Lane)						
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71	
Mon 15-Dec-25																	
00:00	9	-	54.1	11.1	0	0	0	0	1	2	1	0	3	0	2	0	
01:00	7	-	54.2	10.7	0	0	0	0	0	2	2	0	0	2	1	0	
02:00	3	-	45.2	5.9	0	0	0	0	1	0	2	0	0	0	0	0	
03:00	9	-	53.2	15.4	0	0	1	1	0	0	1	1	3	0	1	1	
04:00	27	63.5	54.8	8.4	0	0	0	0	1	2	7	6	4	5	1	1	
05:00	82	63.3	53.7	9.3	0	0	0	0	6	6	25	19	10	7	2	7	
06:00	340	55.4	49	7	0	0	1	0	28	92	108	67	25	10	8	1	
07:00	540	50.4	45	5.7	0	0	8	9	83	232	143	52	11	2	0	0	
08:00	576	50.2	44.7	6	0	1	6	18	97	243	148	45	15	2	0	1	
09:00	401	50.9	44.9	6.2	0	0	0	19	84	141	99	42	13	1	2	0	
10:00	352	50.1	44.2	6.1	0	1	2	11	89	131	79	28	7	4	0	0	
11:00	353	50.4	44.7	6.4	0	1	2	13	87	101	108	28	10	2	1	0	
12:00	389	50.6	44.5	6.7	0	3	6	16	68	147	97	39	11	2	0	0	
13:00	353	50.6	44	7.2	0	3	4	25	83	103	88	34	9	3	1	0	
14:00	402	49.7	44.1	6.1	1	1	2	22	73	160	111	24	5	3	0	0	
15:00	448	49.8	43.4	7.2	0	2	6	38	116	156	83	21	21	2	2	1	
16:00	433	49.5	43.4	6.5	0	0	16	20	100	160	101	22	13	1	0	0	
17:00	411	51.4	44.6	6.8	1	0	3	28	82	136	95	49	15	1	1	0	
18:00	201	54.7	48.4	6.8	0	0	0	2	25	44	68	42	13	4	1	2	
19:00	101	59.3	51.3	7.7	0	0	0	0	6	22	23	25	14	7	3	1	
20:00	83	59.2	49.8	8.7	0	0	0	6	5	16	22	12	14	7	0	1	
21:00	55	58.3	50.7	8.6	0	0	1	0	4	10	14	14	7	3	0	2	
22:00	29	59.6	50.9	8.7	0	0	0	1	2	5	8	6	3	2	2	0	
23:00	14	63.3	53.5	9.3	0	0	0	1	0	1	3	5	0	3	1	0	
12H,7-19	4859	50.5	44.5	6.5	2	12	55	221	987	1754	1220	426	143	27	8	4	
16H,6-22	5438	51.1	45	6.8	2	12	57	227	1030	1894	1387	544	203	54	19	9	
18H,6-24	5481	51.3	45.1	6.9	2	12	57	229	1032	1900	1398	555	206	59	22	9	
24H,0-24	5618	51.7	45.3	7.1	2	12	58	230	1041	1912	1436	581	226	73	29	18	

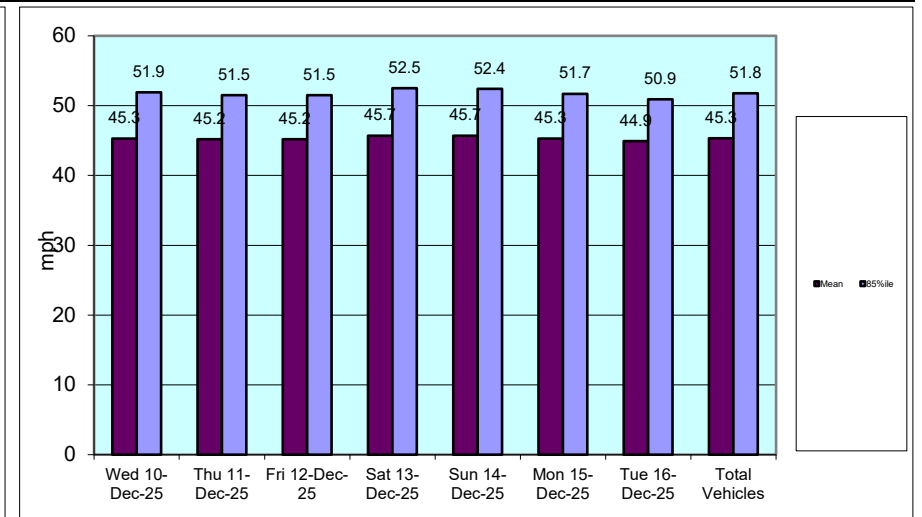
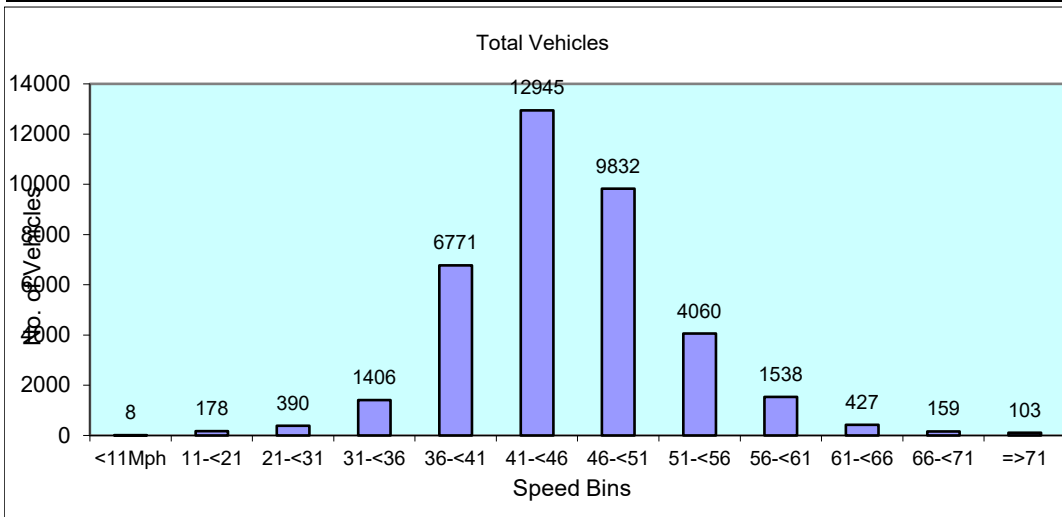
(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Tue 16-Dec-25																
00:00	10	61	53	7	0	0	0	0	0	1	4	2	1	2	0	0
01:00	5	-	53.5	9.4	0	0	0	0	0	1	2	0	0	2	0	0
02:00	5	-	50.5	8.5	0	0	0	0	1	0	2	0	2	0	0	0
03:00	17	58.4	48.8	8.7	0	0	0	1	2	4	4	1	4	1	0	0
04:00	27	65.3	54.8	9.9	0	0	0	0	2	4	4	5	4	4	3	1
05:00	87	60.9	53.6	8.4	0	1	0	0	1	9	23	19	21	8	3	2
06:00	340	54.9	48.7	6.4	0	0	1	2	23	90	112	77	26	4	3	2
07:00	557	49.7	44.3	5.4	0	0	0	17	123	234	135	37	8	2	0	1
08:00	601	49.9	44.2	5.5	0	0	0	28	132	247	134	46	14	0	0	0
09:00	403	50.1	44.4	6.2	1	2	6	7	71	166	109	36	4	0	1	0
10:00	336	50.6	44.8	6.1	0	2	1	8	69	127	85	34	9	1	0	0
11:00	376	49.7	43.6	6.8	0	4	3	22	88	141	83	24	8	2	0	1
12:00	399	50.7	45.4	6.2	0	1	0	20	64	128	135	32	15	3	1	0
13:00	339	49.4	43.2	6.8	0	6	4	10	93	123	77	22	2	1	0	1
14:00	417	48.9	42.1	6.8	1	1	12	38	138	123	70	24	10	0	0	0
15:00	483	48.8	42.4	6.4	0	2	8	44	153	155	85	25	10	1	0	0
16:00	366	48.5	42.9	5.6	1	0	0	21	111	144	67	19	1	2	0	0
17:00	370	50.1	44.7	5.4	0	0	2	17	52	158	103	33	5	0	0	0
18:00	259	54.3	47.4	7.1	0	0	0	14	26	69	82	43	17	6	0	2
19:00	142	54.6	47.9	6.8	0	0	0	4	15	35	48	25	11	2	2	0
20:00	99	59.4	51	8.1	0	0	0	1	8	19	25	19	17	6	3	1
21:00	61	60.3	51.7	8.4	0	0	1	1	1	11	18	9	12	6	2	0
22:00	37	57	50.5	7.9	0	0	0	0	5	6	6	13	5	1	0	1
23:00	19	59.3	53.2	8.7	0	0	0	0	1	2	5	6	2	1	1	1
12H,7-19	4906	50	44	6.3	3	18	36	246	1120	1815	1165	375	103	18	2	5
16H,6-22	5548	50.6	44.6	6.6	3	18	38	254	1167	1970	1368	505	169	36	12	8
18H,6-24	5604	50.7	44.7	6.6	3	18	38	254	1173	1978	1379	524	176	38	13	10
24H,0-24	5755	50.9	44.9	6.8	3	19	38	255	1179	1997	1418	551	208	55	19	13

(2511 16)	PULBOROUGH	Site No: 15093001	Location A29 Pulborough (North of Black Gate Lane)
Wed 10-Dec-25 to Tue 16-Dec-25		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Daily Totals																
Wed 10-Dec-25	5809	51.9	45.3	7.1	0	23	87	199	1026	2038	1453	638	251	61	21	12
Thu 11-Dec-25	5880	51.5	45.2	7	1	33	69	204	1037	2025	1569	617	228	66	18	13
Fri 12-Dec-25	5638	51.5	45.2	7.1	1	39	81	207	932	1934	1532	607	221	54	18	12
Sat 13-Dec-25	4967	52.5	45.7	7.2	0	33	31	175	837	1629	1349	577	227	64	27	18
Sun 14-Dec-25	4150	52.4	45.7	7.2	1	19	26	136	719	1410	1075	489	177	54	27	17
Mon 15-Dec-25	5618	51.7	45.3	7.1	2	12	58	230	1041	1912	1436	581	226	73	29	18
Tue 16-Dec-25	5755	50.9	44.9	6.8	3	19	38	255	1179	1997	1418	551	208	55	19	13

Total Vehicles																
[--]	37817	51.8	45.3	7.1	8	178	390	1406	6771	12945	9832	4060	1538	427	159	103



(2511 16)		PULBOROUGH		Site No: 15093001		Location		A29 Pulborough (North of Bla	
Channel: Northbound									
TIME PERIOD	Wed 10- Dec-25	Thu 11-Dec- 25	Fri 12-Dec- 25	Sat 13- Dec-25	Sun 14- Dec-25	Mon 15- Dec-25	Tue 16- Dec-25	5-Day Av	7-Day Av
Week Begin: 10-Dec-25									
00:00	16	10	15	40	29	9	10	12	18
01:00	4	5	4	12	13	7	5	5	7
02:00	4	9	6	11	7	3	5	5	6
03:00	8	11	10	15	15	9	17	11	12
04:00	37	30	33	18	7	27	27	31	26
05:00	97	100	77	34	23	82	87	89	71
06:00	318	298	273	67	40	340	340	314	239
07:00	579	604	489	161	83	540	557	554	430
08:00	609	556	530	275	164	576	601	574	473
09:00	394	430	420	359	263	401	403	410	381
10:00	358	365	377	430	363	352	336	358	369
11:00	393	365	345	407	481	353	376	366	389
12:00	388	366	397	477	441	389	399	388	408
13:00	357	350	340	474	402	353	339	348	374
14:00	365	370	403	404	399	402	417	391	394
15:00	474	492	403	353	409	448	483	460	437
16:00	434	473	429	398	317	433	366	427	407
17:00	392	384	391	275	235	411	370	390	351
18:00	239	219	232	260	144	201	259	230	222
19:00	138	143	163	158	113	101	142	137	137
20:00	73	127	108	89	88	83	99	98	95
21:00	71	76	78	94	64	55	61	68	71
22:00	37	58	55	82	36	29	37	43	48
23:00	24	39	60	74	14	14	19	31	35
12H,7-19	4982	4974	4756	4273	3701	4859	4906	4895	4636
16H,6-22	5582	5618	5378	4681	4006	5438	5548	5513	5179
18H,6-24	5643	5715	5493	4837	4056	5481	5604	5587	5261
24H,0-24	5809	5880	5638	4967	4150	5618	5755	5740	5402
Am	08:00	07:00	08:00	10:00	11:00	08:00	08:00		

(2511 16)	PULBOROUGH			Site No: 15093001	Location	A29 Pulborough (North of Bla			
Channel: Northbound									
	Wed 10-Dec-25	Thu 11-Dec-25	Fri 12-Dec-25	Sat 13-Dec-25	Sun 14-Dec-25	Mon 15-Dec-25	Tue 16-Dec-25	5-Day Av	7-Day Av
Peak	609	604	530	430	481	576	601		
Pm	15:00	15:00	16:00	12:00	12:00	15:00	15:00		
Peak	474	492	429	477	441	448	483		

(2511 16)

PULBOROUGH

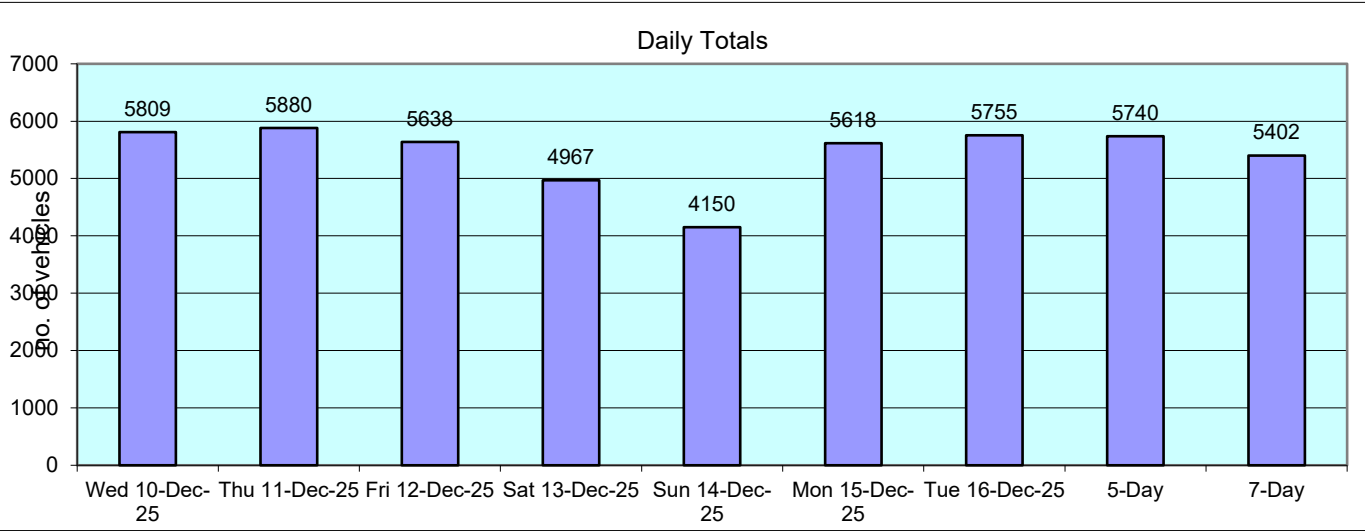
Site No: 15093001

Location

A29 Pulborough (North of Bla

Channel: Northbound

TIME PERIOD	Wed 10-Dec-25	Thu 11-Dec-25	Fri 12-Dec-25	Sat 13-Dec-25	Sun 14-Dec-25	Mon 15-Dec-25	Tue 16-Dec-25	5-Day Av	7-Day Av
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(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 10-Dec-25															
00:00	23	0	17	3	0	0	3	0	0	0	0	0	0	0	
01:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0	
02:00	3	0	1	0	0	0	1	0	0	0	0	1	0	0	
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
04:00	19	0	17	1	0	0	0	0	0	0	1	0	0	0	
05:00	52	0	40	7	0	1	2	0	1	0	0	1	0	0	
06:00	135	0	110	15	1	0	3	0	2	0	1	3	0	0	
07:00	372	0	306	43	0	3	9	0	5	1	1	4	0	0	
08:00	484	1	419	47	1	4	8	1	2	0	1	0	0	0	
09:00	376	2	319	38	2	3	6	0	2	0	2	2	0	0	
10:00	404	5	341	36	1	5	9	0	5	0	2	0	0	0	
11:00	405	7	335	44	1	1	13	0	2	1	1	0	0	0	
12:00	392	7	339	30	0	4	8	0	3	0	1	0	0	0	
13:00	390	5	334	37	1	0	4	1	6	0	1	1	0	0	
14:00	469	6	394	43	1	2	10	0	9	0	2	2	0	0	
15:00	506	3	444	50	1	2	1	0	3	0	2	0	0	0	
16:00	696	3	616	54	4	1	6	1	10	0	1	0	0	0	
17:00	656	10	595	31	0	1	12	0	6	0	0	1	0	0	
18:00	361	1	326	21	0	1	10	0	0	0	1	1	0	0	
19:00	172	1	160	6	0	0	5	0	0	0	0	0	0	0	
20:00	120	0	113	3	0	0	4	0	0	0	0	0	0	0	
21:00	88	0	85	2	0	0	1	0	0	0	0	0	0	0	
22:00	82	1	75	3	0	0	2	0	0	0	0	1	0	0	
23:00	40	0	37	1	0	0	2	0	0	0	0	0	0	0	
12H,7-19	5511	50	4768	474	12	27	96	3	53	2	15	11	0	0	
16H,6-22	6026	51	5236	500	13	27	109	3	55	2	16	14	0	0	
18H,6-24	6148	52	5348	504	13	27	113	3	55	2	16	15	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	6257	52	5432	517	13	28	120	3	56	2	17	17	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 11-Dec-25															
00:00	34	0	30	1	0	0	1	0	1	0	0	1	0	0	
01:00	10	0	8	1	0	0	0	0	1	0	0	0	0	0	
02:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
03:00	6	0	5	0	1	0	0	0	0	0	0	0	0	0	
04:00	15	0	10	2	0	0	1	0	0	0	2	0	0	0	
05:00	40	0	31	6	0	0	2	0	0	1	0	0	0	0	
06:00	140	0	117	19	0	0	1	0	2	0	1	0	0	0	
07:00	379	2	324	41	0	1	10	0	1	0	0	0	0	0	
08:00	500	1	421	49	2	3	19	0	2	0	3	0	0	0	
09:00	375	1	318	37	1	2	13	0	1	0	1	1	0	0	
10:00	403	4	338	38	2	3	7	0	6	2	1	2	0	0	
11:00	372	0	334	25	0	0	10	1	2	0	0	0	0	0	
12:00	457	4	395	42	0	0	12	0	4	0	0	0	0	0	
13:00	384	3	327	38	0	3	10	0	2	0	1	0	0	0	
14:00	415	0	341	51	3	2	8	1	4	0	3	2	0	0	
15:00	521	1	456	46	1	4	9	1	1	0	1	1	0	0	
16:00	664	3	594	50	1	4	3	0	8	0	1	0	0	0	
17:00	624	3	574	30	0	0	10	0	2	2	1	2	0	0	
18:00	366	4	332	18	0	0	8	0	3	0	0	1	0	0	
19:00	199	2	170	18	0	0	7	0	1	0	1	0	0	0	
20:00	130	1	117	8	0	0	3	0	1	0	0	0	0	0	
21:00	94	0	86	1	0	1	4	0	0	0	0	2	0	0	
22:00	86	2	74	5	0	0	5	0	0	0	0	0	0	0	
23:00	44	1	37	6	0	0	0	0	0	0	0	0	0	0	
12H,7-19	5460	26	4754	465	10	22	119	3	36	4	12	9	0	0	
16H,6-22	6023	29	5244	511	10	23	134	3	40	4	14	11	0	0	
18H,6-24	6153	32	5355	522	10	23	139	3	40	4	14	11	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	6266	32	5446	533	11	23	143	3	42	5	16	12	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 12-Dec-25															
00:00	23	0	18	3	0	0	1	0	0	0	1	0	0	0	
01:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
02:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
03:00	7	0	4	2	0	0	0	0	0	0	1	0	0	0	
04:00	10	0	5	2	0	0	0	0	1	0	1	1	0	0	
05:00	36	0	31	4	0	0	0	0	1	0	0	0	0	0	
06:00	126	0	100	17	2	0	4	0	1	0	0	2	0	0	
07:00	321	0	258	40	3	1	12	0	4	0	3	0	0	0	
08:00	509	0	430	51	0	2	12	2	10	0	2	0	0	0	
09:00	389	2	332	29	0	6	14	0	2	1	2	1	0	0	
10:00	428	0	383	29	1	3	9	0	1	1	0	1	0	0	
11:00	418	2	365	33	0	2	11	2	1	0	1	1	0	0	
12:00	440	2	379	37	0	7	10	0	2	0	1	2	0	0	
13:00	421	3	365	35	0	2	11	0	4	0	0	1	0	0	
14:00	477	2	415	35	1	6	14	0	3	0	0	1	0	0	
15:00	524	2	449	50	0	3	15	2	2	0	0	1	0	0	
16:00	610	4	540	54	0	2	5	0	5	0	0	0	0	0	
17:00	592	2	535	40	1	0	11	1	2	0	0	0	0	0	
18:00	360	2	334	13	0	0	11	0	0	0	0	0	0	0	
19:00	206	2	187	8	0	0	7	0	1	0	0	1	0	0	
20:00	133	3	113	7	0	1	7	0	0	0	1	1	0	0	
21:00	81	4	72	2	0	0	3	0	0	0	0	0	0	0	
22:00	86	0	82	0	0	0	4	0	0	0	0	0	0	0	
23:00	76	1	70	2	0	0	3	0	0	0	0	0	0	0	
12H,7-19	5489	21	4785	446	6	34	135	7	36	2	9	8	0	0	
16H,6-22	6035	30	5257	480	8	35	156	7	38	2	10	12	0	0	
18H,6-24	6197	31	5409	482	8	35	163	7	38	2	10	12	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound								
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER R ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES									
24H,0-24	6291	31	5484	494	8	35	164	7	40	2	13	13	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 13-Dec-25															
00:00	39	0	36	2	0	0	1	0	0	0	0	0	0	0	
01:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
02:00	14	0	9	1	1	0	2	0	1	0	0	0	0	0	
03:00	9	0	7	1	0	0	0	0	0	0	0	1	0	0	
04:00	12	0	7	5	0	0	0	0	0	0	0	0	0	0	
05:00	24	0	16	5	0	0	3	0	0	0	0	0	0	0	
06:00	59	0	49	7	0	0	3	0	0	0	0	0	0	0	
07:00	158	1	136	15	1	0	3	0	1	0	1	0	0	0	
08:00	267	2	234	18	1	1	10	0	0	1	0	0	0	0	
09:00	303	2	271	16	0	0	11	0	1	1	1	0	0	0	
10:00	465	3	419	23	1	2	12	0	4	0	1	0	0	0	
11:00	527	5	486	23	1	0	8	0	2	0	1	1	0	0	
12:00	536	8	500	19	1	1	4	0	3	0	0	0	0	0	
13:00	480	7	433	25	0	0	7	1	7	0	0	0	0	0	
14:00	429	9	380	20	0	1	15	0	3	1	0	0	0	0	
15:00	433	5	400	16	0	1	8	0	2	0	1	0	0	0	
16:00	388	3	356	22	0	0	3	0	4	0	0	0	0	0	
17:00	288	0	266	10	0	1	8	0	1	0	0	2	0	0	
18:00	227	2	207	6	0	1	9	0	1	0	1	0	0	0	
19:00	166	0	156	4	0	1	4	0	1	0	0	0	0	0	
20:00	107	0	97	6	0	0	2	0	1	0	0	1	0	0	
21:00	90	2	84	3	0	0	1	0	0	0	0	0	0	0	
22:00	106	1	98	2	0	0	5	0	0	0	0	0	0	0	
23:00	86	0	83	0	0	1	1	0	0	0	0	1	0	0	
12H,7-19	4501	47	4088	213	5	8	98	1	29	3	6	3	0	0	
16H,6-22	4923	49	4474	233	5	9	108	1	31	3	6	4	0	0	
18H,6-24	5115	50	4655	235	5	10	114	1	31	3	6	5	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound								
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER R ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES									
24H,0-24	5227	50	4744	249	6	10	120	1	32	3	6	6	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 14-Dec-25															
00:00	33	0	32	1	0	0	0	0	0	0	0	0	0	0	
01:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0	
02:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
03:00	11	0	7	1	0	1	2	0	0	0	0	0	0	0	
04:00	5	0	4	0	0	0	0	0	0	0	0	1	0	0	
05:00	15	0	12	2	0	0	1	0	0	0	0	0	0	0	
06:00	32	0	26	4	0	0	0	0	0	0	2	0	0	0	
07:00	98	0	80	11	1	0	5	0	1	0	0	0	0	0	
08:00	162	0	140	14	0	3	4	0	1	0	0	0	0	0	
09:00	349	0	323	16	1	1	6	0	1	0	0	1	0	0	
10:00	382	5	357	10	1	2	6	1	0	0	0	0	0	0	
11:00	446	9	413	16	0	1	4	0	2	0	1	0	0	0	
12:00	446	13	398	21	0	2	7	2	3	0	0	0	0	0	
13:00	400	12	365	10	1	0	10	0	2	0	0	0	0	0	
14:00	398	4	368	16	0	1	7	1	1	0	0	0	0	0	
15:00	348	4	313	17	1	3	7	0	3	0	0	0	0	0	
16:00	276	0	265	7	0	2	1	0	1	0	0	0	0	0	
17:00	244	0	221	10	0	1	6	1	2	0	0	3	0	0	
18:00	174	0	151	12	0	0	8	0	1	1	1	0	0	0	
19:00	141	1	125	10	1	0	3	0	1	0	0	0	0	0	
20:00	88	0	82	2	0	1	3	0	0	0	0	0	0	0	
21:00	83	2	74	2	0	1	2	0	0	0	1	1	0	0	
22:00	53	0	47	2	0	0	3	0	0	0	0	1	0	0	
23:00	23	1	17	0	0	1	3	0	0	0	0	1	0	0	
12H,7-19	3723	47	3394	160	5	16	71	5	18	1	2	4	0	0	
16H,6-22	4067	50	3701	178	6	18	79	5	19	1	5	5	0	0	
18H,6-24	4143	51	3765	180	6	19	85	5	19	1	5	7	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	4238	51	3849	186	6	20	88	5	19	1	5	8	0	0

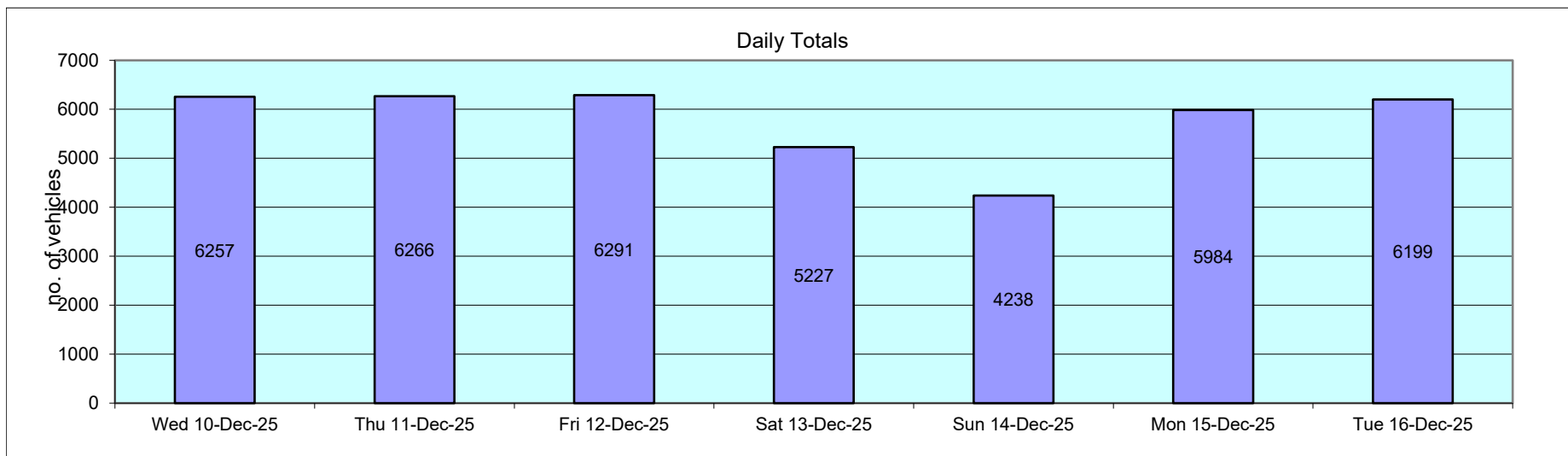
(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 15-Dec-25															
00:00	17	0	15	0	1	0	0	0	0	0	0	1	0	0	
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
03:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
04:00	9	0	6	1	0	0	1	0	0	1	0	0	0	0	
05:00	44	0	38	5	0	0	1	0	0	0	0	0	0	0	
06:00	124	0	102	13	0	2	5	0	1	0	1	0	0	0	
07:00	358	1	289	52	3	2	4	1	2	0	4	0	0	0	
08:00	476	1	408	38	3	3	10	0	8	0	1	4	0	0	
09:00	371	1	312	43	0	2	9	0	3	0	1	0	0	0	
10:00	367	4	294	48	0	5	10	0	2	1	1	2	0	0	
11:00	412	2	357	27	3	4	11	0	4	0	2	2	0	0	
12:00	400	0	362	25	1	3	4	0	5	0	0	0	0	0	
13:00	411	1	364	30	0	2	9	0	4	0	0	1	0	0	
14:00	399	6	342	39	0	1	8	0	1	1	1	0	0	0	
15:00	519	1	454	48	0	2	6	1	3	1	3	0	0	0	
16:00	604	2	542	43	3	1	9	0	4	0	0	0	0	0	
17:00	602	3	557	35	1	0	5	0	1	0	0	0	0	0	
18:00	391	1	354	25	0	1	7	1	1	0	1	0	0	0	
19:00	193	0	170	17	0	0	5	0	0	0	1	0	0	0	
20:00	114	1	106	2	0	0	3	0	0	2	0	0	0	0	
21:00	87	1	78	2	0	0	5	0	1	0	0	0	0	0	
22:00	45	0	44	0	0	0	0	0	1	0	0	0	0	0	
23:00	30	0	26	3	0	0	1	0	0	0	0	0	0	0	
12H,7-19	5310	23	4635	453	14	26	92	3	38	3	14	9	0	0	
16H,6-22	5828	25	5091	487	14	28	110	3	40	5	16	9	0	0	
18H,6-24	5903	25	5161	490	14	28	111	3	41	5	16	9	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)											
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound											
						TWO AXLE, SIX TYRE, RIGID/ BUSES		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE OR LESS AXLE MULTI- TRAILER ARTIC		SIX AXLE MULTI- TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES												
24H,0-24	5984	25	5228	499	15		28	113	3	41	6	16	10	0		0	

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILE R ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 16-Dec-25															
00:00	12	0	9	0	0	0	2	0	0	0	0	1	0	0	
01:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	2	1	0	0	0	0	0	0	0	1	0	0	
03:00	5	0	3	1	1	0	0	0	0	0	0	0	0	0	
04:00	12	0	5	5	0	0	0	0	0	0	1	1	0	0	
05:00	42	0	36	4	0	0	0	1	0	1	0	0	0	0	
06:00	123	0	104	12	0	0	2	0	2	2	1	0	0	0	
07:00	347	1	286	32	2	2	16	1	4	0	1	2	0	0	
08:00	543	1	456	48	1	6	18	2	7	0	2	2	0	0	
09:00	401	4	335	45	0	0	8	0	2	1	0	6	0	0	
10:00	379	1	329	35	1	2	7	1	1	0	2	0	0	0	
11:00	368	2	314	29	0	5	9	0	4	0	5	0	0	0	
12:00	401	2	361	25	0	6	3	0	3	0	1	0	0	0	
13:00	439	4	362	43	2	2	8	0	9	1	5	3	0	0	
14:00	491	0	440	38	0	5	6	0	2	0	0	0	0	0	
15:00	513	1	449	43	1	6	7	1	4	0	0	1	0	0	
16:00	625	3	570	36	1	4	8	0	2	0	0	1	0	0	
17:00	626	2	571	39	0	1	8	0	4	0	1	0	0	0	
18:00	348	1	322	14	0	1	10	0	0	0	0	0	0	0	
19:00	206	4	179	17	0	0	5	0	0	0	0	1	0	0	
20:00	132	1	114	10	0	0	7	0	0	0	0	0	0	0	
21:00	85	1	76	4	0	0	3	0	0	0	0	1	0	0	
22:00	59	0	54	0	0	0	3	0	1	0	1	0	0	0	
23:00	28	1	23	4	0	0	0	0	0	0	0	0	0	0	
12H,7-19	5481	22	4795	427	8	40	108	5	42	2	17	15	0	0	
16H,6-22	6027	28	5268	470	8	40	125	5	44	4	18	17	0	0	
18H,6-24	6114	29	5345	474	8	40	128	5	45	4	19	17	0	0	

(2511 16)			PULBOROUGH			Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)								
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24H,0-24	6199	29	5410	485	9	40	130	6	45	5	20	20	0	0

(2511 16)		PULBOROUGH				Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25						Channel: Southbound									
						TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILE R ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES										
Daily Totals															
Wed 10-Dec-25	6257	52	5432	517	13	28	120	3	56	2	17	17	0	0	
Thu 11-Dec-25	6266	32	5446	533	11	23	143	3	42	5	16	12	0	0	
Fri 12-Dec-25	6291	31	5484	494	8	35	164	7	40	2	13	13	0	0	
Sat 13-Dec-25	5227	50	4744	249	6	10	120	1	32	3	6	6	0	0	
Sun 14-Dec-25	4238	51	3849	186	6	20	88	5	19	1	5	8	0	0	
Mon 15-Dec-25	5984	25	5228	499	15	28	113	3	41	6	16	10	0	0	
Tue 16-Dec-25	6199	29	5410	485	9	40	130	6	45	5	20	20	0	0	
Total Vehicles															
[--]	40462	270	35593	2963	68	184	878	28	275	24	93	86	0	0	



(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 10-Dec-25											
00:00	23	0	0.0	17	73.9	3	13.0	3	13.0	0	0.0
01:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
02:00	3	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	19	0	0.0	17	89.5	1	5.3	1	5.3	0	0.0
05:00	52	0	0.0	40	76.9	7	13.5	5	9.6	0	0.0
06:00	135	0	0.0	110	81.5	15	11.1	9	6.7	1	0.7
07:00	372	0	0.0	306	82.3	43	11.6	23	6.2	0	0.0
08:00	484	1	0.2	419	86.6	47	9.7	16	3.3	1	0.2
09:00	376	2	0.5	319	84.8	38	10.1	15	4.0	2	0.5
10:00	404	5	1.2	341	84.4	36	8.9	21	5.2	1	0.3
11:00	405	7	1.7	335	82.7	44	10.9	18	4.4	1	0.3
12:00	392	7	1.8	339	86.5	30	7.7	16	4.1	0	0.0
13:00	390	5	1.3	334	85.6	37	9.5	13	3.3	1	0.3
14:00	469	6	1.3	394	84.0	43	9.2	25	5.3	1	0.2
15:00	506	3	0.6	444	87.8	50	9.9	8	1.6	1	0.2
16:00	696	3	0.4	616	88.5	54	7.8	19	2.7	4	0.6
17:00	656	10	1.5	595	90.7	31	4.7	20	3.1	0	0.0
18:00	361	1	0.3	326	90.3	21	5.8	13	3.6	0	0.0
19:00	172	1	0.6	160	93.0	6	3.5	5	2.9	0	0.0
20:00	120	0	0.0	113	94.2	3	2.5	4	3.3	0	0.0
21:00	88	0	0.0	85	96.6	2	2.3	1	1.1	0	0.0
22:00	82	1	1.2	75	91.5	3	3.7	3	3.7	0	0.0
23:00	40	0	0.0	37	92.5	1	2.5	2	5.0	0	0.0
12H,7-19	5511	50	0.9	4768	86.5	474	8.6	207	3.8	12	0.2
16H,6-22	6026	51	0.9	5236	86.9	500	8.3	226	3.8	13	0.2
18H,6-24	6148	52	0.9	5348	87.0	504	8.2	231	3.8	13	0.2

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	6257	52	0.8	5432	86.8	517	8.3	243	3.9	13	0.2

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 11-Dec-25											
00:00	34	0	0.0	30	88.2	1	2.9	3	8.8	0	0.0
01:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
02:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	6	0	0.0	5	83.3	0	0.0	0	0.0	1	16.7
04:00	15	0	0.0	10	66.7	2	13.3	3	20.0	0	0.0
05:00	40	0	0.0	31	77.5	6	15.0	3	7.5	0	0.0
06:00	140	0	0.0	117	83.6	19	13.6	4	2.9	0	0.0
07:00	379	2	0.5	324	85.5	41	10.8	12	3.2	0	0.0
08:00	500	1	0.2	421	84.2	49	9.8	27	5.4	2	0.4
09:00	375	1	0.3	318	84.8	37	9.9	18	4.8	1	0.3
10:00	403	4	1.0	338	83.9	38	9.4	21	5.2	2	0.5
11:00	372	0	0.0	334	89.8	25	6.7	13	3.5	0	0.0
12:00	457	4	0.9	395	86.4	42	9.2	16	3.5	0	0.0
13:00	384	3	0.8	327	85.2	38	9.9	16	4.2	0	0.0
14:00	415	0	0.0	341	82.2	51	12.3	20	4.8	3	0.7
15:00	521	1	0.2	456	87.5	46	8.8	17	3.3	1	0.2
16:00	664	3	0.5	594	89.5	50	7.5	16	2.4	1	0.2
17:00	624	3	0.5	574	92.0	30	4.8	17	2.7	0	0.0
18:00	366	4	1.1	332	90.7	18	4.9	12	3.3	0	0.0
19:00	199	2	1.0	170	85.4	18	9.1	9	4.5	0	0.0
20:00	130	1	0.8	117	90.0	8	6.2	4	3.1	0	0.0
21:00	94	0	0.0	86	91.5	1	1.1	7	7.5	0	0.0
22:00	86	2	2.3	74	86.1	5	5.8	5	5.8	0	0.0
23:00	44	1	2.3	37	84.1	6	13.6	0	0.0	0	0.0
12H,7-19	5460	26	0.5	4754	87.1	465	8.5	205	3.8	10	0.2
16H,6-22	6023	29	0.5	5244	87.1	511	8.5	229	3.8	10	0.2
18H,6-24	6153	32	0.5	5355	87.0	522	8.5	234	3.8	10	0.2

(2511 16)		PULBOROUGH		Site No: 15093001		Location A29 Pulborough (North of Black Gate						
Wed 10-Dec-25 to Tue 16-Dec-25				Channel: Southbound		Lane)						
TIME	TOTAL	MOTOR-	MOTOR-									
PERIOD	VEHICLES	CYCLES	CYCLES	%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	6266	32	0.5		5446	86.9	533	8.5	244	3.9	11	0.2

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 12-Dec-25											
00:00	23	0	0.0	18	78.3	3	13.0	2	8.7	0	0.0
01:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
03:00	7	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
04:00	10	0	0.0	5	50.0	2	20.0	3	30.0	0	0.0
05:00	36	0	0.0	31	86.1	4	11.1	1	2.8	0	0.0
06:00	126	0	0.0	100	79.4	17	13.5	7	5.6	2	1.6
07:00	321	0	0.0	258	80.4	40	12.5	20	6.2	3	0.9
08:00	509	0	0.0	430	84.5	51	10.0	28	5.5	0	0.0
09:00	389	2	0.5	332	85.4	29	7.5	26	6.7	0	0.0
10:00	428	0	0.0	383	89.5	29	6.8	15	3.5	1	0.2
11:00	418	2	0.5	365	87.3	33	7.9	18	4.3	0	0.0
12:00	440	2	0.5	379	86.1	37	8.4	22	5.0	0	0.0
13:00	421	3	0.7	365	86.7	35	8.3	18	4.3	0	0.0
14:00	477	2	0.4	415	87.0	35	7.3	24	5.0	1	0.2
15:00	524	2	0.4	449	85.7	50	9.5	23	4.4	0	0.0
16:00	610	4	0.7	540	88.5	54	8.9	12	2.0	0	0.0
17:00	592	2	0.3	535	90.4	40	6.8	14	2.4	1	0.2
18:00	360	2	0.6	334	92.8	13	3.6	11	3.1	0	0.0
19:00	206	2	1.0	187	90.8	8	3.9	9	4.4	0	0.0
20:00	133	3	2.3	113	85.0	7	5.3	10	7.5	0	0.0
21:00	81	4	4.9	72	88.9	2	2.5	3	3.7	0	0.0
22:00	86	0	0.0	82	95.4	0	0.0	4	4.7	0	0.0
23:00	76	1	1.3	70	92.1	2	2.6	3	4.0	0	0.0
12H,7-19	5489	21	0.4	4785	87.2	446	8.1	231	4.2	6	0.1
16H,6-22	6035	30	0.5	5257	87.1	480	8.0	260	4.3	8	0.1
18H,6-24	6197	31	0.5	5409	87.3	482	7.8	267	4.3	8	0.1

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	6291	31	0.5	5484	87.2	494	7.9	274	4.4	8	0.1

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 13-Dec-25											
00:00	39	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
01:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
02:00	14	0	0.0	9	64.3	1	7.1	3	21.4	1	7.1
03:00	9	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
04:00	12	0	0.0	7	58.3	5	41.7	0	0.0	0	0.0
05:00	24	0	0.0	16	66.7	5	20.8	3	12.5	0	0.0
06:00	59	0	0.0	49	83.1	7	11.9	3	5.1	0	0.0
07:00	158	1	0.6	136	86.1	15	9.5	5	3.2	1	0.6
08:00	267	2	0.8	234	87.6	18	6.7	12	4.5	1	0.4
09:00	303	2	0.7	271	89.4	16	5.3	14	4.6	0	0.0
10:00	465	3	0.7	419	90.1	23	5.0	19	4.1	1	0.2
11:00	527	5	1.0	486	92.2	23	4.4	12	2.3	1	0.2
12:00	536	8	1.5	500	93.3	19	3.5	8	1.5	1	0.2
13:00	480	7	1.5	433	90.2	25	5.2	15	3.1	0	0.0
14:00	429	9	2.1	380	88.6	20	4.7	20	4.7	0	0.0
15:00	433	5	1.2	400	92.4	16	3.7	12	2.8	0	0.0
16:00	388	3	0.8	356	91.8	22	5.7	7	1.8	0	0.0
17:00	288	0	0.0	266	92.4	10	3.5	12	4.2	0	0.0
18:00	227	2	0.9	207	91.2	6	2.6	12	5.3	0	0.0
19:00	166	0	0.0	156	94.0	4	2.4	6	3.6	0	0.0
20:00	107	0	0.0	97	90.7	6	5.6	4	3.7	0	0.0
21:00	90	2	2.2	84	93.3	3	3.3	1	1.1	0	0.0
22:00	106	1	0.9	98	92.5	2	1.9	5	4.7	0	0.0
23:00	86	0	0.0	83	96.5	0	0.0	3	3.5	0	0.0
12H,7-19	4501	47	1.0	4088	90.8	213	4.7	148	3.3	5	0.1
16H,6-22	4923	49	1.0	4474	90.9	233	4.7	162	3.3	5	0.1
18H,6-24	5115	50	1.0	4655	91.0	235	4.6	170	3.3	5	0.1

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	5227	50	1.0	4744	90.8	249	4.8	178	3.4	6	0.1

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 14-Dec-25											
00:00	33	0	0.0	32	97.0	1	3.0	0	0.0	0	0.0
01:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
02:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
03:00	11	0	0.0	7	63.6	1	9.1	3	27.3	0	0.0
04:00	5	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
05:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
06:00	32	0	0.0	26	81.3	4	12.5	2	6.3	0	0.0
07:00	98	0	0.0	80	81.6	11	11.2	6	6.1	1	1.0
08:00	162	0	0.0	140	86.4	14	8.6	8	4.9	0	0.0
09:00	349	0	0.0	323	92.6	16	4.6	9	2.6	1	0.3
10:00	382	5	1.3	357	93.5	10	2.6	9	2.4	1	0.3
11:00	446	9	2.0	413	92.6	16	3.6	8	1.8	0	0.0
12:00	446	13	2.9	398	89.2	21	4.7	14	3.1	0	0.0
13:00	400	12	3.0	365	91.3	10	2.5	12	3.0	1	0.3
14:00	398	4	1.0	368	92.5	16	4.0	10	2.5	0	0.0
15:00	348	4	1.2	313	89.9	17	4.9	13	3.7	1	0.3
16:00	276	0	0.0	265	96.0	7	2.5	4	1.5	0	0.0
17:00	244	0	0.0	221	90.6	10	4.1	13	5.3	0	0.0
18:00	174	0	0.0	151	86.8	12	6.9	11	6.3	0	0.0
19:00	141	1	0.7	125	88.7	10	7.1	4	2.8	1	0.7
20:00	88	0	0.0	82	93.2	2	2.3	4	4.6	0	0.0
21:00	83	2	2.4	74	89.2	2	2.4	5	6.0	0	0.0
22:00	53	0	0.0	47	88.7	2	3.8	4	7.6	0	0.0
23:00	23	1	4.4	17	73.9	0	0.0	5	21.7	0	0.0
12H,7-19	3723	47	1.3	3394	91.2	160	4.3	117	3.1	5	0.1
16H,6-22	4067	50	1.2	3701	91.0	178	4.4	132	3.3	6	0.2
18H,6-24	4143	51	1.2	3765	90.9	180	4.3	141	3.4	6	0.1

(2511 16)

PULBOROUGH

Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)

Wed 10-Dec-25 to Tue 16-Dec-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	4238	51	1.2	3849	90.8	186	4.4	146	3.5	6	0.1

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 15-Dec-25											
00:00	17	0	0.0	15	88.2	0	0.0	1	5.9	1	5.9
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
04:00	9	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
05:00	44	0	0.0	38	86.4	5	11.4	1	2.3	0	0.0
06:00	124	0	0.0	102	82.3	13	10.5	9	7.3	0	0.0
07:00	358	1	0.3	289	80.7	52	14.5	13	3.6	3	0.8
08:00	476	1	0.2	408	85.7	38	8.0	26	5.5	3	0.6
09:00	371	1	0.3	312	84.1	43	11.6	15	4.0	0	0.0
10:00	367	4	1.1	294	80.1	48	13.1	21	5.7	0	0.0
11:00	412	2	0.5	357	86.7	27	6.6	23	5.6	3	0.7
12:00	400	0	0.0	362	90.5	25	6.3	12	3.0	1	0.3
13:00	411	1	0.2	364	88.6	30	7.3	16	3.9	0	0.0
14:00	399	6	1.5	342	85.7	39	9.8	12	3.0	0	0.0
15:00	519	1	0.2	454	87.5	48	9.3	16	3.1	0	0.0
16:00	604	2	0.3	542	89.7	43	7.1	14	2.3	3	0.5
17:00	602	3	0.5	557	92.5	35	5.8	6	1.0	1	0.2
18:00	391	1	0.3	354	90.5	25	6.4	11	2.8	0	0.0
19:00	193	0	0.0	170	88.1	17	8.8	6	3.1	0	0.0
20:00	114	1	0.9	106	93.0	2	1.8	5	4.4	0	0.0
21:00	87	1	1.2	78	89.7	2	2.3	6	6.9	0	0.0
22:00	45	0	0.0	44	97.8	0	0.0	1	2.2	0	0.0
23:00	30	0	0.0	26	86.7	3	10.0	1	3.3	0	0.0
12H,7-19	5310	23	0.4	4635	87.3	453	8.5	185	3.5	14	0.3
16H,6-22	5828	25	0.4	5091	87.4	487	8.4	211	3.6	14	0.2
18H,6-24	5903	25	0.4	5161	87.4	490	8.3	213	3.6	14	0.2

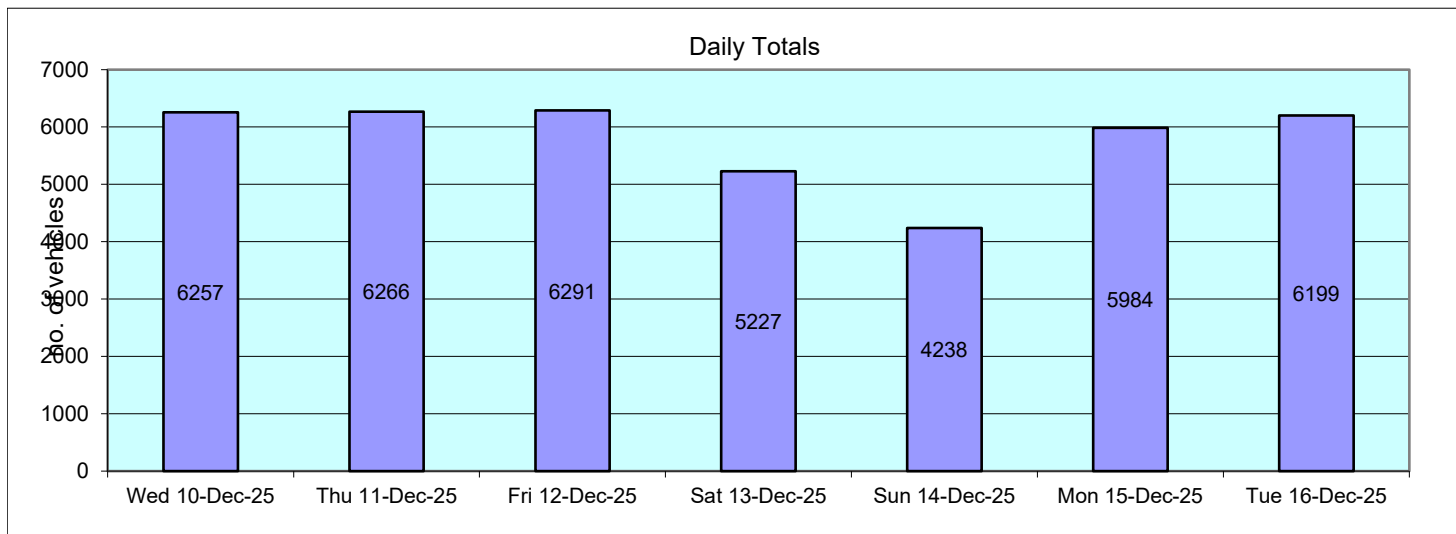
(2511 16)		PULBOROUGH		Site No: 15093001		Location A29 Pulborough (North of Black Gate	
Wed 10-Dec-25 to Tue 16-Dec-25				Channel: Southbound		Lane)	

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	MOTOR- CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 16-Dec-25											
00:00	12	0	0.0	9	75.0	0	0.0	3	25.0	0	0.0
01:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	2	50.0	1	25.0	1	25.0	0	0.0
03:00	5	0	0.0	3	60.0	1	20.0	0	0.0	1	20.0
04:00	12	0	0.0	5	41.7	5	41.7	2	16.7	0	0.0
05:00	42	0	0.0	36	85.7	4	9.5	2	4.8	0	0.0
06:00	123	0	0.0	104	84.6	12	9.8	7	5.7	0	0.0
07:00	347	1	0.3	286	82.4	32	9.2	26	7.5	2	0.6
08:00	543	1	0.2	456	84.0	48	8.8	37	6.8	1	0.2
09:00	401	4	1.0	335	83.5	45	11.2	17	4.2	0	0.0
10:00	379	1	0.3	329	86.8	35	9.2	13	3.4	1	0.3
11:00	368	2	0.5	314	85.3	29	7.9	23	6.3	0	0.0
12:00	401	2	0.5	361	90.0	25	6.2	13	3.2	0	0.0
13:00	439	4	0.9	362	82.5	43	9.8	28	6.4	2	0.5
14:00	491	0	0.0	440	89.6	38	7.7	13	2.7	0	0.0
15:00	513	1	0.2	449	87.5	43	8.4	19	3.7	1	0.2
16:00	625	3	0.5	570	91.2	36	5.8	15	2.4	1	0.2
17:00	626	2	0.3	571	91.2	39	6.2	14	2.2	0	0.0
18:00	348	1	0.3	322	92.5	14	4.0	11	3.2	0	0.0
19:00	206	4	1.9	179	86.9	17	8.3	6	2.9	0	0.0
20:00	132	1	0.8	114	86.4	10	7.6	7	5.3	0	0.0
21:00	85	1	1.2	76	89.4	4	4.7	4	4.7	0	0.0
22:00	59	0	0.0	54	91.5	0	0.0	5	8.5	0	0.0
23:00	28	1	3.6	23	82.1	4	14.3	0	0.0	0	0.0
12H,7-19	5481	22	0.4	4795	87.5	427	7.8	229	4.2	8	0.2
16H,6-22	6027	28	0.5	5268	87.4	470	7.8	253	4.2	8	0.1
18H,6-24	6114	29	0.5	5345	87.4	474	7.8	258	4.2	8	0.1

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 10-Dec-25	6257	52	0.8	5432	86.8	517	8.3	243	3.9	13	0.2
Thu 11-Dec-25	6266	32	0.5	5446	86.9	533	8.5	244	3.9	11	0.2
Fri 12-Dec-25	6291	31	0.5	5484	87.2	494	7.9	274	4.4	8	0.1
Sat 13-Dec-25	5227	50	1.0	4744	90.8	249	4.8	178	3.4	6	0.1
Sun 14-Dec-25	4238	51	1.2	3849	90.8	186	4.4	146	3.5	6	0.1
Mon 15-Dec-25	5984	25	0.4	5228	87.4	499	8.3	217	3.6	15	0.3
Tue 16-Dec-25	6199	29	0.5	5410	87.3	485	7.8	266	4.3	9	0.2
Total Vehicles											
[--]	40462	270	0.7	35593	88.2	2963	7.1	1568	3.8	68	0.2



(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Wed 10-Dec-25																
00:00	23	58.5	50.5	8.9	0	0	0	0	3	6	3	4	6	0	0	1
01:00	10	53.5	48	8.1	0	0	0	1	0	3	3	2	0	1	0	0
02:00	3	-	55.2	12.6	0	0	0	0	0	1	0	1	0	0	1	0
03:00	2	-	48.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	19	55.1	51.7	5.7	0	0	0	0	0	1	10	5	2	0	1	0
05:00	52	55.5	48.1	9.9	0	0	0	6	8	9	7	14	3	2	2	1
06:00	135	54.1	47.3	6.3	0	0	0	3	18	36	42	25	10	1	0	0
07:00	372	48.6	41.7	6.2	0	0	1	58	132	96	56	22	7	0	0	0
08:00	484	47.3	41.8	6.1	0	2	14	37	147	193	70	14	5	2	0	0
09:00	376	47.4	42	6.6	0	4	16	14	109	160	57	7	8	1	0	0
10:00	404	45.8	41.8	5.1	0	0	1	39	128	182	39	11	3	0	1	0
11:00	405	48	41.5	6.5	1	1	11	37	150	113	78	9	2	2	0	1
12:00	392	48.8	41.1	8.4	0	7	37	36	85	130	68	21	6	1	0	1
13:00	390	46.9	41.8	6.1	0	5	9	19	125	163	53	14	2	0	0	0
14:00	469	46.3	41.3	6.2	0	5	5	51	160	174	56	14	1	2	0	1
15:00	506	46.5	40.9	6.2	0	3	13	64	182	161	63	16	3	1	0	0
16:00	696	44.5	39.7	5	0	1	13	108	311	224	31	6	1	0	0	1
17:00	656	46.1	41.7	4.9	0	0	6	29	279	242	78	17	4	1	0	0
18:00	361	49.4	44.1	5.3	0	0	0	13	79	160	80	22	5	1	1	0
19:00	172	54.1	47.3	6.5	0	0	0	2	20	63	41	32	8	5	1	0
20:00	120	54.8	48.4	7	0	0	1	2	13	23	41	28	7	4	1	0
21:00	88	60.3	52.3	8.7	0	0	0	0	5	17	20	21	13	6	1	5
22:00	82	55.2	49	7.4	0	0	0	1	8	19	27	17	5	2	2	1
23:00	40	62.5	53	9.2	0	0	0	0	4	4	10	9	5	5	1	2
12H,7-19	5511	47	41.5	6.1	1	28	126	505	1887	1998	729	173	47	11	2	4
16H,6-22	6026	48.1	42.1	6.5	1	28	127	512	1943	2137	873	279	85	27	5	9
18H,6-24	6148	48.4	42.3	6.6	1	28	127	513	1955	2160	910	305	95	34	8	12
24H,0-24	6257	48.7	42.4	6.7	1	28	127	520	1966	2181	933	332	106	37	12	14

(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Thu 11-Dec-25																
00:00	34	63.4	54.5	8.7	0	0	0	0	2	4	6	7	6	7	1	1
01:00	10	61	52.5	9.4	0	0	0	0	1	2	1	3	1	1	1	0
02:00	8	-	43.8	7.7	0	0	1	0	0	3	4	0	0	0	0	0
03:00	6	-	50.2	8.8	0	0	0	0	1	1	1	2	0	1	0	0
04:00	15	62.3	55.8	6.9	0	0	0	0	0	0	4	5	3	1	2	0
05:00	40	55.3	49	8.5	0	0	0	1	5	9	10	10	3	0	0	2
06:00	140	53.5	45.9	6.9	0	0	0	11	20	45	33	19	11	1	0	0
07:00	379	48.6	43.3	5.8	0	0	3	27	81	170	79	13	3	0	2	1
08:00	500	48.1	42.9	5.6	0	1	0	33	140	212	92	17	1	1	1	2
09:00	375	46.8	42.7	5.2	0	2	4	6	110	188	50	11	3	1	0	0
10:00	403	47.6	42.1	5.8	0	1	10	30	119	162	61	18	2	0	0	0
11:00	372	48.1	42.6	6.3	0	6	3	18	97	165	63	14	5	0	1	0
12:00	457	46.7	41	6.4	0	4	14	45	171	146	54	18	5	0	0	0
13:00	384	48.3	42.5	7	0	2	16	20	99	157	69	14	2	1	1	3
14:00	415	47.3	40.6	8.3	0	24	12	24	120	155	64	14	1	1	0	0
15:00	521	46.9	41.1	7	0	5	22	57	155	191	72	12	3	0	1	3
16:00	664	45	39.7	5.6	0	1	24	99	296	182	46	13	2	1	0	0
17:00	624	47.2	42.2	5.1	0	1	2	37	226	242	93	19	3	0	1	0
18:00	366	49.9	43.4	7.3	0	0	17	28	77	111	100	20	10	2	0	1
19:00	199	53.2	46.4	6.6	0	0	1	4	36	59	54	33	8	3	1	0
20:00	130	54.1	47.1	7.5	0	1	0	0	20	45	31	21	7	2	2	1
21:00	94	57.4	49.9	8	0	0	0	0	12	19	24	21	12	3	0	3
22:00	86	55.3	49.5	6.6	0	0	0	0	8	18	24	26	7	1	2	0
23:00	44	55.7	51.4	8.6	0	0	1	0	2	7	8	20	2	1	1	2
12H,7-19	5460	47.6	41.9	6.4	0	47	127	424	1691	2081	843	183	40	7	7	10
16H,6-22	6023	48.4	42.3	6.6	0	48	128	439	1779	2249	985	277	78	16	10	14
18H,6-24	6153	48.7	42.5	6.7	0	48	129	439	1789	2274	1017	323	87	18	13	16
24H,0-24	6266	49	42.7	6.9	0	48	130	440	1798	2293	1043	350	100	28	17	19

(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Fri 12-Dec-25																
00:00	23	61.3	54.4	9.8	0	0	0	0	1	4	3	7	4	1	0	3
01:00	12	54.5	51.8	8.5	0	0	0	0	0	3	3	4	1	0	0	1
02:00	6	-	50.2	8.8	0	0	0	0	1	1	1	2	0	1	0	0
03:00	7	-	50.6	5	0	0	0	0	0	1	3	2	1	0	0	0
04:00	10	56	52	7.2	0	0	0	0	1	1	1	5	1	1	0	0
05:00	36	59.6	52.5	8.5	0	0	0	1	2	5	5	12	7	2	1	1
06:00	126	54.2	47.3	6.6	0	0	0	3	19	32	36	26	7	3	0	0
07:00	321	48.4	43	6.3	0	0	4	16	99	127	56	13	1	0	2	3
08:00	509	46.4	41.6	5.8	0	2	5	39	203	178	60	14	6	1	0	1
09:00	389	48.4	42	7.7	0	7	10	43	95	140	73	13	3	0	1	4
10:00	428	45.9	41.1	6.1	0	4	8	47	150	156	44	17	1	1	0	0
11:00	418	47.6	42	6.1	0	6	3	29	131	162	73	10	3	1	0	0
12:00	440	46	40.8	6.7	0	4	28	33	144	166	45	18	1	1	0	0
13:00	421	48.3	42.5	6.9	0	9	5	29	95	185	75	14	6	3	0	0
14:00	477	47.7	41.3	6.4	0	2	17	47	169	144	76	18	3	0	1	0
15:00	524	46.5	40.4	6.7	0	4	30	67	171	166	69	14	3	0	0	0
16:00	610	44.9	40.3	4.9	0	2	3	72	282	203	38	6	4	0	0	0
17:00	592	46.6	41.7	5.5	0	0	2	62	220	210	67	22	7	2	0	0
18:00	360	49.8	44.2	6.2	0	0	0	17	91	128	91	25	2	3	0	3
19:00	206	49.6	44.4	5.8	0	0	0	13	36	83	59	10	3	1	0	1
20:00	133	50.8	44.6	7.7	0	1	2	4	36	37	34	10	5	2	2	0
21:00	81	55	50	6.6	0	0	0	0	4	16	29	24	4	2	0	2
22:00	86	57.3	49.1	8.1	0	0	1	0	7	25	27	10	10	3	1	2
23:00	76	55	50.1	6.5	0	0	0	0	1	15	37	14	5	1	1	2
12H,7-19	5489	47.3	41.6	6.3	0	40	115	501	1850	1965	767	184	40	12	4	11
16H,6-22	6035	48	42	6.5	0	41	117	521	1945	2133	925	254	59	20	6	14
18H,6-24	6197	48.3	42.2	6.6	0	41	118	521	1953	2173	989	278	74	24	8	18
24H,0-24	6291	48.6	42.3	6.8	0	41	118	522	1958	2188	1005	310	88	29	9	23

(2511 16)		PULBOROUGH				Site No: 15093001				Location A29 Pulborough (North of Black Gate Lane)							
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71	
Sat 13-Dec-25																	
00:00	39	56.8	51.1	6.4	0	0	0	0	2	6	11	13	4	3	0	0	
01:00	14	60.4	56.4	6.8	0	0	0	0	0	0	3	4	5	1	0	1	
02:00	14	55.3	48.5	8.6	0	0	0	1	3	0	4	4	1	1	0	0	
03:00	9	-	50.7	12.3	0	0	0	1	0	3	2	0	1	1	0	1	
04:00	12	55.3	49.8	5	0	0	0	0	0	2	7	1	2	0	0	0	
05:00	24	64.2	55.2	7.9	0	0	0	0	0	1	7	9	1	3	2	1	
06:00	59	55.7	48	6.9	0	0	0	1	3	26	12	8	6	3	0	0	
07:00	158	50.3	44	6.3	0	0	1	7	48	47	36	14	4	0	1	0	
08:00	267	51.9	44.8	7.3	0	2	2	15	51	97	54	32	9	4	0	1	
09:00	303	49.4	43.5	6.1	0	1	6	13	73	113	76	17	3	1	0	0	
10:00	465	47.1	41.4	6.3	0	4	15	34	162	165	68	15	0	1	0	1	
11:00	527	45.5	41.1	5.8	0	4	15	41	181	228	42	12	2	2	0	0	
12:00	536	45.9	41.1	5.8	0	5	16	27	209	201	64	13	0	1	0	0	
13:00	480	48	40.9	8	0	17	27	34	128	168	85	14	7	0	0	0	
14:00	429	47.5	41.8	6.6	0	3	22	19	132	170	60	16	6	1	0	0	
15:00	433	48	42	7.3	0	8	10	36	115	176	57	21	5	2	2	1	
16:00	388	46	40.6	7.4	0	2	36	33	110	148	45	10	1	0	0	3	
17:00	288	50.2	44.7	5.8	0	0	0	10	61	116	68	20	11	2	0	0	
18:00	227	52.3	46.6	6.3	0	0	0	2	40	64	79	29	7	4	1	1	
19:00	166	53	46.9	6.3	0	0	0	4	20	53	51	31	3	3	0	1	
20:00	107	56.8	47.4	8.1	0	0	1	2	19	33	18	15	15	3	0	1	
21:00	90	50.8	45.7	6.6	0	0	0	1	21	27	28	8	3	1	0	1	
22:00	106	55.4	48.5	8.3	0	0	0	5	8	30	30	19	7	2	2	3	
23:00	86	55.7	49.5	6.9	0	0	0	0	7	19	28	20	8	2	1	1	
12H,7-19	4501	48.4	42.2	6.9	0	46	150	271	1310	1693	734	213	55	18	4	7	
16H,6-22	4923	49	42.6	7	0	46	151	279	1373	1832	843	275	82	28	4	10	
18H,6-24	5115	49.3	42.8	7.1	0	46	151	284	1388	1881	901	314	97	32	7	14	
24H,0-24	5227	49.6	43	7.3	0	46	151	286	1393	1893	935	345	111	41	9	17	

(2511 16)					PULBOROUGH				Site No: 15093001				Location A29 Pulborough (North of Black Gate Lane)							
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound															
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71				
Sun 14-Dec-25																				
00:00	33	54.9	48.8	9	0	0	0	0	6	7	11	4	2	1	0	2				
01:00	22	59.7	51	11.2	0	0	0	1	3	5	2	5	3	0	1	2				
02:00	9	-	49.1	6.5	0	0	0	0	1	2	2	3	1	0	0	0				
03:00	11	59.6	53.5	10.3	0	0	0	1	0	1	2	2	4	0	0	1				
04:00	5	-	54.5	9.7	0	0	0	0	1	0	0	1	2	1	0	0				
05:00	15	57.3	51.2	7.6	0	0	0	0	2	1	4	5	1	2	0	0				
06:00	32	56.9	48.1	8.4	0	0	1	0	3	12	4	6	4	2	0	0				
07:00	98	53.7	46.1	7.1	0	0	0	5	17	34	17	18	5	1	1	0				
08:00	162	53	46.3	6.2	0	0	0	5	25	52	46	23	10	1	0	0				
09:00	349	49.2	43.7	5.8	0	3	1	14	73	148	88	17	5	0	0	0				
10:00	382	47.2	41	7.4	0	12	14	30	107	148	56	13	0	2	0	0				
11:00	446	46.4	40.6	7.4	0	15	18	28	147	166	55	14	3	0	0	0				
12:00	446	49.1	42.7	7.1	0	5	9	33	117	169	74	26	8	3	1	1				
13:00	400	47.8	41.8	6.9	0	7	12	18	133	149	57	20	1	2	1	0				
14:00	398	49.2	43.1	6.8	0	4	12	17	91	157	88	21	5	3	0	0				
15:00	348	48.9	43.1	6.7	0	4	6	23	69	144	85	10	3	2	1	1				
16:00	276	49.1	43	6.4	0	3	3	17	70	108	53	17	5	0	0	0				
17:00	244	50	44.5	6.6	0	0	0	16	50	95	57	15	5	2	4	0				
18:00	174	52.6	45.9	6.6	0	0	0	8	20	80	33	20	9	3	0	1				
19:00	141	53.1	47.5	6	0	0	0	3	12	38	57	22	6	2	1	0				
20:00	88	56.6	49.1	7.7	0	0	0	0	9	27	21	16	11	1	1	2				
21:00	83	58	49.6	8.3	0	0	1	0	9	20	20	16	10	4	2	1				
22:00	53	60.6	52.1	9.3	0	0	1	1	2	11	7	13	10	6	0	2				
23:00	23	55.1	47.6	7.8	0	0	0	1	4	5	5	5	2	1	0	0				
12H,7-19	3723	49.2	42.9	7	0	53	75	214	919	1450	709	214	59	19	8	3				
16H,6-22	4067	49.8	43.4	7.2	0	53	77	217	952	1547	811	274	90	28	12	6				
18H,6-24	4143	49.9	43.5	7.3	0	53	78	219	958	1563	823	292	102	35	12	8				
24H,0-24	4238	50.1	43.7	7.4	0	53	78	221	971	1579	844	312	115	39	13	13				

(2511 16)		PULBOROUGH			Site No: 15093001		Location A29 Pulborough (North of Black Gate Lane)									
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
Mon 15-Dec-25																
00:00	17	58.4	50	8.7	0	0	0	1	0	5	5	2	2	1	1	0
01:00	4	-	41	5.2	0	0	0	0	3	0	1	0	0	0	0	0
02:00	3	-	51.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
03:00	4	-	54.8	8.5	0	0	0	0	0	1	0	1	1	1	0	0
04:00	9	-	57.9	6.5	0	0	0	0	0	0	1	3	2	2	1	0
05:00	44	60.2	52	7.8	0	0	0	1	0	9	12	9	7	4	2	0
06:00	124	55.6	48	7.7	0	0	0	9	12	27	35	24	10	7	0	0
07:00	358	48.8	43.2	6.1	0	1	9	14	85	151	79	13	3	2	0	1
08:00	476	48.9	43.1	6.2	0	1	3	28	145	178	86	23	5	4	2	1
09:00	371	48.5	43.1	5.4	0	1	3	11	110	151	77	14	3	0	1	0
10:00	367	46.5	41.5	6	0	2	7	32	131	135	46	11	1	0	2	0
11:00	412	48.3	42.5	6.1	0	2	12	20	112	163	87	12	2	2	0	0
12:00	400	46.7	41.1	6	0	5	2	42	157	126	56	8	2	2	0	0
13:00	411	47.3	41.4	6.6	0	3	16	41	122	151	60	14	3	0	0	1
14:00	399	47.9	42.1	6.8	0	6	7	25	124	156	54	17	7	2	1	0
15:00	519	46.3	41.3	5.9	0	4	3	76	148	205	69	8	5	1	0	0
16:00	604	45.6	40.5	5.7	0	3	10	82	239	195	65	6	2	1	0	1
17:00	602	46	41.7	5.5	0	0	3	61	217	232	61	20	4	1	3	0
18:00	391	50.1	44	6.3	0	0	0	17	126	120	84	28	10	5	0	1
19:00	193	55	48.3	6.4	0	0	0	0	18	59	58	36	17	4	0	1
20:00	114	55.6	49.1	6.8	0	0	0	0	7	33	38	20	12	1	1	2
21:00	87	57.5	50.3	7.5	0	0	0	0	6	16	34	15	8	4	3	1
22:00	45	57.8	49.5	7.4	0	0	0	0	5	11	12	8	5	4	0	0
23:00	30	61	51.9	10.2	0	0	1	0	2	6	4	8	4	2	2	1
12H,7-19	5310	47.7	42	6.1	0	28	75	449	1716	1963	824	174	47	20	9	5
16H,6-22	5828	48.7	42.6	6.5	0	28	75	458	1759	2098	989	269	94	36	13	9
18H,6-24	5903	48.9	42.7	6.6	0	28	76	458	1766	2115	1005	285	103	42	15	10
24H,0-24	5984	49	42.8	6.7	0	28	76	460	1769	2130	1025	302	115	50	19	10

(2511 16)		PULBOROUGH				Site No: 15093001					Location A29 Pulborough (North of Black Gate Lane)						
Wed 10-Dec-25 to Tue 16-Dec-25					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71	
Tue 16-Dec-25																	
00:00	12	57.2	49.5	9.9	0	0	1	0	1	2	0	5	3	0	0	0	
01:00	10	55.2	52	9.8	0	0	0	0	2	0	1	6	0	0	0	1	
02:00	4	-	53.5	10.1	0	0	0	0	0	0	3	0	0	0	1	0	
03:00	5	-	57.5	6.6	0	0	0	0	0	0	1	1	1	2	0	0	
04:00	12	64.5	53.5	10.7	0	0	0	0	1	2	3	2	1	1	1	1	
05:00	42	64.7	52.9	9.3	0	0	0	0	4	6	9	10	4	3	6	0	
06:00	123	52.8	46.1	6.6	0	0	1	0	25	41	31	17	5	2	1	0	
07:00	347	48.9	43.3	5.6	0	1	1	21	84	148	69	18	4	1	0	0	
08:00	543	45.9	40.6	6.8	0	6	17	70	202	170	58	12	4	1	0	3	
09:00	401	47.1	42.1	5.5	0	4	3	17	132	171	61	12	0	1	0	0	
10:00	379	48.3	41.5	7.1	0	2	24	25	125	117	62	19	4	0	0	1	
11:00	368	48.6	42.5	6.5	0	4	4	22	117	130	68	16	5	1	0	1	
12:00	401	48.5	42.1	6.9	0	7	13	34	81	162	88	12	4	0	0	0	
13:00	439	45.9	40.1	6.9	0	9	21	41	170	133	52	11	2	0	0	0	
14:00	491	45.9	41.2	5.9	0	3	17	47	141	212	58	12	1	0	0	0	
15:00	513	45.3	39.3	6.8	0	7	37	67	203	141	49	7	1	0	1	0	
16:00	625	44.9	40.1	5	0	0	16	81	261	220	42	3	1	1	0	0	
17:00	626	46	41.5	5.2	0	0	17	36	226	252	82	11	2	0	0	0	
18:00	348	50.5	45.6	5.6	0	0	0	4	55	143	103	34	4	3	0	2	
19:00	206	52	46.1	6.5	0	1	0	9	25	65	69	27	7	2	1	0	
20:00	132	58.9	50.5	8	0	0	0	1	9	30	40	22	17	7	4	2	
21:00	85	55.1	49.1	7.8	0	0	0	4	5	16	32	18	6	1	0	3	
22:00	59	56.5	50.8	7.2	0	0	0	0	6	7	16	20	7	0	3	0	
23:00	28	60.4	51.7	9.5	0	0	0	1	4	2	6	5	6	3	0	1	
12H,7-19	5481	47.2	41.4	6.3	0	43	170	465	1797	1999	792	167	32	8	1	7	
16H,6-22	6027	48.2	42	6.7	0	44	171	479	1861	2151	964	251	67	20	7	12	
18H,6-24	6114	48.4	42.1	6.8	0	44	171	480	1871	2160	986	276	80	23	10	13	
24H,0-24	6199	48.6	42.3	6.9	0	44	172	480	1879	2170	1003	300	89	29	18	15	

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Black Gate Lane)
 Wed 10-Dec-25 to Tue 16-Dec-25 Channel: Southbound

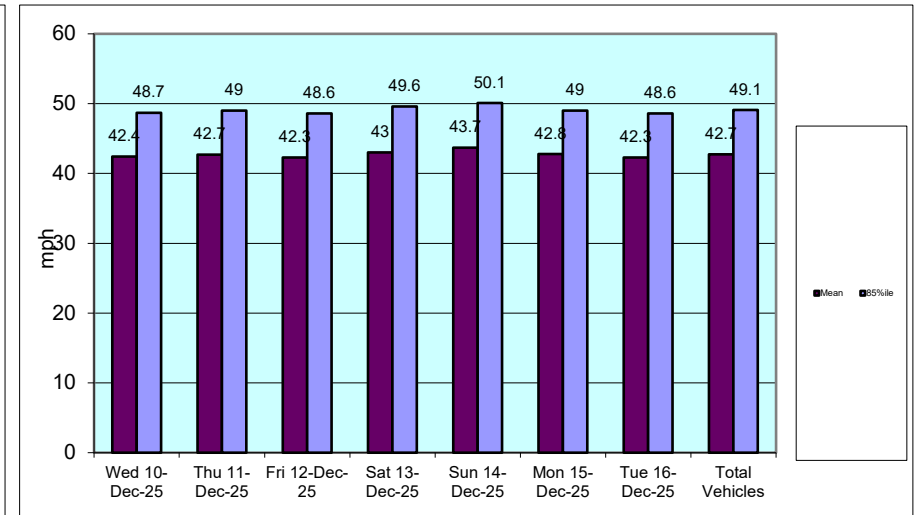
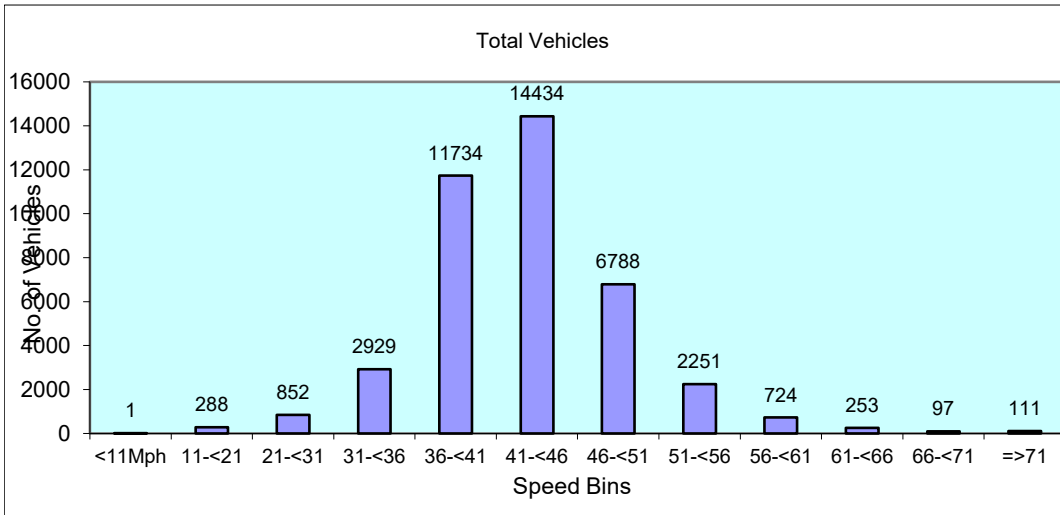
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
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Daily Totals

Wed 10-Dec-25	6257	48.7	42.4	6.7	1	28	127	520	1966	2181	933	332	106	37	12	14
Thu 11-Dec-25	6266	49	42.7	6.9	0	48	130	440	1798	2293	1043	350	100	28	17	19
Fri 12-Dec-25	6291	48.6	42.3	6.8	0	41	118	522	1958	2188	1005	310	88	29	9	23
Sat 13-Dec-25	5227	49.6	43	7.3	0	46	151	286	1393	1893	935	345	111	41	9	17
Sun 14-Dec-25	4238	50.1	43.7	7.4	0	53	78	221	971	1579	844	312	115	39	13	13
Mon 15-Dec-25	5984	49	42.8	6.7	0	28	76	460	1769	2130	1025	302	115	50	19	10
Tue 16-Dec-25	6199	48.6	42.3	6.9	0	44	172	480	1879	2170	1003	300	89	29	18	15

Total Vehicles

[--]	40462	49.1	42.7	7.0	1	288	852	2929	11734	14434	6788	2251	724	253	97	111
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(2511 16)	PULBOROUGH			Site No: 15093001	Location	A29 Pulborough (North of Bla			
	Channel: Southbound								
	TIME PERIOD	Wed 10- Dec-25	Thu 11- Dec-25	Fri 12-Dec- 25	Sat 13- Dec-25	Sun 14- Dec-25	Mon 15- Dec-25	Tue 16- Dec-25	5-Day Av
Week Begin: 10-Dec-25									
00:00	23	34	23	39	33	17	12	22	26
01:00	10	10	12	14	22	4	10	9	12
02:00	3	8	6	14	9	3	4	5	7
03:00	2	6	7	9	11	4	5	5	6
04:00	19	15	10	12	5	9	12	13	12
05:00	52	40	36	24	15	44	42	43	36
06:00	135	140	126	59	32	124	123	130	106
07:00	372	379	321	158	98	358	347	355	290
08:00	484	500	509	267	162	476	543	502	420
09:00	376	375	389	303	349	371	401	382	366
10:00	404	403	428	465	382	367	379	396	404
11:00	405	372	418	527	446	412	368	395	421
12:00	392	457	440	536	446	400	401	418	439
13:00	390	384	421	480	400	411	439	409	418
14:00	469	415	477	429	398	399	491	450	440
15:00	506	521	524	433	348	519	513	517	481
16:00	696	664	610	388	276	604	625	640	552
17:00	656	624	592	288	244	602	626	620	519
18:00	361	366	360	227	174	391	348	365	318
19:00	172	199	206	166	141	193	206	195	183
20:00	120	130	133	107	88	114	132	126	118
21:00	88	94	81	90	83	87	85	87	87
22:00	82	86	86	106	53	45	59	72	74
23:00	40	44	76	86	23	30	28	44	47
12H,7-19	5511	5460	5489	4501	3723	5310	5481	5450	5068
16H,6-22	6026	6023	6035	4923	4067	5828	6027	5988	5561
18H,6-24	6148	6153	6197	5115	4143	5903	6114	6103	5682
24H,0-24	6257	6266	6291	5227	4238	5984	6199	6199	5780
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		

(2511 16)

PULBOROUGH

Site No: 15093001

Location

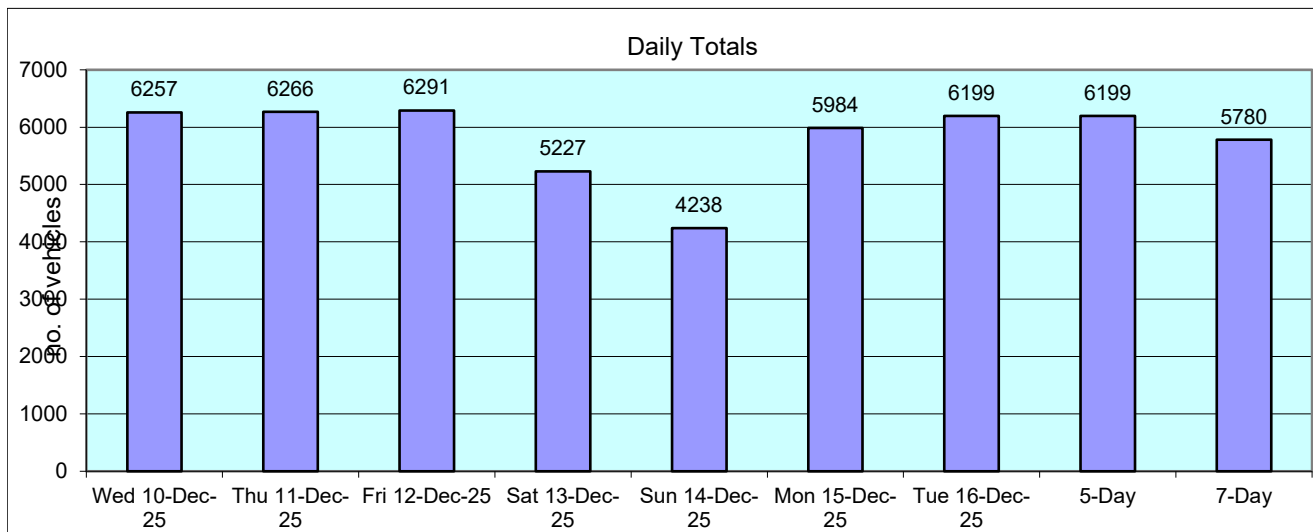
A29 Pulborough (North of Bla

Channel: Southbound

TIME PERIOD	Wed 10- Dec-25	Thu 11- Dec-25	Fri 12-Dec- 25	Sat 13- Dec-25	Sun 14- Dec-25	Mon 15- Dec-25	Tue 16- Dec-25	5-Day Av	7-Day Av
Peak	484	500	509	527	446	476	543		
Pm	16:00	16:00	16:00	12:00	12:00	16:00	17:00		
Peak	696	664	610	536	446	604	626		

(2511 16) PULBOROUGH Site No: 15093001 Location A29 Pulborough (North of Bla
Channel: Southbound

TIME PERIOD	Wed 10-Dec-25	Thu 11-Dec-25	Fri 12-Dec-25	Sat 13-Dec-25	Sun 14-Dec-25	Mon 15-Dec-25	Tue 16-Dec-25	5-Day Av	7-Day Av
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Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Direction	Recorded 85%ile speed		survey weather conditions	Wet weather design speed (with adjustment where appropriate)			Criteria	reaction time	deceleration rate	gradient	stopping sight distance	bonnet adjusted SSD
	mph	k		mph	kph	m/s		s	m/s ²	%	m	m
hannel: Northbound	51.8	#	dry	49.3	79.3	22.0	MfS	1.5	4.4	0.0	88.0	90.4
hannel: Southbound	49.1	#	dry	46.6	75.0	20.8	MfS	1.5	4.4	0.0	80.4	82.8

LAT: 50.978458 LON: -0.489233 $\pm 3m$ $\blacktriangle 23m$

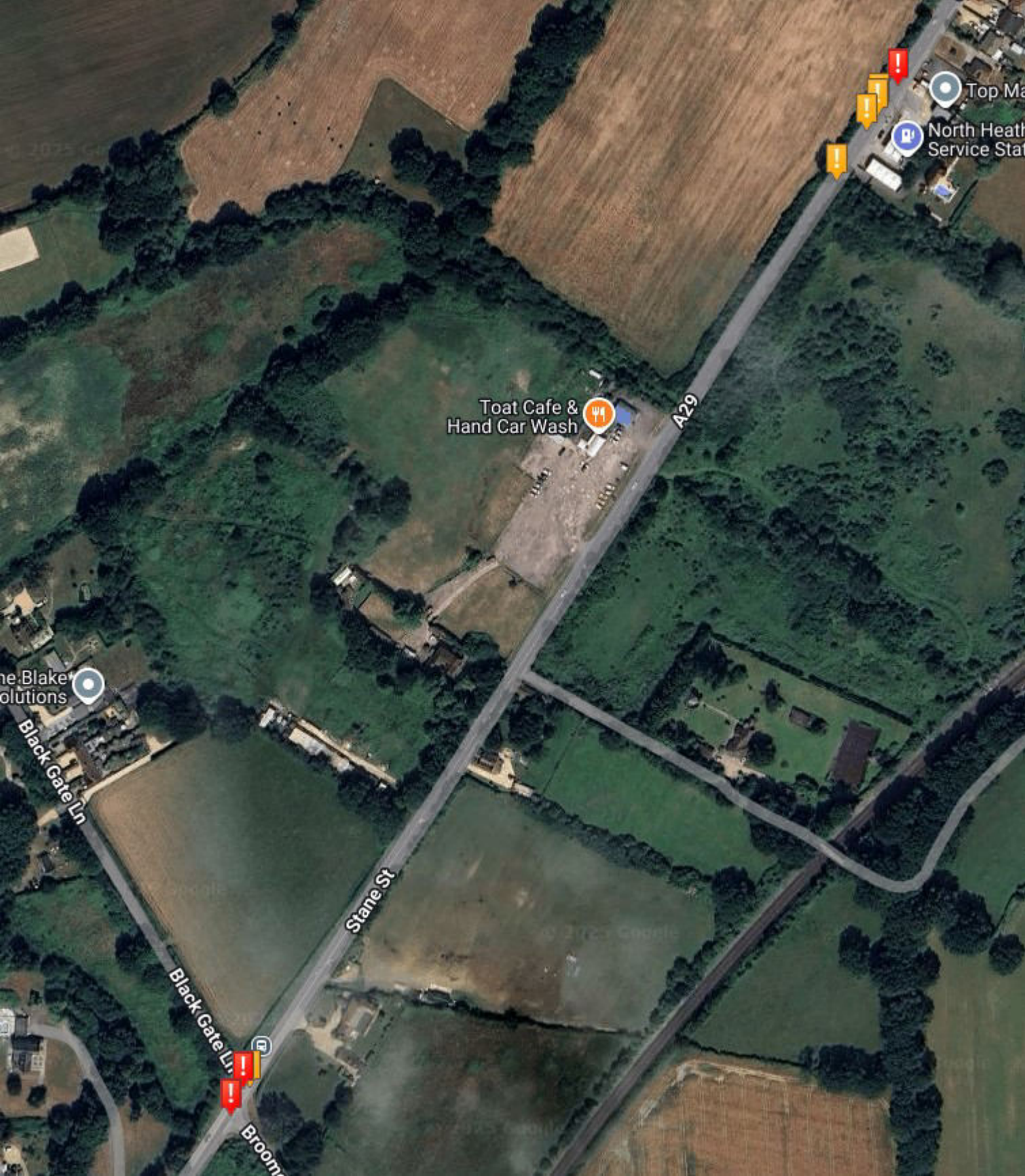


Site 1 seb

15093 Pulborough
09-12-25, 13:00:10

APPENDIX 4

PIA Data



Toat Cafe & Hand Car Wash

A29

Stane St

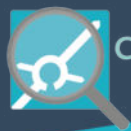
Black Gate Ln

Black Gate Ln

Broom

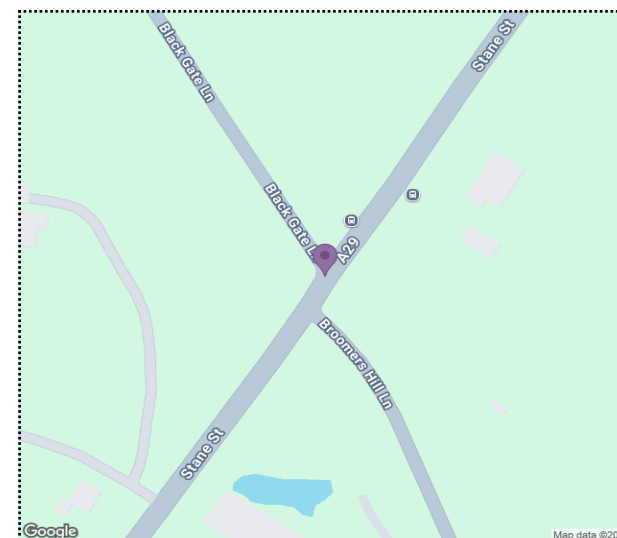
Top Ma
North Heath
Service Station

The Blake
Solutions



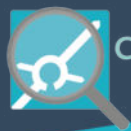
Validated Data

Crash Date:	Saturday, August 13, 2022	Time of Crash:	15:00:00	Crash Reference:	2022471209393
Highest Injury Severity:	Serious	Road Number:	A29	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	4
Local Authority:	Horsham			OS Grid Reference:	505936 120627
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				
Vehicles Involved					



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Validated Data

Crash Date:

Saturday, August 13, 2022

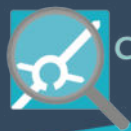
Time of Crash: 15:00:00

Crash Reference: 2022471209393

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
4	Motorcycle over 500cc A (2005 onwards)	1	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Did not impact	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	14	Male	26 - 35	Vehicle is moving off	Back	Journey as part of work	None	None
3	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is moving off	Did not impact	Unknown	None	None

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Validated Data

Crash Date:

Saturday, August 13, 2022

Time of Crash: 15:00:00

Crash Reference: 2022471209393

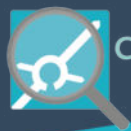
1	Motorcycle over 500cc (2005 onwards)	0	Male	21 - 25	Unknown	Front	Unknown	None	None
---	--------------------------------------	---	------	---------	---------	-------	---------	------	------

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

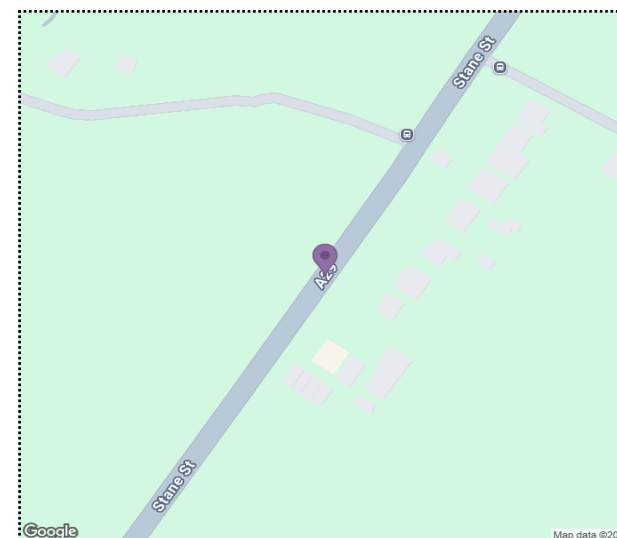
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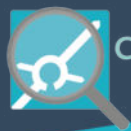
Validated Data

Crash Date:	Saturday, August 27, 2022	Time of Crash:	12:48:00	Crash Reference:	2022471213443
Highest Injury Severity:	Serious	Road Number:	A29	Casualties:	1
Highway Authority:	West Sussex	Vehicles:	2	OS Grid Reference:	506288 121189
Local Authority:	Horsham				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Saturday, August 27, 2022

Time of Crash: 12:48:00

Crash Reference: 2022471213443

Vehicles Involved

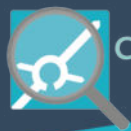
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	17	Male	26 - 35	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
1	Motorcycle over 500cc Å (2005 onwards)	9	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

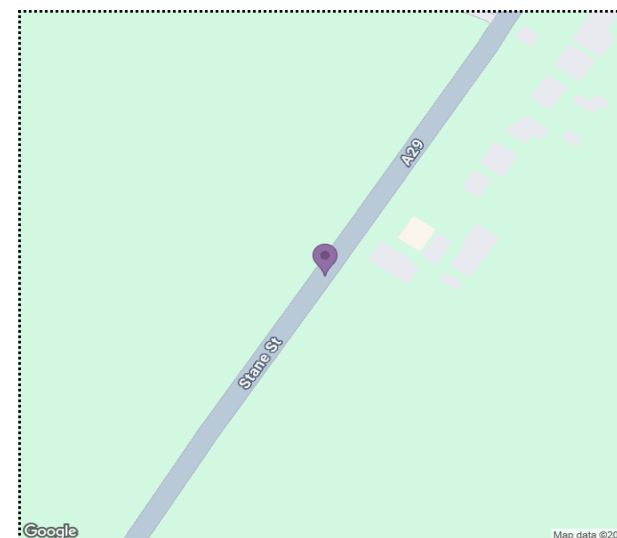
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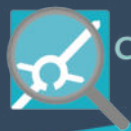
Validated Data

Crash Date:	Wednesday, September 14, 2022	Time of Crash:	21:24:00	Crash Reference:	2022471219478
Highest Injury Severity:	Slight	Road Number:	A29	Casualties:	2
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Horsham			OS Grid Reference:	506255 121136
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Wednesday, September 14, 2022

Time of Crash: 21:24:00

Crash Reference: 2022471219478

Vehicles Involved

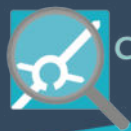
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	4	Female	Over 75	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	1	Female	21 - 25	Vehicle is in the act of turning right	Nearside	Unknown	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

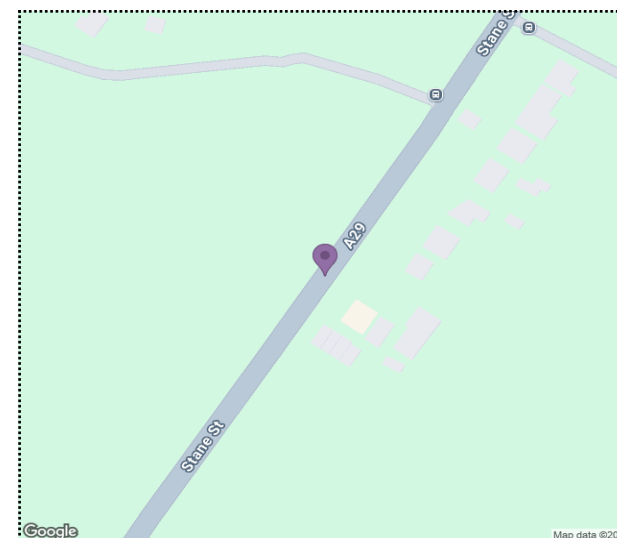
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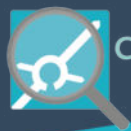
Validated Data

Crash Date:	Monday, January 9, 2023	Time of Crash:	08:40:00	Crash Reference:	2023471261317
Highest Injury Severity:	Slight	Road Number:	A29	Casualties:	2
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Horsham			OS Grid Reference:	506277 121172
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Monday, January 9, 2023

Time of Crash: 08:40:00

Crash Reference: 2023471261317

Vehicles Involved

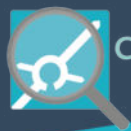
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	4	Male	66 - 75	Vehicle is waiting to turn right	Back	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	6	Female	36 - 45	Unknown	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

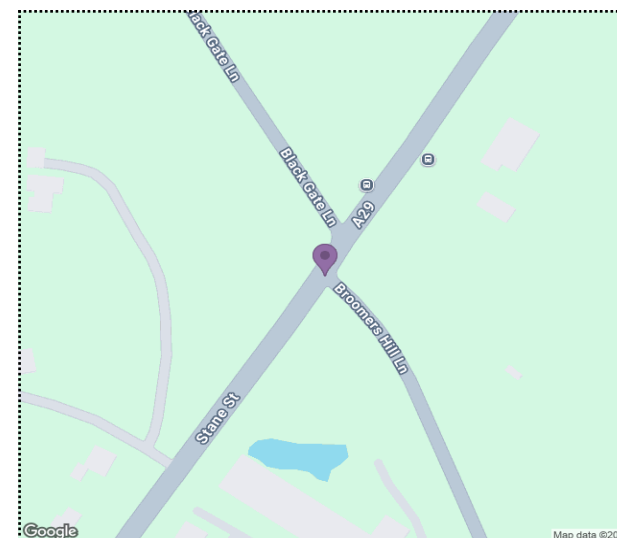
For more information about the data please visit: www.crashmap.co.uk/home/faq

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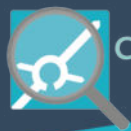
Validated Data

Crash Date:	Sunday, April 9, 2023	Time of Crash:	11:25:00	Crash Reference:	2023471296734
Highest Injury Severity:	Serious	Road Number:	A29	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Horsham			OS Grid Reference:	505930 120612
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Sunday, April 9, 2023

Time of Crash: 11:25:00

Crash Reference: 2023471296734

Vehicles Involved

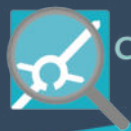
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc (2005 onwards)	22	Male	36 - 45	Vehicle is moving off	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	5	Male	21 - 25	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

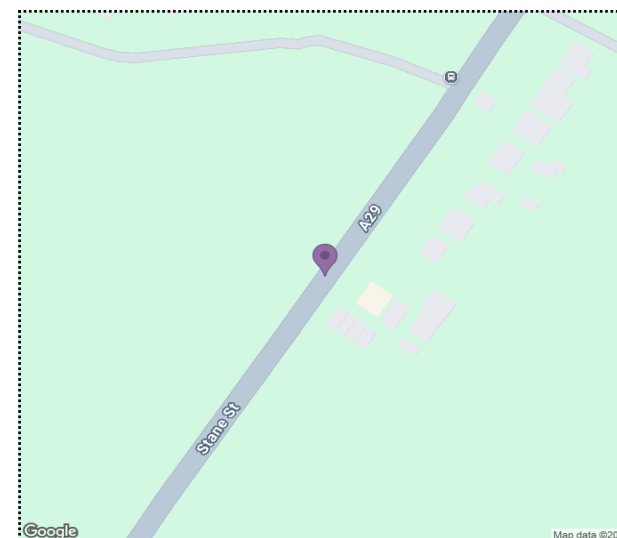
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



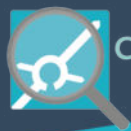
Validated Data

Crash Date:	Wednesday, January 17, 2024	Time of Crash:	14:18:00	Crash Reference:	2024471399694
Highest Injury Severity:	Slight	Road Number:	A29	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Horsham			OS Grid Reference:	506271 121164
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, January 17, 2024

Time of Crash: 14:18:00

Crash Reference: 2024471399694

Vehicles Involved

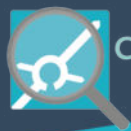
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Good vehicles of unknown weight	-1	Unknown	Unknown	Unknown	Front	Unknown	None	None
1	Goods vehicle 7.5 tonnes mgw and over (1999 onwards)	7	Male	66 - 75	Unknown	Unknown (2005 onwards)	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, August 18, 2024

Time of Crash: 16:26:00

Crash Reference: 2024471481590

Highest Injury Severity: Slight

Road Number: A29

Casualties: 6

Highway Authority: West Sussex

Vehicles: 3

Local Authority: Horsham

OS Grid Reference: 505940 120628

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

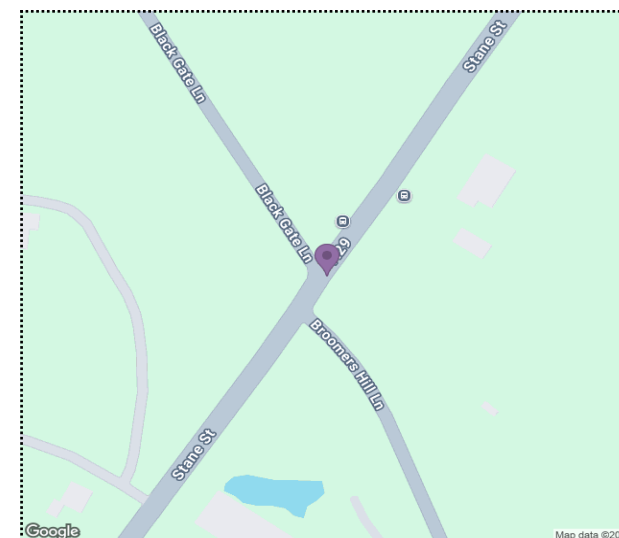
Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

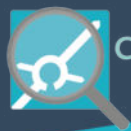
Junction Control: Give way or uncontrolled

Vehicles Involved



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, August 18, 2024

Time of Crash:

16:26:00

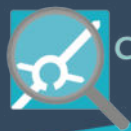
Crash Reference: 2024471481590

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	10	Female	36 - 45	Vehicle is slowing down or stopping	Back	Missing	None	None
1	Car (excluding private hire cars 2005 onwards)	3	Male	36 - 45	Unknown	Front	Missing	None	None
3	Car (excluding private hire cars 2005 onwards)	20	Male	26 - 35	Vehicle is slowing down or stopping	Back	Missing	None	None

Casualties

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, August 18, 2024

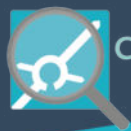
Time of Crash: 16:26:00

Crash Reference: 2024471481590

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	5	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
2	6	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
3	4	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Thursday, December 12, 2024

Time of Crash: 18:06:00

Crash Reference: 2024471529461

Highest Injury Severity: Slight

Road Number: A29

Casualties: 1

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Horsham

OS Grid Reference: 506278 121176

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Darkness: no street lighting

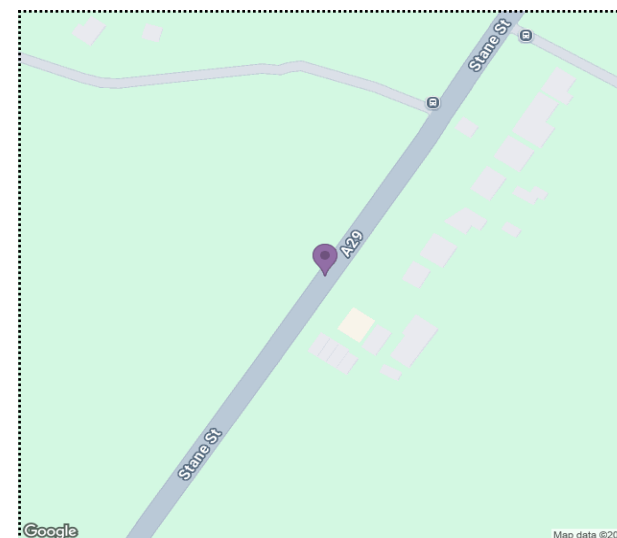
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

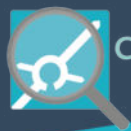
Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, December 12, 2024

Time of Crash: 18:06:00

Crash Reference: 2024471529461

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	17	Male	21 - 25	Unknown	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Male	56 - 65	Vehicle is waiting to turn right	Back	Missing	None	None

Casualties

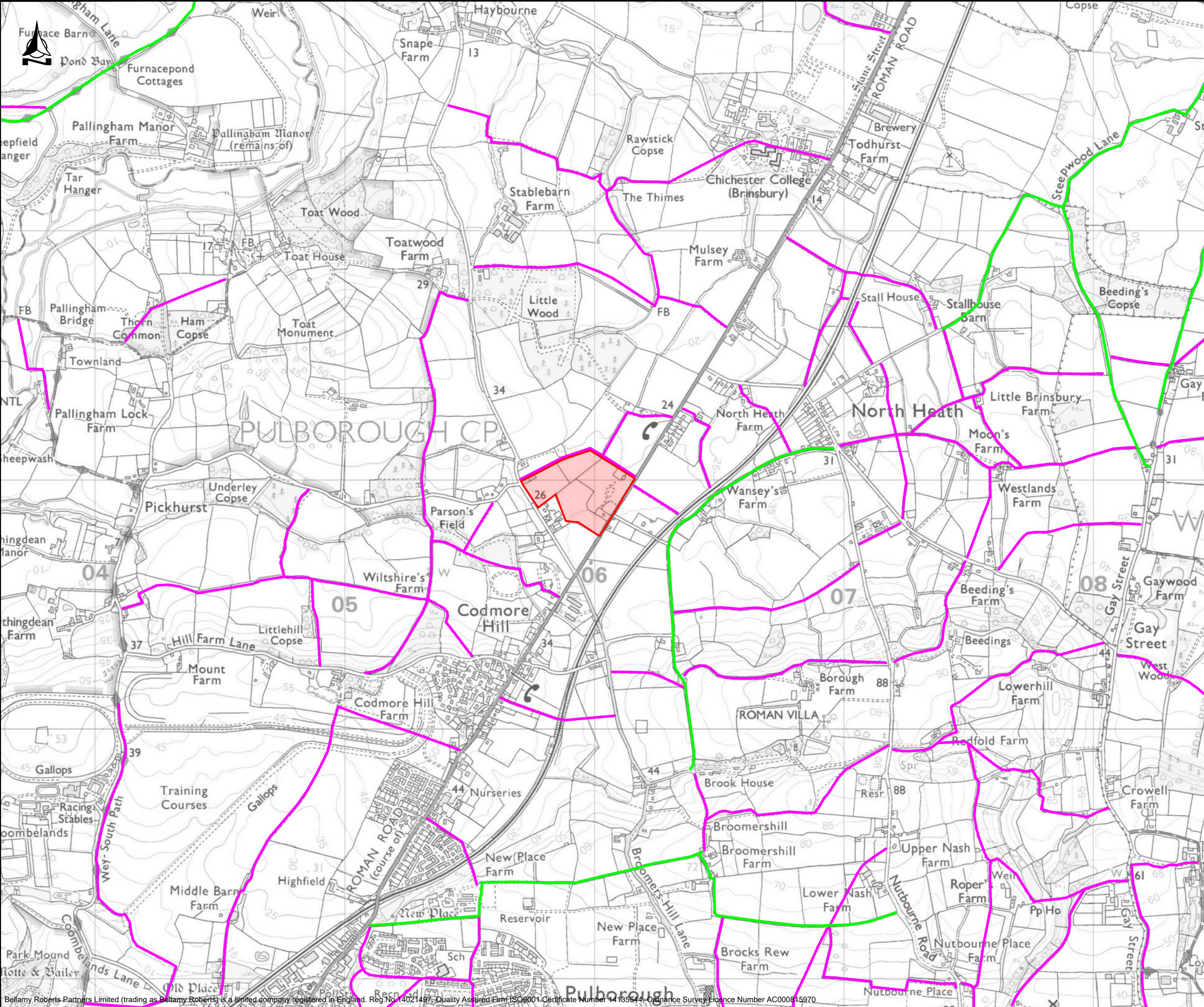
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

APPENDIX 5

PRoWs (6301-305)



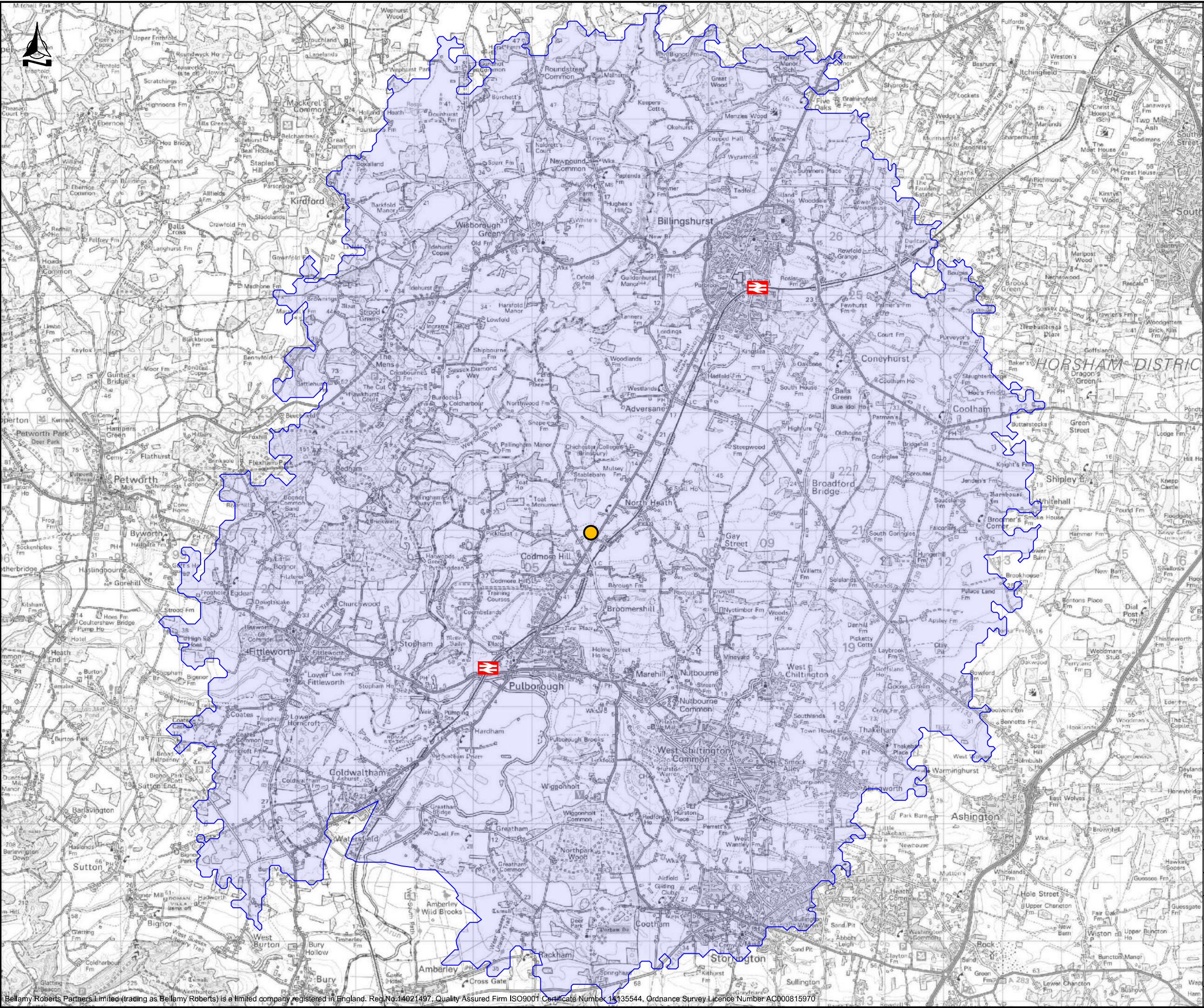
Notes

- Site
- Footpath
- Bridleway

REVISION	A	Updated site boundary	LT	10/02/25	IB
		AMENDMENT	DRN	DATE	CHK
 Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk					
CLIENT George Macari					
PROJECT Toat Cafe, Stanes Cottage & Stanes Farm					
TITLE Public Rights of Way					
DRAWN BY MB		DESIGN BY -		CHK BY IR	
DATE 10/06/25		DRAWING No. 6301 / 305			REV No. A
SCALE NTS @ A3					

APPENDIX 6

Cycle Isochrone (6301-303)



Notes

- Site
- Cycle Isochrone
- 8km
- Facilities
- Train Station



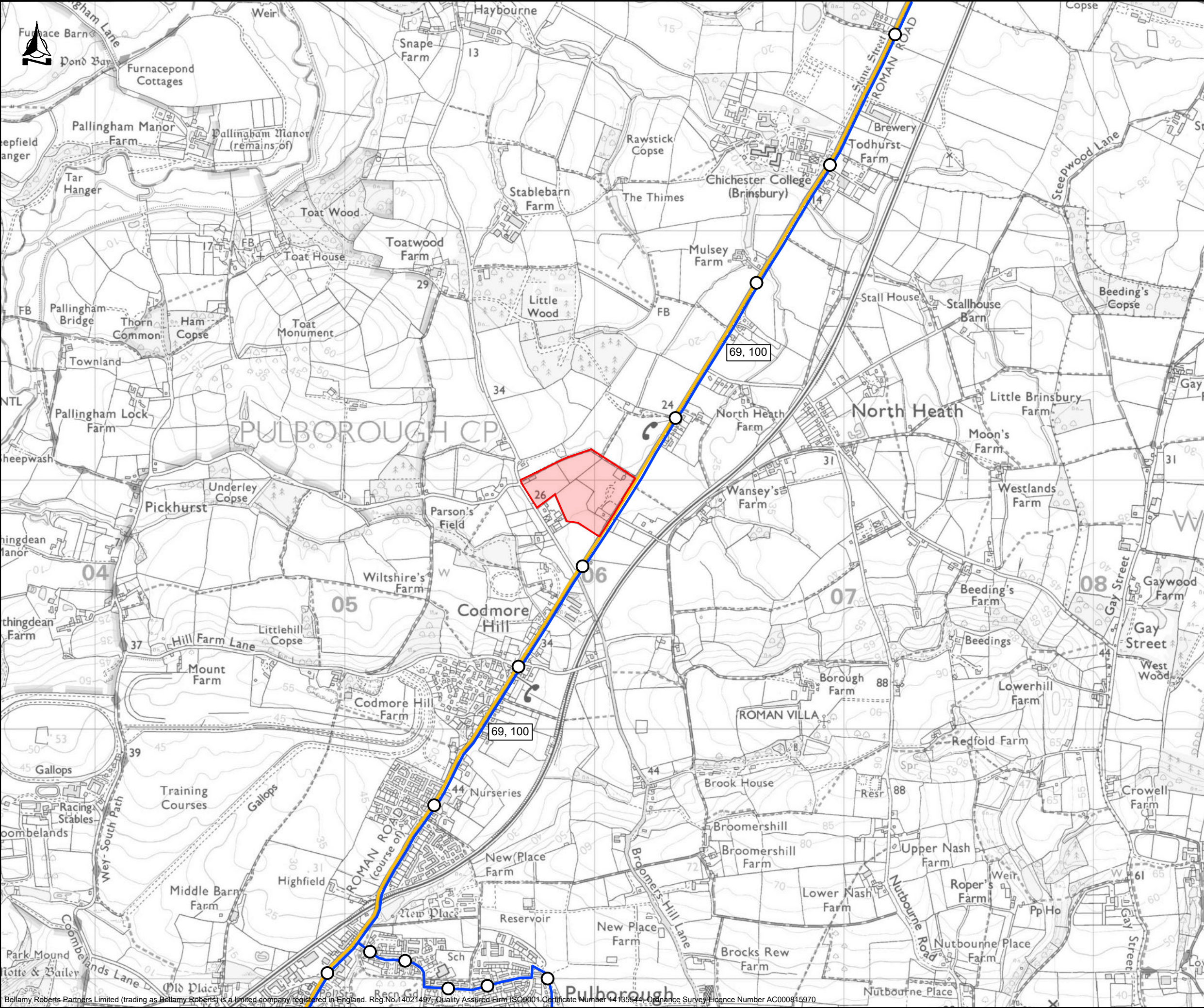
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	George Macari	
PROJECT	Toat Cafe, Stanes Cottage & Stanes Farm	
TITLE	Cycle Isochrone	

DRAWN BY	MB	DESIGN BY	-	CHK BY	IR
DATE	10/06/25	DRAWING No.	6301 / 303		
SCALE	NTS @ A3				REV No.

APPENDIX 7

69 & 100 Bus Services (6301-304)



Notes

- Site
- Bus Stop
- Bus Routes
 - 69
 - 100

A	Updated site boundary	LT	IR
REVISION	AMENDMENT	DRN	CHK
 Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk			
CLIENT	George Macari		
PROJECT	Toat Cafe, Stanes Cottage & Stanes Farm		
TITLE	Bus Routes		
DRAWN BY	MB	DESIGN BY	IR
DATE	10/06/25	DRAWING No.	6301 / 304
SCALE	NTS @ A3	REV No.	A

Burgess Hill - Henfield - Steyning - Storrington - Pulborough Pulborough - Billingshurst - Slinfold - Horsham

100

Mondays to Fridays (except Public Holidays)

Burgess Hill , Church Road	0641	0741	0911	1011	1111	1211	1311	1426	1526	1626	1726	1806	
Burgess Hill, London Road	▼	▼	0914	1014	1114	1214	1314	1429	1529	▼	▼	▼	
Burgess Hill, Victoria Way	0644	0744	▼	▼	▼	▼	▼	▼	▼	1629	1729	1809	
Burgess Hill, Tesco	0646	0746	0916	1016	1116	1216	1316	1431	1531	1631	1731	1811	
Burgess Hill, York Road	0648	0748	0918	1018	1118	1218	1318	1433	1533	1633	1733	1813	
Burgess Hill, The Triangle	0650	0750	0920	1020	1120	1220	1320	1435	1535	1635	1735	1815	
Hickstead Services	0653	0753	0923	1023	1123	1223	1323	1438	1538	1638	1738	1818	
Sayers Common, School	0655	0755	0925	1025	1125	1225	1325	1440	1540	1640	1740	1820	
Albourne, Henfield Road	0657	0757	0927	1027	1127	1227	1327	1442	1542	1642	1742	1822	
Muddleswood	0700	0800	0930	1030	1130	1230	1330	1445	1545	1645	1745	1825	
Woodmancote, Village Hall	0704	0804	0934	1034	1134	1234	1334	1449	1549	1649	1749	1829	
Henfield, High Street	0708	0808	0938	1038	1138	1238	1338	1453	1553	1653	1753	1833	
Henfield, Wantley Hill	0712	0812	0942	1042	1142	1242	1342	1457	1557	1657	1757	1837	
Henfield, High Street	0714	0814	0944	1044	1144	1244	1344	1459	1559	1659	1759	1839	
Small Dole, Post Office	0719	0819	0949	1049	1149	1249	1349	1504	1604	1704	1804	1843	
Upper Beeding, Rising Sun	0723	0823	0953	1053	1153	1253	1353	1508	1608	1708	1808	1847	
Bramber, Castle Hotel	0726	0826	0955	1055	1155	1255	1355	1511	1611	1711	1811	1850	
Steyning, Clock Tower	0730	0830	1000	1100	1200	1300	1400	1515	1615	1715	1815	1854	
Steyning, Leisure Centre	0733	0833	1003	1103	1203	1303	1403	1518 C	1618	1718	1818	1856	
Buncton, Crossroads	0737	0837	1007	1107	1207	1307	1407	1522 D	1622	1722	1822	1900	
Washington, Rec. Ground	0700	0742	0842	1012	1112	1212	1312	1412	1527 D	1627	1727	1827	1904
Storrington, Bus Stand	0707	0750	0850	1020	1120	1220	1320	1420	1535 D	1635	1735	1835	
Cootham, Village Hall	0712	0755	0855	1025	1125	1225	1325	1425	1540 D	1640	1739 R		
Pulborough Brooks RSPB	0715	0758	0858	1028	1128	1228	1328	1428	1543 D	1643	1741 R		
Pulborough , Station (arr)	0720	0803	0903	1033	1133	1233	1333	1433	1548 D	1648	1746 R		
Pulborough , Station (dep)	0722	0808	0908	1038	1138	1238	1338	1438	1551	1651			
Pulborough, Spinney North	0727	0813	0913	1043	1143	1243	1343	1443	1556	1656			
Brinsbury Campus, entrance	0732	0819	0919	1049	1149	1249	1349	1449	1602	1702			
Adversane, Blacksmiths Arms	0734	0821	0921	1051	1151	1251	1351	1451	1604	1704			
Billingshurst, Parbrook	0737	0824	0924	1054	1154	1254	1354	1454	1607	1707			
Billingshurst, Station	0741	0828	0928	1058	1158	1258	1358	1458	1611	1711			
Billingshurst, Forge Way	0744	0831	0931	1101	1201	1301	1401	1501	1614	1714			
Billingshurst, Jengers Mead	0747	0834	0934	1104	1204	1304	1404	1504	1617	1717			
Five Oaks, Roundabout	0751	0838	0938	1108	1208	1308	1408	1508	1621	1721			
Slinfold, Post Office	0757	0844	0944	1114	1214	1314	1414	1514	1627	1727			
Broadbridge Hth, Shelley Arms	0803	0850	0950	1120	1220	1320	1420	1520	1632	1732			
Needles Est, Hills Farm Lane	0809	0856	0956	1126	1226	1326	1426	1526	1638	1738			
Horsham , Bus Stn (arr)	0816	0903	1003	1133	1233	1333	1433	1533	1645	1745			
Horsham , Bus Stn (dep)	0820	0905	1005	1138	1238	1338	1438	1538	1650	1750			
Horsham, Carfax	0823	0907 R	1007 R	1140	1240	1340	1440	1540	1652	1752			
Horsham, Station	0826	0909 R	1009 R	1143	1243	1343	1443	1543	1657	1757			
Horsham , Hospital	0827	0910 R	1010 R	1144	1244	1344	1444	1544	1659	1759			

A A

Additional journeys operate schooldays only from Pulborough Station to Brinsbury Campus at 0900 & 0905

A - Service continues back to Horsham Bus Station

C - Picks up in the school coach park on schooldays and then operates 3 minutes later

R - Serves this point at request of passengers already onboard

D - Operates 3 minutes later on schooldays

100

			Sch	H												
Horsham, Bus Station			0716	0725	0820	0938	1038	1138	1238	1338	1438	1538	1650	1750		
Horsham, Carfax			0718	0727	0823	0940	1040	1140	1240	1340	1440	1540	1652	1752		
Horsham, Station			0721	0730	0826	0943	1043	1143	1243	1343	1443	1543	1657	1757		
Horsham, Hospital			0723	0731	0827	0944	1044	1144	1244	1344	1444	1544	1659	1759		
Needles Est. Hills Farm Lane			▼	▼	0834	0951	1051	1151	1251	1351	1451	1551	1706	1806		
Broadbridge Hth, Shelley Arms			0731	0739	0839	0955	1055	1155	1255	1355	1455	1555	1711	1811		
Slinfold, Post Office			0737	0744	0844	1000	1100	1200	1300	1400	1500	1600	1717	1817		
Five Oaks, Roundabout			0741	0748	0848	1005	1105	1205	1305	1405	1505	1605	1723	1823		
Billingshurst, High St			0746	0752	0852	1010	1110	1210	1310	1410	1510	1610	1729	1829		
Billingshurst, Forge Way			0748	0754	0854	1013	1113	1213	1313	1413	1513	1613	1732	1832		
Billingshurst, Station			0750	0756	0856	1015	1115	1215	1315	1415	1515	1615	1734	1834		
Billingshurst, Parbrook			0753	0759	0859	1018	1118	1218	1318	1418	1518	1618	1737	1837		
Adversane, Blacksmiths Arms			0757	0802	0902	1022	1122	1222	1322	1422	1522	1622	1740	1840		
Brinsbury Campus, entrance			0758	0803	0903	1023	1123	1223	1323	1423	1523	1623	1741	1841		
Pulborough, Spinney North			▼	▼	0910	1030	1130	1230	1330	1430	1530	1630	1746	1846		
Pulborough, Station (arr)			0805	0810	0915	1035	1135	1235	1335	1435	1535	1635	1750	1850		
Pulborough, Station (dep)			0806	0811	0920	1040	1140	1240	1340	1440	1540	1640	1750	1850		
Pulborough Brooks RSPB			0811	0815	0924	1044	1144	1244	1344	1444	1544	1644	1754	1854		
Cootham, Village Hall			0814	0818	0927	1047	1147	1247	1347	1447	1547	1647	1757	1857		
Storrington, Bus Stand			0821	0823	0932	1052	1152	1252	1352	1507a	1552	1652	1802	1902		
Washington, Rec. Ground			0632	0727	0830	0832	0941	1101	1201	1301	1401	1516	1601	1701	1810	1910
Bunton, Crossroads			0635	0730	0833	0835	0944	1104	1204	1304	1404	1519	1604	1704	1813	
Steyning, Leisure Centre			0639	0734	0837	0839	0948	1108	1208	1308	1408	1523	1608	1708	1817	
Steyning, Clock Tower			0642	0737	0842	0842	0951	1111	1211	1311	1411	1526	1611	1711	1820	
Bramber, Castle Hotel			0646	0741	0846	0846	0955	1115	1215	1315	1415	1530	1615	1715	1824	
Upper Beeding, Rising Sun			0649	0744	0849	0849	0958	1118	1218	1318	1418	1533	1618	1718	1827	
Small Dole, Post Office			0654	0749	0854	0854	1002	1122	1222	1322	1422	1537	1622	1722	1831	
Henfield, High Street			0658	0753	0858	0858	1007	1127	1227	1327	1427	1542	1627	1727	1836	
Henfield, Wantley Hill			0702	0757	0902	0902	1011	1131	1231	1331	1431	1546	1631	1731	1840	
Henfield, High Street			0704	0759	0904	0904	1013	1133	1233	1333	1433	1548	1633	1733	1842	
Woodmancote, Village Hall			0707	0802	0907	0907	1016	1136	1236	1336	1436	1551	1636	1736	1845	
Muddleswood			07													

Burgess Hill - Henfield - Steyning - Storrington - Pulborough Pulborough - Billingshurst - Slinfold - Horsham

100

Saturdays

Burgess Hill , Church Road	0741	0911	1011	1111	1211	1311	1426	1526	1626	1726	1806
Burgess Hill, London Road	0744	0914	1014	1114	1214	1314	1429	1529	1629	1729	1809
Burgess Hill, Tesco	0746	0916	1016	1116	1216	1316	1431	1531	1631	1731	1811
Burgess Hill, York Road	0748	0918	1018	1118	1218	1318	1433	1533	1633	1733	1813
Burgess Hill, The Triangle	0750	0920	1020	1120	1220	1320	1435	1535	1635	1735	1815
Hickstead Services	0753	0923	1023	1123	1223	1323	1438	1538	1638	1738	1818
Sayers Common, School	0755	0925	1025	1125	1225	1325	1440	1540	1640	1740	1820
Albourne, Henfield Road	0757	0927	1027	1127	1227	1327	1442	1542	1642	1742	1822
Muddleswood	0800	0930	1030	1130	1230	1330	1445	1545	1645	1745	1825
Woodmancote, Village Hall	0804	0934	1034	1134	1234	1334	1449	1549	1649	1749	1829
Henfield, High Street	0808	0938	1038	1138	1238	1338	1453	1553	1653	1753	1833
Henfield, Wantley Hill	0812	0942	1042	1142	1242	1342	1457	1557	1657	1757	1837
Henfield, High Street	0814	0944	1044	1144	1244	1344	1459	1559	1659	1759	1839
Small Dole, Post Office	0819	0949	1049	1149	1249	1349	1504	1604	1704	1804	1843
Upper Beeding, Rising Sun	0823	0953	1053	1153	1253	1353	1508	1608	1708	1808	1847
Bramber, Castle Hotel	0826	0955	1055	1155	1255	1355	1511	1611	1711	1811	1850
Steyning, Clock Tower	0830	1000	1100	1200	1300	1400	1515	1615	1715	1815	1854
Steyning, Leisure Centre	0833	1003	1103	1203	1303	1403	1518	1618	1718	1818	1856
Bunton, Crossroads	0837	1007	1107	1207	1307	1407	1522	1622	1722	1822	1900
Washington, Rec. Ground	0700	0742	0842	1012	1112	1212	1312	1412	1527	1627	1727 1827 1904
Storrington, Bus Stand	0707	0750	0850	1020	1120	1220	1320	1420	1535	1635	1735 1835
Cootham, Village Hall	0712	0755	0855	1025	1125	1225	1325	1425	1540	1640	1740
Pulborough Brooks RSPB	0715	0758	0858	1028	1128	1228	1328	1428	1543	1643	1743
Pulborough , Station (arr)	0720	0803	0903	1033	1133	1233	1333	1433	1548	1648	1748
Pulborough , Station (dep)	0722	0808	0908	1038	1138	1238	1338	1438	1551	1651	
Pulborough, Spinney North	0727	0813	0913	1043	1143	1243	1343	1443	1556	1656	
Brinsbury Campus, entrance	0732	0819	0919	1049	1149	1249	1349	1449	1602	1702	
Adversane, Blacksmiths Arms	0734	0821	0921	1051	1151	1251	1351	1451	1604	1704	
Billingshurst, Parbrook	0737	0824	0924	1054	1154	1254	1354	1454	1607	1707	
Billingshurst, Station	0741	0828	0928	1058	1158	1258	1358	1458	1611	1711	
Billingshurst, Forge Way	0744	0831	0931	1101	1201	1301	1401	1501	1614	1714	
Billingshurst, Jengers Mead	0747	0834	0934	1104	1204	1304	1404	1504	1617	1717	
Five Oaks, Roundabout	0751	0838	0938	1108	1208	1308	1408	1508	1621	1721	
Slinfold, Post Office	0757	0844	0944	1114	1214	1314	1414	1514	1627	1727	
Broadbridge Hth, Shelley Arms	0803	0850	0950	1120	1220	1320	1420	1520	1632	1732	
Needles Est, Hills Farm Lane	0809	0856	0956	1126	1226	1326	1426	1526	1638	1738	
Horsham , Bus Stn (arr)	0816	0903	1003	1133	1233	1333	1433	1533	1645	1745	
Horsham , Bus Stn (dep)	0820	0905	1005	1138	1238	1338	1438	1538	1650	1750	
Horsham, Carfax	0823	0907 R	1007 R	1140	1240	1340	1440	1540	1652	1752	
Horsham, Station	0826	0909 R	1009 R	1143	1243	1343	1443	1543	1655	1755	
Horsham , Hospital	0827	0910 R	1010 R	1144	1244	1344	1444	1544	1656	1756	

A A

A - Service continues back to Horsham Bus Station

R - Serves this point if requested by passengers already on the bus

Saturdays

Horsham , Bus Station	0820	0938	1038	1138	1238	1338	1438	1538	1650	1750		
Horsham, Carfax	0823	0940	1040	1140	1240	1340	1440	1540	1652	1752		
Horsham, Station	0826	0943	1043	1143	1243	1343	1443	1543	1655	1755		
Horsham, Hospital	0827	0944	1044	1144	1244	1344	1444	1544	1656	1756		
Needles Est. Hills Farm Lane	0834	0951	1051	1151	1251	1351	1451	1551	1703	1803		
Broadbridge Hth, Shelley Arms	0839	0955	1055	1155	1255	1355	1455	1555	1707	1807		
Slinfold, Post Office	0844	1000	1100	1200	1300	1400	1500	1600	1712	1812		
Five Oaks, Roundabout	0848	1005	1105	1205	1305	1405	1505	1605	1718	1818		
Billingshurst, High St	0852	1010	1110	1210	1310	1410	1510	1610	1724	1824		
Billingshurst, Forge Way	0854	1013	1113	1213	1313	1413	1513	1613	1727	1827		
Billingshurst, Station	0856	1015	1115	1215	1315	1415	1515	1615	1729	1829		
Billingshurst, Parbrook	0859	1018	1118	1218	1318	1418	1518	1618	1732	1832		
Adversane, Blacksmiths Arms	0902	1022	1122	1222	1322	1422	1522	1622	1735	1835		
Brinsbury Campus, entrance	0903	1023	1123	1223	1323	1423	1523	1623	1736	1836		
Pulborough, Spinney North	0910	1030	1130	1230	1330	1430	1530	1630	1741	1841		
Pulborough , Station (arr)	0915	1035	1135	1235	1335	1435	1535	1635	1745	1845		
Pulborough , Station (dep)	0811	0920	1040	1140	1240	1340	1440	1540	1640	1745	1845	
Pulborough Brooks RSPB	0815	0924	1044	1144	1244	1344	1444	1544	1644	1749	1849	
Cootham, Village Hall	0818	0927	1047	1147	1247	1347	1447	1547	1647	1752	1852	
Storrington, Bus Stand	0823	0932	1052	1152	1252	1352	1452	1552	1652	1757	1857	
Washington, Rec. Ground	0732	0832	0941	1101	1201	1301	1401	1501	1601	1701	1805	1905
Buncton, Crossroads	0735	0835	0944	1104	1204	1304	1404	1504	1604	1704	1808	
Steyning, Leisure Centre	0739	0839	0948	1108	1208	1308	1408	1508	1608	1708	1812	
Steyning, Clock Tower	0742	0842	0951	1111	1211	1311	1411	1511	1611	1711	1815	
Bramber, Castle Hotel	0746	0846	0955	1115	1215	1315	1415	1515	1615	1715	1819	
Upper Beeding, Rising Sun	0749	0849	0958	1118	1218	1318	1418	1518	1618	1718	1822	
Small Dole, Post Office	0754	0854	1002	1122	1222	1322	1422	1522	1622	1722	1826	
Henfield, High Street	0758	0858	1007	1127	1227	1327	1427	1527	1627	1727	1831	
Henfield, Wantley Hill	0802	0902	1011	1131	1231	1331	1431	1531	1631	1731	1835	
Henfield, High Street	0804	0904	1013	1133	1233	1333	1433	1533	1633	1733	1837	
Woodmancote, Village Hall	0807	0907	1016	1136	1236	1336	1436	1536	1636	1736	1840	
Muddleswood	0811	0911	1020	1140	1240	1340	1440	1540	1640	1740	1844	
Albourne, Traffic Lights	0814	0914	1023	1143	1243	1343	1443	1543	1643	1743	1847	
Sayers Common, School	0816	0916	1025	1145	1245	1345	1445	1545	1645	1745	1849	
Hickstead, opp Shell Garage	0818	0918	1027	1147	1247	1347	1447	1547	1647	1747	1851	
Burgess Hill, The Triangle	0821	0921	1030	1150	1250	1350	1450	1550	1650	1750	1854	
Burgess Hill, York Road	0823	0923	1032	1152	1252	1352	1452	1552	1652	1752	1856	
Burgess Hill, Tesco	0825	0925	1034	1154	1254	1354	1454	1554	1654	1754	1858	
Burgess Hill, London Road	0828	0928	1037	1157	1257	1357	1457	1557	1657	1757	1901	
Burgess Hill, Station Road	0831	0931	1040	1200	1300	1400	1500	1600	1700	1800	1904	
Burgess Hill , Church Road	0832	0932	1041	1201	1301	1401	1501	1601	1701	1801	1905	

64: Loxwood - Wisborough Green - Billingshurst - Barns Green - Horsham

69: Alfold - Loxwood - Wisborough Green - Billingshurst - Pulborough - Worthing

Operates only on days shown

64

69

	TuF 69	MTh 64
Alfold Crossways	0915*	
Alfold, Crown Inn	0917*	
Loxwood, Spy Lane	▼	1038
Loxwood, Post Office	0921*	1040
Ifold, Stores	0924*	1044
Plaistow, Church	0928*	1049
Mackerells Common	0933	1053
Kirdford, Memorial	0936	1056
Wisborough Green, Three Crowns	0942	1102
Billingshurst, Village Hall	0948	
Billingshurst, Kings Arms	▼	1109
Coolham, Crossroads	▼	1115
Brooks Green	▼	1118
Barns Green, The Hordens	▼	1122
Barns Green, Recreation Ground	▼	1124
Christ's Hospital, Bluecoat Pond	▼	1130
Horsham, Bus Station	▼	1138
Horsham, Carfax	▼	1140
Adversane, Blacksmiths Arms	0954	
Pulborough, Sainsburys A29	0959	
Pulborough, Swan Corner	1002	
Hardham, Church	1004	
Coldwaltham, A29, Brookview	1007	
Watersfield Village	1008	
Bury, Squire & Horse	1012	
Bury, Coombe Crescent	1013	
Houghton, George & Dragon	1016	
Arundel, High Street, Norfolk Arms	1023	
Poling Corner	1028	
Patching Village	1034	
Clapham Common	1037	
Offington Corner	1044	
Broadwater Church	1047	
Worthing, High Street, Waitrose	1050	
Worthing , Marine Parade, M&S	1053	

	MTh 64	TuF 69
Worthing , Marine Parade, M&S		1320
Worthing, High Street, Waitrose		1324
Broadwater Church		1329
Offington Corner		1332
Clapham Common		1336R
Patching Village		1339R
Poling Corner		1342
Arundel, Riverbank		1346
Houghton, George & Dragon		1354R
Bury, Coombe Crescent		1356R
Bury, Squire & Horse		1358
Watersfield Village		1402
Coldwaltham, A29, Brookview		1406
Hardham, Church		1408
Pulborough, Swan Corner		1410
Pulborough, Sainsburys A29		1413
Adversane, Blacksmiths Arms		1417
Horsham, Bus Station	1325	▼
Horsham, Carfax	1327	▼
Christ's Hospital, Bluecoat Pond	1337	▼
Barns Green, Recreation Ground	1341	▼
Barns Green, The Hordens	1343	▼
Brooks Green	1346	▼
Coolham, Crossroads	1350	▼
Billingshurst, Kings Arms	1355	▼
Billingshurst, Jengers Mead	▼	1423
Wisborough Green, Three Crowns	1400	1429
Kirdford, Memorial	1406	1434R
Mackerells Common	1408	1437R
Plaistow, Church	1412	1441R
Ifold, Stores	1416	1445R
Loxwood, Post Office	1419	1435#
Loxwood, Spy Lane	1421	▼
Alfold, Crown Inn		1439#
Alfold Crossways		1441#

MTh - Operates Mondays & Thursdays only

TuF - Operates Tuesdays & Fridays only

* - Surrey and West Sussex concessionary passes accepted on this journey from Alfold

R - Serves this point only if required by passengers already on the bus

- These stops may be served up to 14 minutes later

APPENDIX 8

Train Services



Your personal journey from London Victoria to Pulborough

Valid from Tuesday 23 December 2025 to Tuesday 30 December 2025

Monday to Friday except for between 25/12/2025 and 26/12/2025

Outward

		SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
								1	2		
London Victoria	dep.	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:05	17:35	18:05
Pulborough	arr.	15:22	15:52	16:22	16:52	17:22	17:52	18:22	18:22	18:52	19:22
Duration		1:17	1:17	1:17	1:17	1:17	1:17	1:17	1:17	1:17	1:17
Changes		0	0	0	0	0	0	0	0	0	0
Seating Class											
Catering											

Sunday always runs

Outward

		SN	SN	SN	SN	SN
						3
London Victoria	dep.	14:35	15:35	16:35	17:35	18:35
Pulborough	arr.	15:49	16:49	17:49	18:49	19:49
Duration		1:14	1:14	1:14	1:14	1:14
Changes		0	0	0	0	0
Seating Class						
Catering						

Your personal journey from London Victoria to Pulborough

Valid from Tuesday 23 December 2025 to Tuesday 30 December 2025

Key

- 1 Runs until 24/12/2025
- 2 Starts running on 29/12/2025
- 3 Every 60 Minutes until 20:35

Notes and symbols.

	Slow train.
	Change train.
	By request only stops.
	Scheduled bus service.
	Replacement bus service.
	Walk.
	Underground.
	Tram.
	Ferry.

Seating Class.

	Standard Class only.
	First Class available.

Sleeper Class.

	Sleeper service.
	Standard Class only.
	First Class available.
	First Class only.

Catering Code.

	Buffet.
	Hot food available.
	Trolley service.
	Restaurant.
	Restaurant for First Class passengers.
	Meal included for First Class passengers.
	Wheelchair only reservations.

Train Operating Companies

SN Southern.

Call Train Tracker™ on 0345 7 48 49 50

Find out live train times for today and train timetables for the next three months.

TrainTracker™ uses speech recognition and then speaks the information to you.



Text departure and time to 8 49 50

Send a text to immediately find out when your next train is due to depart (e.g. send 'dep swindon' to 8 49 50)
(TrainTracker™ texts cost 25p for each successful response, plus usual text costs as charged by your operator)



Your personal journey from Pulborough to London Victoria

Valid from Tuesday 23 December 2025 to Tuesday 30 December 2025

Monday to Friday except for between 25/12/2025 and 26/12/2025

Outward

		SN	SN	SN	SN	SN	SN	SN	SN	SN
										1
Pulborough	dep.	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24
London Victoria	arr.	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45
Duration		1:21	1:21	1:21	1:21	1:21	1:21	1:21	1:21	1:21
Changes		0	0	0	0	0	0	0	0	0
Seating Class										
Catering										

Saturday always runs

Outward

		SN	SN	SN	SN	SN	SN	SN	SN	SN
										2
Pulborough	dep.	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24
London Victoria	arr.	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45
Duration		1:21	1:21	1:21	1:21	1:21	1:21	1:21	1:21	1:21
Changes		0	0	0	0	0	0	0	0	0
Seating Class										
Catering										

Sunday always runs

Outward

		SN	SN	SN	SN	SN
						3
Pulborough	dep.	08:04	09:04	10:04	11:04	12:04
London Victoria	arr.	09:21	10:21	11:21	12:21	13:21
Duration		1:17	1:17	1:17	1:17	1:17
Changes		0	0	0	0	0
Seating Class						
Catering						

Key

- 1 Every 30 Minutes until 18:54
- 2 Every 30 Minutes until 21:54
- 3 Every 60 Minutes until 20:04

Notes and symbols.

-  OT Slow train.
-  C Change train.
-  X By request only stops.
-  Scheduled bus service.
-  Replacement bus service.
-  Walk.
-  Underground.
-  Tram.
-  Ferry.

Seating Class.

-  S Standard Class only.
-  1st First Class available.

Sleeper Class.

-  Sleeping car service.
-  S Standard Class only.
-  1st First Class available.
-  F First Class only.

Catering Code.

-  Buffet.
-  H Hot food available.
-  Trolley service.
-  Restaurant.
-  Restaurant for First Class passengers.
-  Meal included for First Class passengers.
-  P Wheelchair only reservations.

Train Operating Companies

SN Southern.

Call Train Tracker™ on 0345 7 48 49 50

Find out live train times for today and train timetables for the next three months.

TrainTracker™ uses speech recognition and then speaks the information to you.

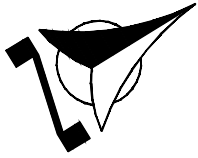


Text departure and time to 8 49 50

Send a text to immediately find out when your next train is due to depart (e.g. send 'dep swindon' to 8 49 50)
(TrainTracker™ texts cost 25p for each successful response, plus usual text costs as charged by your operator)

APPENDIX 9

**Proposed Access Options A & B
(6301-001 Rev D & 002 Rev C)**

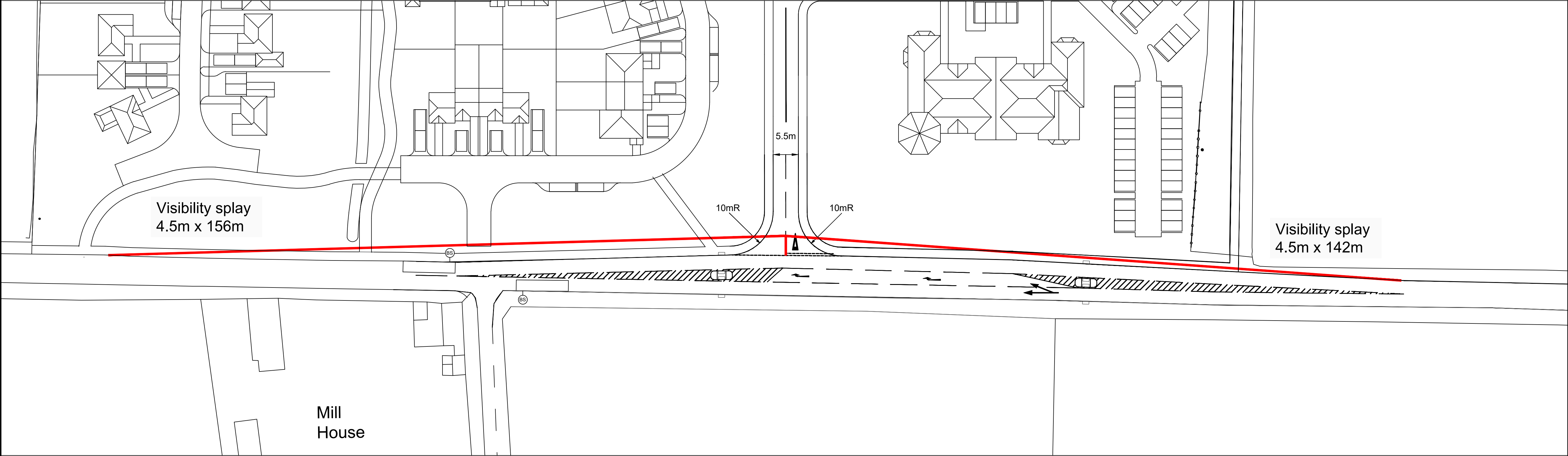


Notes

Right turn lane designed to CD/23 (85kph)

Lane width: 3.25m
3.00m
3.25m

BS Bus stop



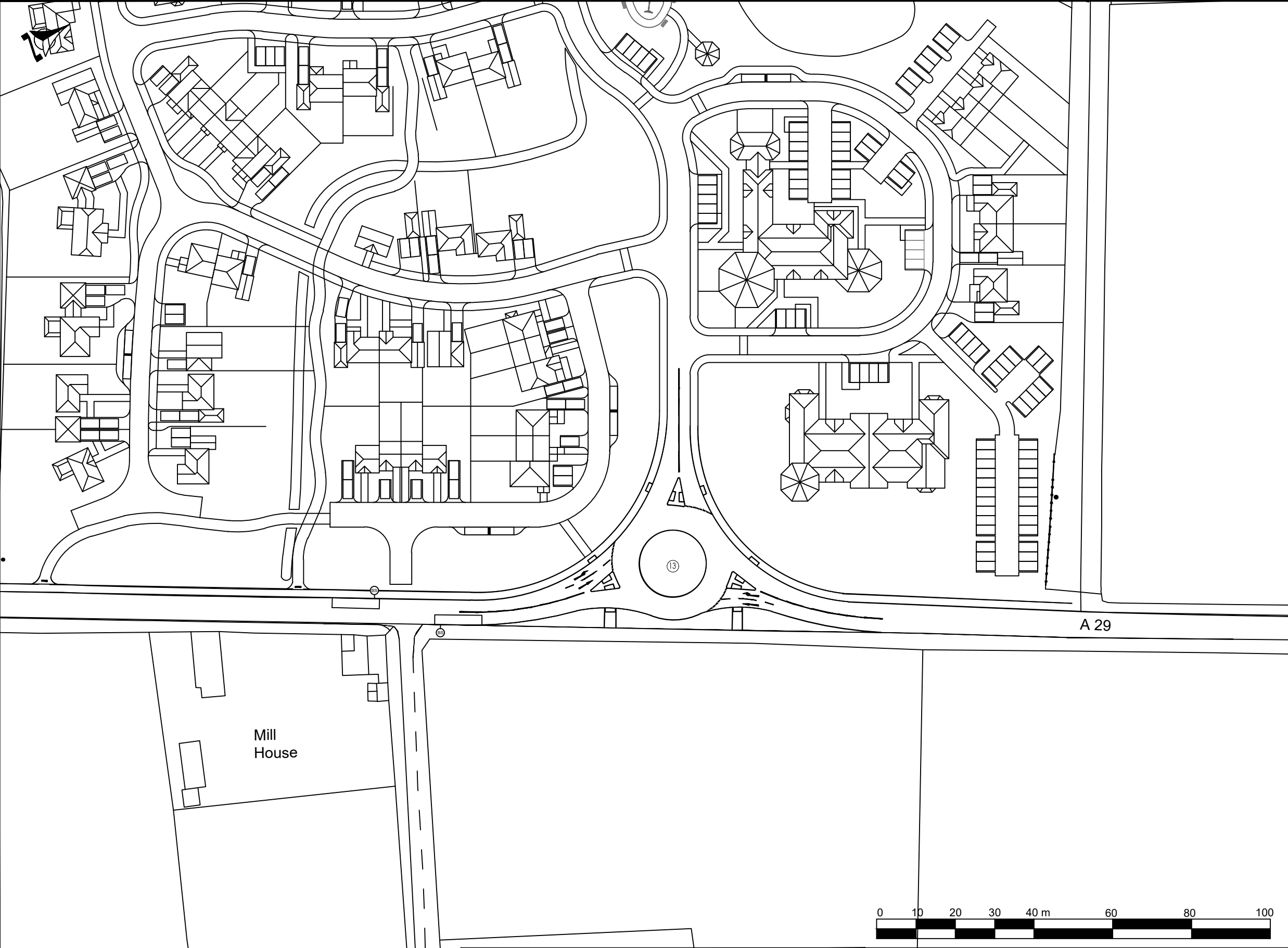
D	Updated site layout	LT	IR
C	Added bus stops	LT	IR
B	Updated site layout & added pedestrian crossing island	LT	IR
A	Added visibility splay	LT	IR
REVISION	AMENDMENT	DRN	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT George Macari		
PROJECT Toat Cafe, Stanes Cottage & Stanes Farm		
TITLE Proposed access Option A		
DRAWN BY LT	DESIGN BY -	CHK BY IR
DATE 23/12/25	DRAWING No. 6301-001	REV No. D
SCALE 1:500 @ A1		





Notes

BS Bus stop

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Amended access radius	LT	19/01/26	IR
B	Added visibility splay & bus stops	LT	16/02/26	IR
C	Updated site layout & bus stops, removed visibility splays	LT	26/02/26	IR



Bellamy Roberts
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Email: info@bellamyroberts.co.uk

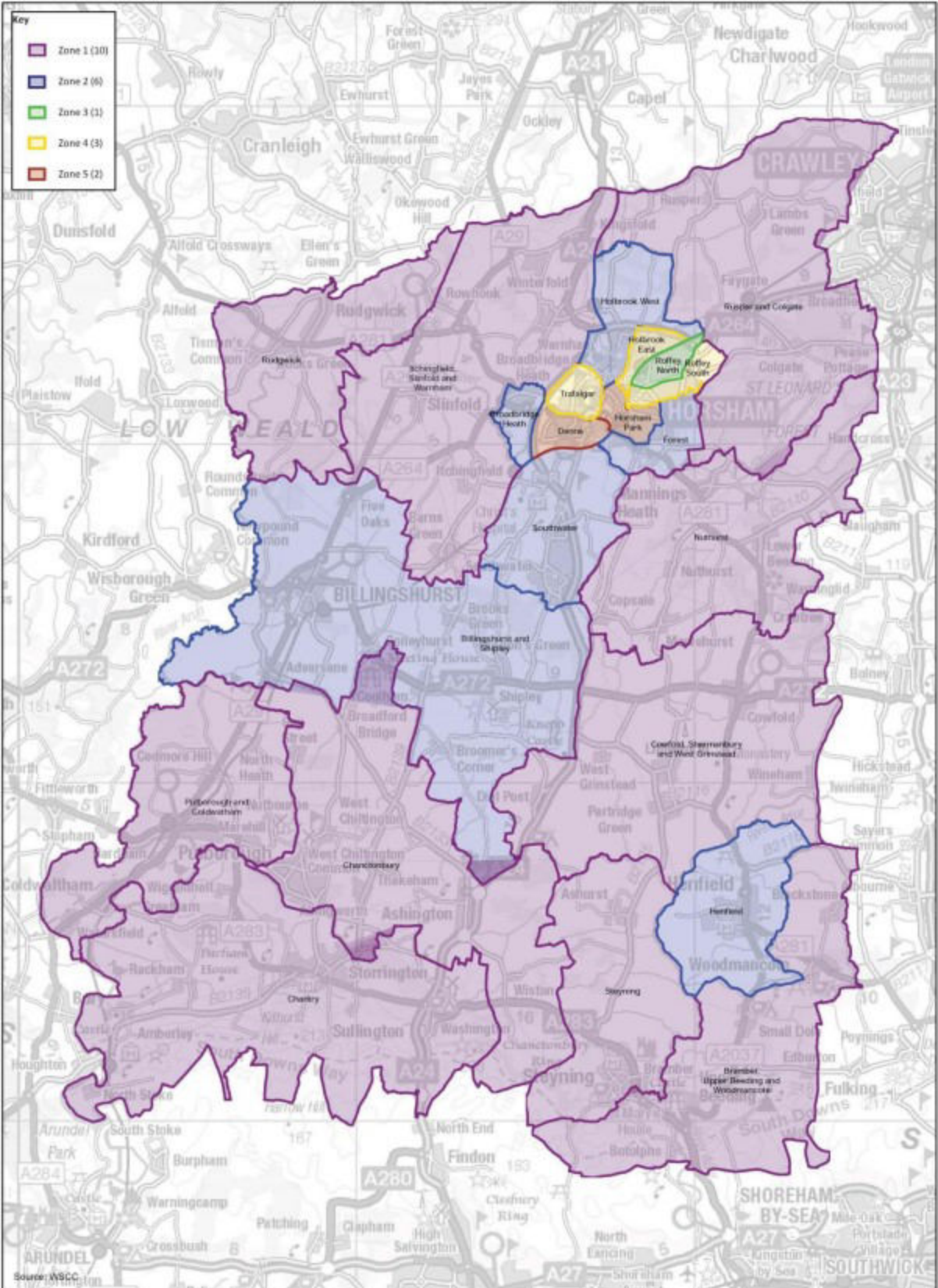
CLIENT **George Macari**
PROJECT **Toat Cafe, Stanes Cottage & Stane Farm**
TITLE **Proposed Access Option B
Visibility Splays**

DRAWING No. **6301-004**

DATE **10/02/26**
DESIGN BY **CR**
DRAWN BY **CR**
CHECKED BY **IR**
SCALE **1:1000 @ A3**
REV No. **C**

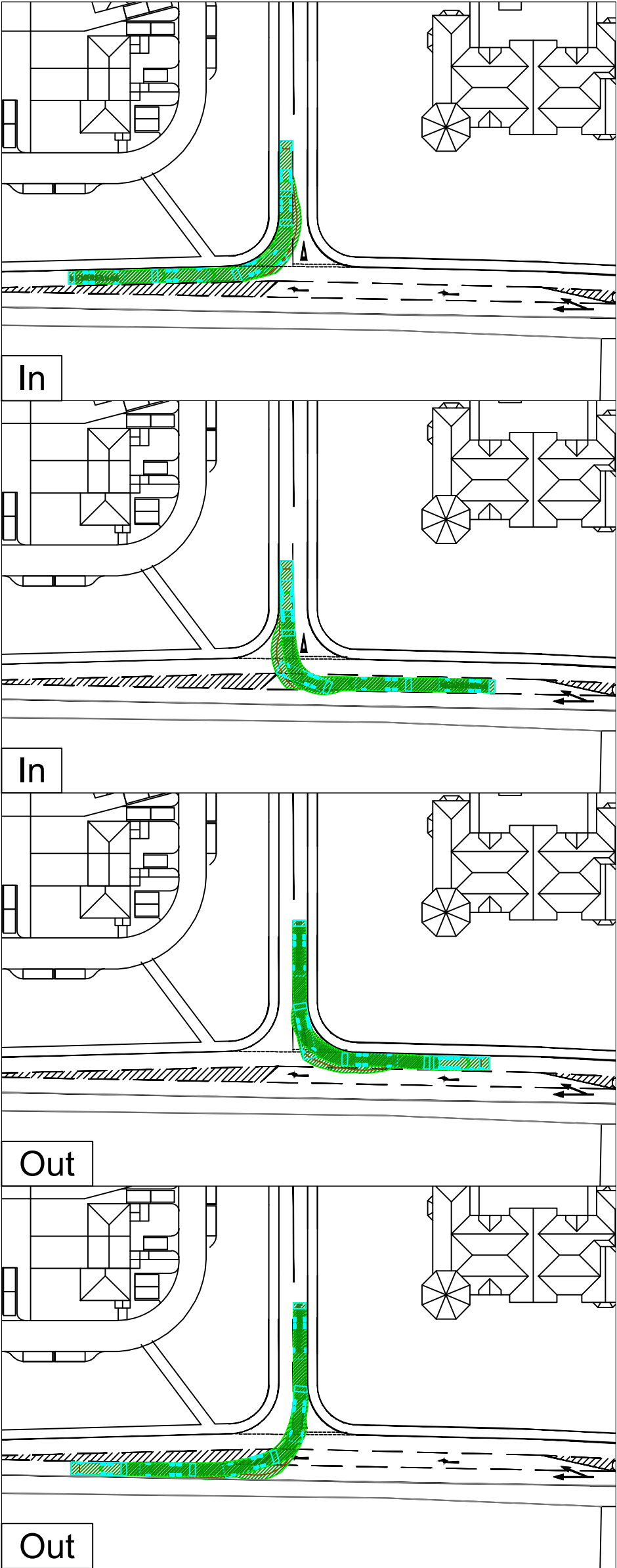
APPENDIX 10

Parking Behaviour Zone Map

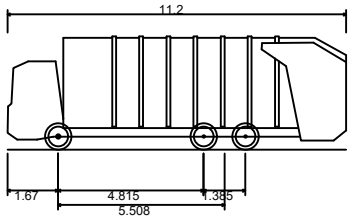


APPENDIX 11

Swept Path Analyses (6301-201-207 Revs A-C)



Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

B	Updated site layout	LT	26/02/26	IR
A	Updated access and tracking	LT	21/01/26	IR
REVISION	AMENDMENT	DRN	DATE	CHK



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CLIENT
George Macari

PROJECT
Toat Cafe, Stanes Cottage & Stanes Farm

TITLE
Proposed site access - Option A
Phoenix 2 Duo Refuse vehicle

DRAWN BY
LT

DESIGN BY
-

CHK BY
IR

DATE
24/12/25

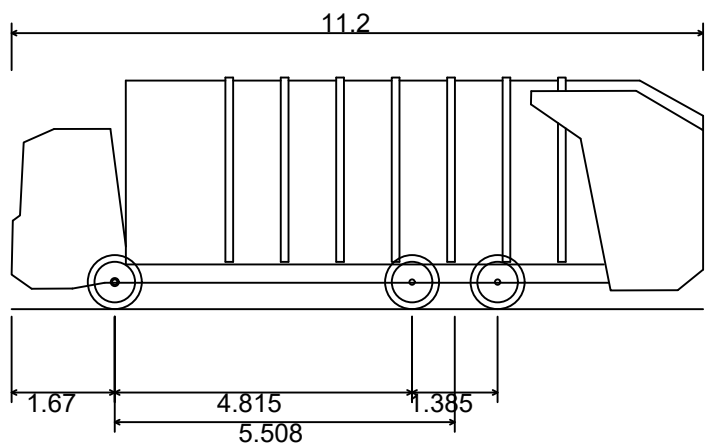
SCALE
1:1000@A3

DRAWING No.
6301 - 201

REV No.
B



Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



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CLIENT
George Macari
PROJECT
Toat Cafe, Stanes Cottage & Stanes Farm

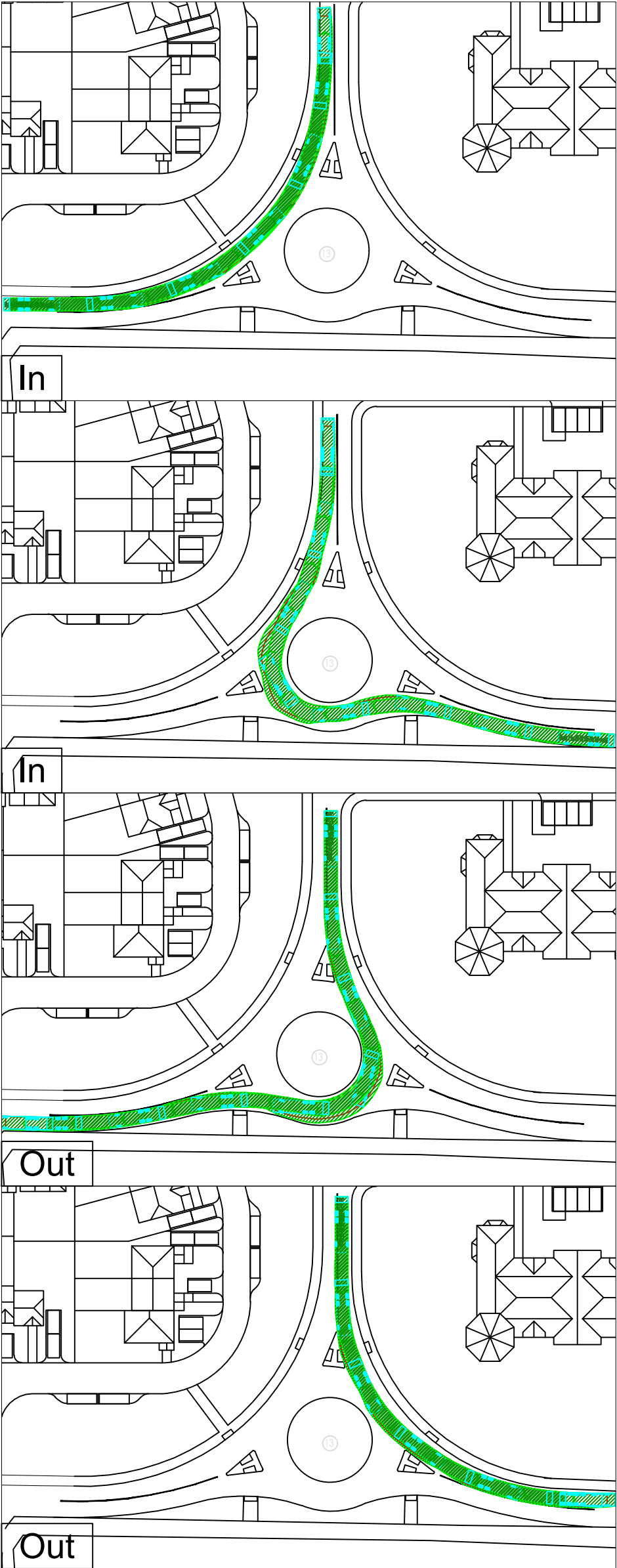
TITLE
**Proposed site access - Internal
Phoenix 2 Duo Refuse vehicle**

DRAWN BY **LT** DESIGN BY **-** CHK BY **IR**

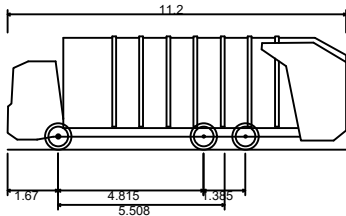
DATE **24/12/25** DRAWING No. **6301 - 202** REV No. **C**

SCALE **1:500@A1**

C	Updated layout & tracking	LT	IR
B	Updated layout & tracking	LT	IR
A	Updated tracking	LT	IR
REVISION	AMENDMENT	DRN	CHK



Notes



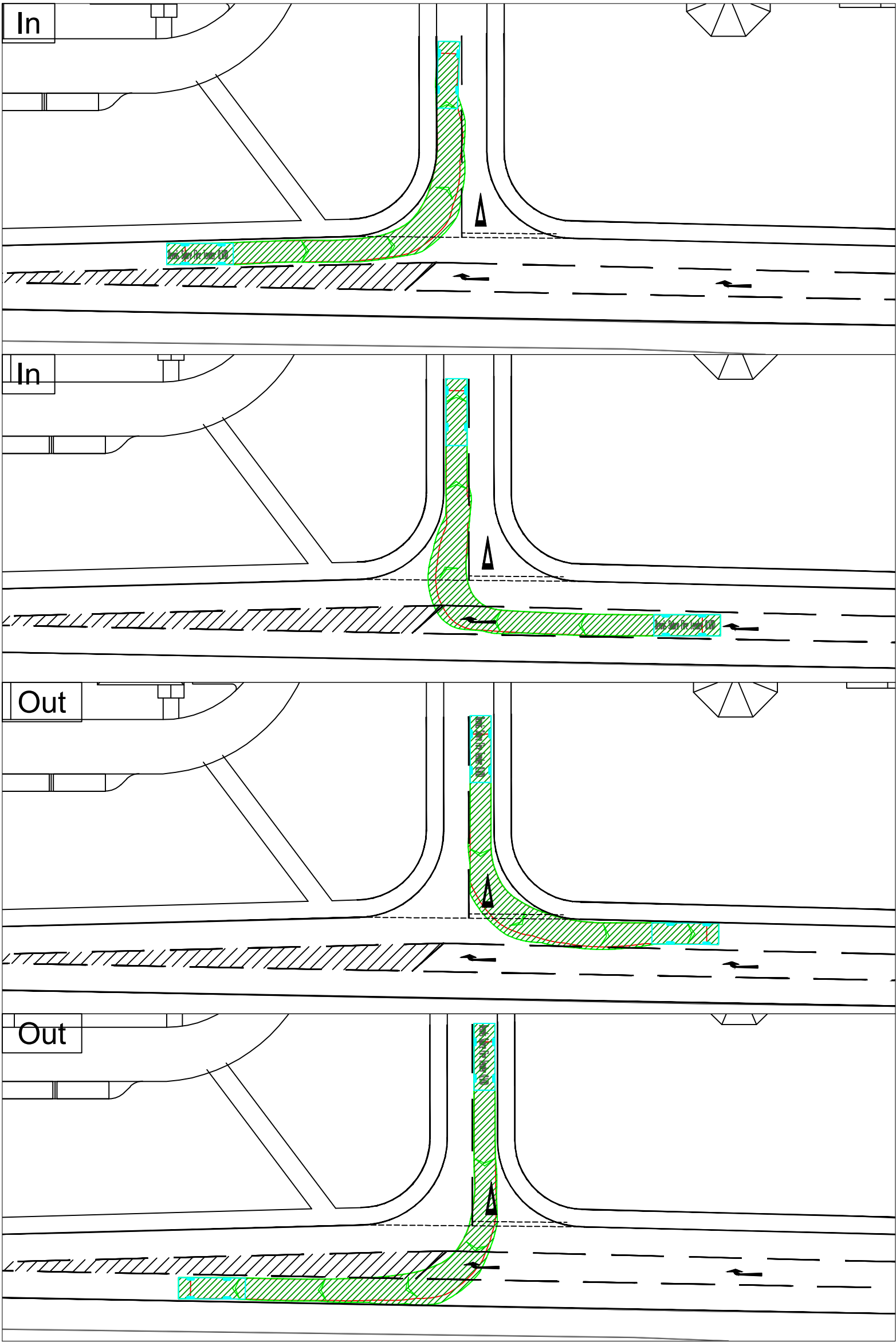
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

C	Updated site layout	LT	26/02/26
B	Updated site layout	LT	26/01/26
A	Updated access and tracking	LT	20/01/26
REVISION	AMENDMENT	DRN	CHK

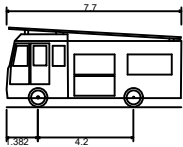


Bellamy Roberts
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Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT George Macari		
PROJECT Toat Cafe, Stanes Cottage & Stanes Farm		
TITLE Proposed site access - Option B Phoenix 2 Duo Refuse vehicle		
DRAWN BY LT	DESIGN BY -	CHK BY IR
DATE 24/12/25	DRAWING No. 6301 - 203	
SCALE 1:500@A3	REV No. C	



Notes



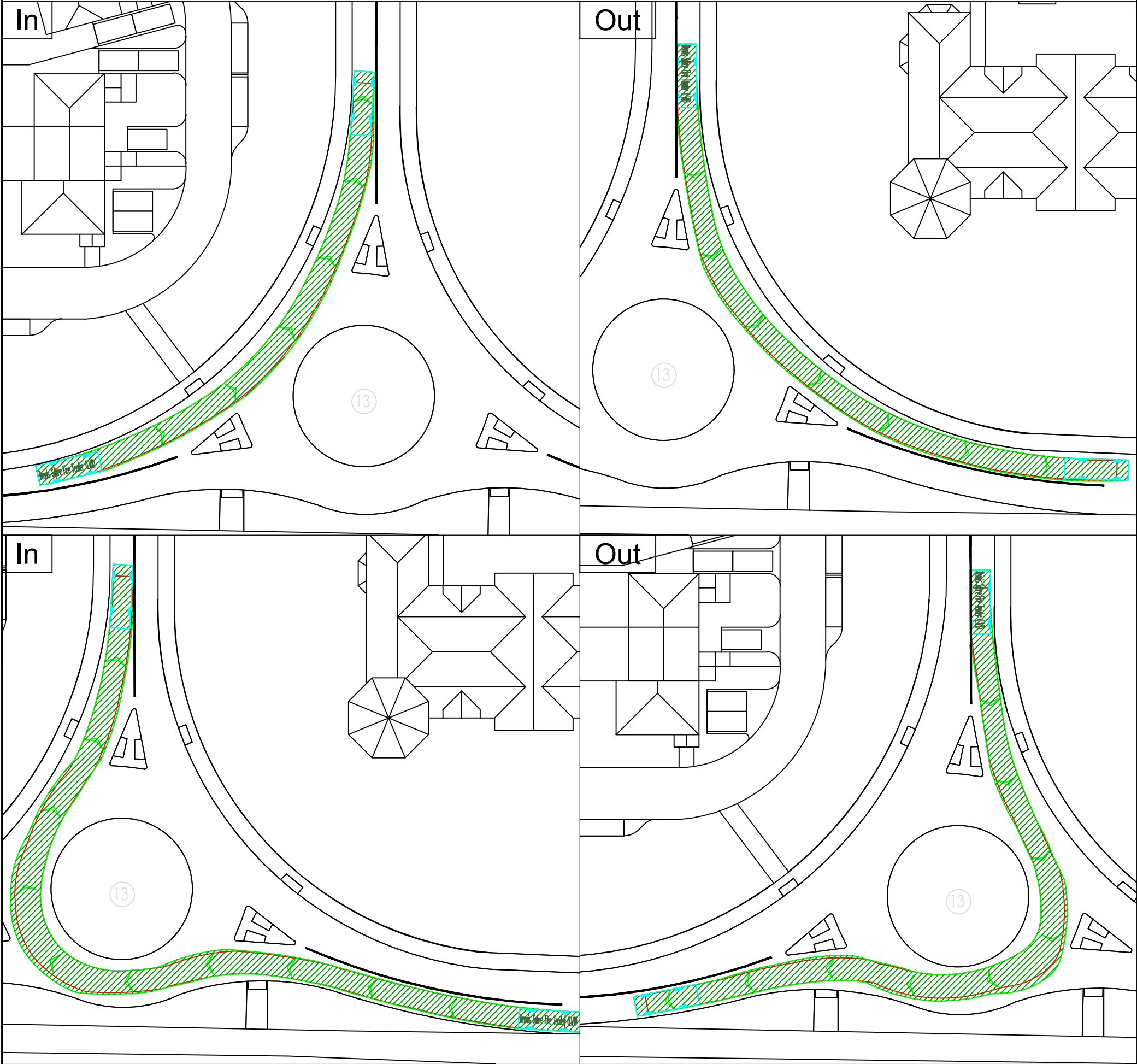
Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



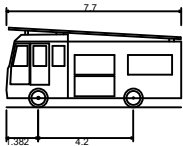
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT		
CLIENT		
PROJECT		
Allington Lane, Fair Oak		
TITLE		
Proposed site access - Option A Fire Tender		
DRAWN BY	DESIGN BY	CHK BY
LT	-	IR
DATE	DRAWING No.	
24/12/25	6301 - 204	
SCALE	REV No.	
1:500@A3	B	

B	Updated tracking and site access	LT	24/12/25	IR
A	Updated tracking and site access	LT	24/12/25	IR
REVISION	AMENDMENT	DRN	DATE	CHK



Notes



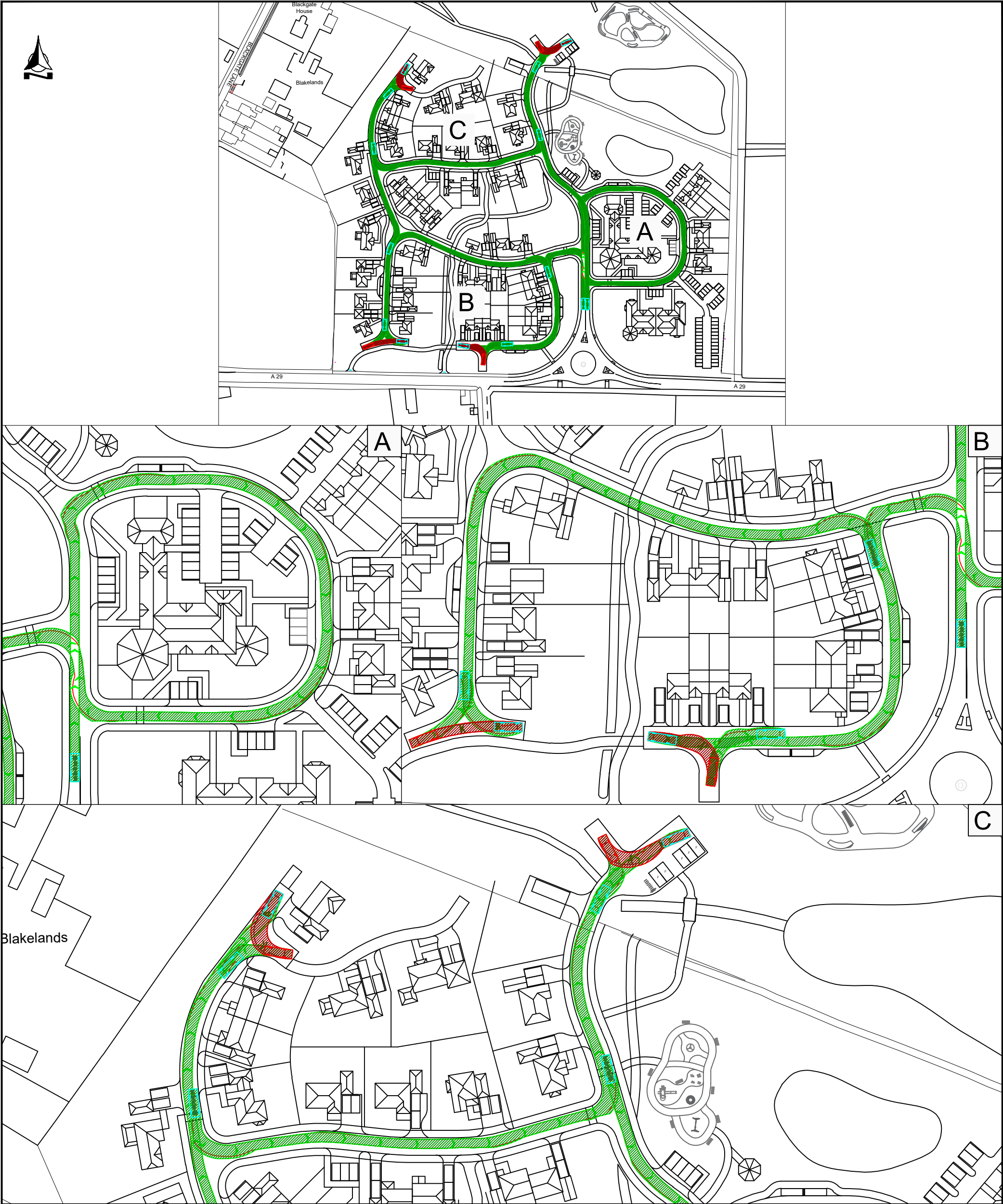
Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



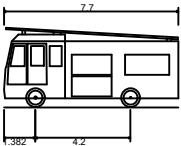
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT		
PROJECT		
Allington Lane, Fair Oak		
TITLE		
Proposed site access - Option B Fire Tender		
DRAWN BY	DESIGN BY	CHK BY
LT	-	IR
DATE	DRAWING No.	
24/12/25	6301 - 205	
SCALE	REV No.	
1:500@A3	C	

C	Updated site layout & tracking	LT	IR
B	Updated tracking	LT	IR
A	Updated tracking and site access	LT	IR
REVISION	AMENDMENT	DRN	DATE
		CHK	24/12/25



Notes



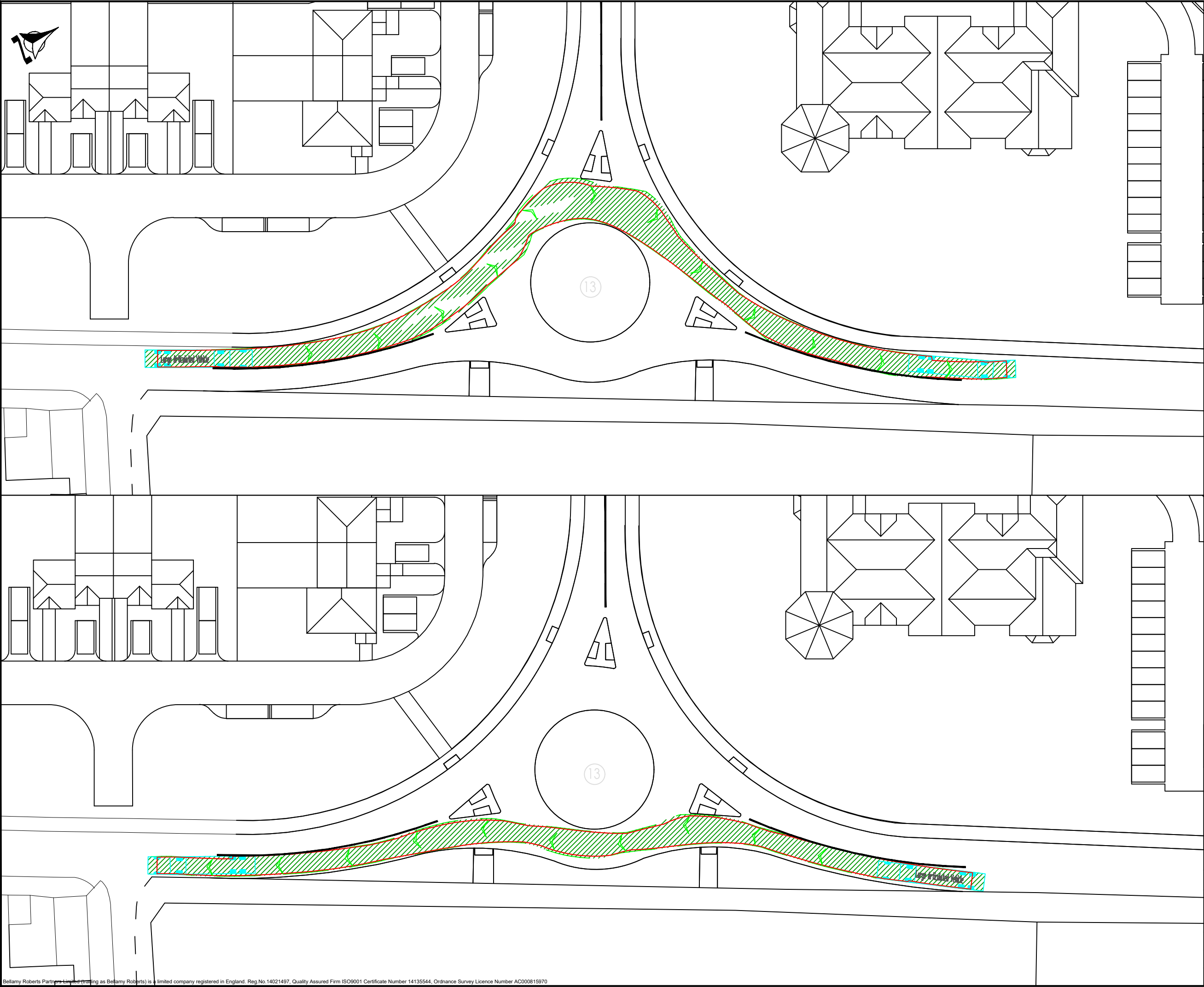
Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
George Macari
PROJECT
Toat Cafe, Stane Cottage & Stane Farm
TITLE
**Internal site access -
Fire Tender**

REVISION	B	Updated site layout and tracking	LT	IR	DRAWN BY LT	DESIGN BY -	CHK BY IR
	A	Updated site layout and tracking	LT	IR	DATE 24/12/25	DRAWING No. 6301 - 206	REV No. B
			DATE 06/02/26	CHK IR	SCALE 1:1000@A3		



Notes

Large Articulated Vehicle
Overall Length 15.400m
Overall Width 2.500m
Overall Body Height 3.652m
Min Body Ground Clearance 0.406m
Max Track Width 2.377m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.610m

A	Updated site layout	LT	IR
REVISION	AMENDMENT	DRN	DATE

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	George Macari		
PROJECT	Toat Cafe, Stanes Cottage & Stanes Farm		
TITLE	Proposed site access - Option B Large articulated vehicle		
DRAWN BY	LT	DESIGN BY	-
DATE	20/01/26	CHK BY	IR
SCALE	1:500@A3	DRAWING No.	6301 - 207
		REV No.	A

APPENDIX 12

TRICS Data Output

Audit Code: 385536e7-da68-43af-b9a9-a428bfaf2c4e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	SF	SUFFOLK	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RM	ROTHERHAM	1 day
08	NORTH WEST		
	MS	MERSEYSIDE	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day

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



Audit Code: 385536e7-da68-43af-b9a9-a428bfaf2c4e

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:	10 to 66 (units:DWELLS)
Range Selected by User:	10 to 70 (units:DWELLS)
Parking Spaces Range:	14 - 115

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/22 to 30/04/25

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	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	6
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	1 days
Neighbourhood Centre	2 days
Suburban Area	3 days

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

Selected Location Sub Categories:

Residential Zone	4 days
Village	2 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	2 days
Servicing vehicles Unknown	4 days



Audit Code: 385536e7-da68-43af-b9a9-a428bfaf2c4e

Secondary Filtering Selection:

Use Class:

C3	6 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:

284 - 4820

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	3 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	3 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: 385536e7-da68-43af-b9a9-a428bfaf2c4e

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 6 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 6 surveys

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

COVID-19 Restrictions:

No



Audit Code: 385536e7-da68-43af-b9a9-a428bfaf2c4e

1	CA-03-B-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
CAMBRIDGE ROAD NEAR CAMBRIDGE GREAT SHELFORD Neighbourhood Centre Village Site area: 2.03 hect Survey date: Wednesday 30/04/2025			
		Survey Type: Manual	
2	FU-03-B-01	SEMI DETACHED & TERRACED	WESTMORLAND & FURNESS
PENNINE WAY ALSTON Neighbourhood Centre Village Site area: 2.4000000953674316 hect Survey date: Friday 13/05/2022			
		Survey Type: Manual	
3	MS-03-B-02	SEMI DETACHED/TERRACED	MERSEYSIDE
ST MARY'S GROVE BOOTLE Suburban Area Residential Zone Site area: 0.41999998688697815 hect Survey date: Wednesday 06/09/2023			
		Survey Type: Manual	
4	RM-03-B-01	HERRINGTHORPE CLOSE & DUKES PLACE	ROTHERHAM
HERRINGTHORPE VALLEY ROAD ROTHERHAM HERRINGTHORPE Suburban Area Residential Zone Site area: 0.8 hect Survey date:			
		Survey Type: Manual	
5	SF-03-B-02	MIXED HOUSES & FLATS	SUFFOLK
OLD NORWICH ROAD IPSWICH WHITTON Edge of Town Residential Zone Site area: 2.07 hect Survey date: Friday 08/11/2024			
		Survey Type: Manual	
6	WM-03-B-02	SEMI-DETACHED	WEST MIDLANDS
SHENLEY FIELDS ROAD BIRMINGHAM SHENLEY GREEN Suburban Area Residential Zone Site area: 0.5400000214576721 hect Survey date: Wednesday 07/06/2023			
		Survey Type: Manual	

Audit Code: 385536e7-da68-43af-b9a9-a428bfaf2c4e

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	41	0.057	0.190	0.247
08:00-09:00	6	41	0.158	0.368	0.526
09:00-10:00	6	41	0.182	0.219	0.401
10:00-11:00	6	41	0.101	0.146	0.247
11:00-12:00	6	41	0.109	0.113	0.222
12:00-13:00	6	41	0.117	0.113	0.230
13:00-14:00	6	41	0.166	0.113	0.279
14:00-15:00	6	41	0.182	0.138	0.320
15:00-16:00	6	41	0.231	0.186	0.417
16:00-17:00	6	41	0.291	0.150	0.441
17:00-18:00	6	41	0.182	0.105	0.287
18:00-19:00	6	41	0.174	0.109	0.283
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.950	1.950	3.900

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

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

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Audit Code: 385536e7-da68-43af-b9a9-a428bfaf2c4e

Parameter Summary:

Trip rate parameter range selected:	10 - 70 (units: DWELLS)
Survey date date range:	13/05/2022 - 30/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 2 days
	HC	HAMPSHIRE 1 day
	HF	HERTFORDSHIRE 1 day
	SC	SURREY 2 days
	WS	WEST SUSSEX 3 days
03	SOUTH WEST	
	GS	GLOUCESTERSHIRE 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 2 days
	NF	NORFOLK 2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE	SHEFFIELD 1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day
09	NORTH	
	IM	ISLE OF MAN 4 days
13	MUNSTER	
	CL	CLARE 2 days
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM 1 day

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



Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

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:	23 to 180 (units:DWELLS)
Range Selected by User:	20 to 180 (units:DWELLS)
Parking Spaces Range:	16 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/22 to 30/06/25

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

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

Selected survey types:	
Manual count	23
Direction ATC Count	0

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

Selected Locations:	
Neighbourhood Centre	16 days
Suburban Area	7 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	9 days
Village	14 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	4 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	18 days

Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

Secondary Filtering Selection:

Use Class:

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

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

Population within 500m Range:

237 - 3970

Population within 1 mile:

1,001 to 5,000	8 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	6 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	10 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 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	3 surveys
1.1 to 1.5	11 surveys
1.6 to 2.0	9 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: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

Petrol filling station:

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

Travel Plan:

No	12 surveys
Yes	11 surveys

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

PTAL Rating:

No PTAL Present	23 surveys
-----------------	------------

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

COVID-19 Restrictions:

No

Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

1	AC-03-A-06	DETACHED HOUSES	CESHIRE WEST & CHESTER
COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre Village Site area: 6.800000190734863 hect Survey date: Friday 29/04/2022			
			Survey Type: Manual
2	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM
FERRARD GRANGE ANTRIM Suburban Area Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024			
			Survey Type: Manual
3	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
GIDDING ROAD SAWTRY Neighbourhood Centre Village Site area: 2.680000066757202 hect Survey date: Thursday 13/10/2022			
			Survey Type: Manual
4	CA-03-A-10	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Site area: 5.75 hect Survey date: Thursday 15/05/2025			
			Survey Type: Manual
5	CL-03-A-01	PRIVATELY OWNED HOUSES	CLARE
TULLA ROAD ENNIS KNOCKANOURA Neighbourhood Centre Residential Zone Site area: 2.37 hect Survey date: Thursday 24/10/2024			
			Survey Type: Manual
6	CL-03-A-02	PRIVATELY OWNED HOUSES	CLARE
GORT ROAD ENNIS LIFFORD Suburban Area Residential Zone Site area: 3.72 hect Survey date: Friday 25/10/2024			
			Survey Type: Manual
7	ES-03-A-11	MIXED HOUSES	EAST SUSSEX
BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 4.340000152587891 hect Survey date: Thursday 28/09/2023			
			Survey Type: Manual
8	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX
HOREBEECH LANE HORAM			



Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

Neighbourhood Centre

Village

Site area: 8.109999656677246 hect

Survey date: Tuesday 03/10/2023

Survey Type: Manual

9	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE
GREEN LANE TEWKESBURY Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 10/10/2024			
Survey Type: Manual			

10	HC-03-A-32	MIXED HOUSES & FLATS	HAMPSHIRE
GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre Residential Zone Site area: 3.2899999618530273 hect Survey date: Thursday 29/06/2023			
Survey Type: Manual			

11	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE
BAKER STREET POTTERS BAR Suburban Area Residential Zone Site area: 6.320000171661377 hect Survey date:			
Survey Type: Manual			

12	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre Village Site area: 2.119999885559082 hect Survey date: Tuesday 21/05/2024			
Survey Type: Manual			

13	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
SHORE ROAD KIRK MICHAEL Neighbourhood Centre Village Site area: 1.6100000143051147 hect Survey date: Thursday 23/05/2024			
Survey Type: Manual			

14	IM-03-A-03	MIXED HOUSES	ISLE OF MAN
MAIN ROAD COLBY Neighbourhood Centre Village Site area: 6.989999771118164 hect Survey date: Tuesday 21/05/2024			
Survey Type: Manual			

15	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
NEW CASTLETOWN ROAD DOUGLAS Suburban Area Residential Zone Site area: 2.299999952316284 hect Survey date:			
Survey Type: Manual			



Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

16 CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Site area: 1.0299999713897705 hect Survey date: Tuesday 13/09/2022	NF-03-A-51	SEMI-DETACHED	NORFOLK	Survey Type: Manual
17 LYNNSPORT WAY KING'S LYNN Suburban Area Residential Zone Site area: 5.309999942779541 hect Survey date: Tuesday 07/11/2023	NF-03-A-52	MIXED HOUSES	NORFOLK	Survey Type: Manual
18 AMLETS LANE CRANLEIGH Neighbourhood Centre Village Site area: 13.479999542236328 hect Survey date: Tuesday 24/05/2022	SC-03-A-09	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
19 GUILDFORD ROAD ASH Neighbourhood Centre Village Site area: 5.56 hect Survey date: Thursday 05/09/2024	SC-03-A-13	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
20 NEW SCHOOL ROAD NEAR SHEFFIELD MOSBOROUGH Neighbourhood Centre Village Site area: 0.36 hect Survey date: Friday 20/09/2024	SE-03-A-02	MIXED HOUSES & FLATS	SHEFFIELD	Survey Type: Manual
21 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre Village Site area: 1.899999976158142 hect Survey date: Wednesday 09/11/2022	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX	Survey Type: Manual
22 LONDON ROAD HASSOCKS Neighbourhood Centre Village Site area: 5.46 hect Survey date:	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
23 LIDSEY ROAD WOODGATE Neighbourhood Centre Village	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX	



Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

Site area: 2.4000000953674316 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	23	85	0.055	0.262	0.317
08:00-09:00	23	85	0.154	0.379	0.533
09:00-10:00	23	85	0.157	0.186	0.343
10:00-11:00	23	85	0.129	0.149	0.278
11:00-12:00	23	85	0.132	0.138	0.270
12:00-13:00	23	85	0.152	0.141	0.293
13:00-14:00	23	85	0.168	0.157	0.325
14:00-15:00	23	85	0.146	0.171	0.317
15:00-16:00	23	85	0.254	0.172	0.426
16:00-17:00	23	85	0.275	0.160	0.435
17:00-18:00	23	85	0.311	0.170	0.481
18:00-19:00	23	85	0.251	0.159	0.410
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.184	2.244	4.428

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

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

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Audit Code: 3b3f3dd2-349c-4fd8-aa55-5241e7308160

Parameter Summary:

Trip rate parameter range selected:	20 - 180 (units: DWELLS)
Survey date date range:	29/04/2022 - 15/05/2025
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-200601-250613-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

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: Gross floor area
Actual Range: 1350 to 5500 (units: sqm)
Range Selected by User: 1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/21

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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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:

Industrial Zone	4
Development Zone	1
No Sub Category	1

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:**Use Class:**

B8 6 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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.

Travel Plan:

No	6 days
----	--------

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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CU-02-E-01	BOX CLEVER SELF STORAGE	CUMBERLAND
	MILLBROOK ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area:	3100 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
2	NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM
	LENTON LANE NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	2860 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL
3	NY-02-E-01	SELF STORAGE	NORTH YORKSHIRE
	OAKNEY WOOD ROAD SFI.RY Edge of Town Industrial Zone Total Gross floor area:	1350 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
4	SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON
	DRAKES WAY SWINDON Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	4925 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
5	SF-02-E-01	SELF STORAGE	SUFFOLK
	WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Total Gross floor area:	1530 sqm	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
6	TW-02-E-01	1ST STORAGE	TYNE & WEAR
	STONEYGATE CLOSE GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	5500 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3211	0.057	6	3211	0.031	6	3211	0.088
08:00 - 09:00	6	3211	0.109	6	3211	0.078	6	3211	0.187
09:00 - 10:00	6	3211	0.187	6	3211	0.151	6	3211	0.338
10:00 - 11:00	6	3211	0.171	6	3211	0.176	6	3211	0.347
11:00 - 12:00	6	3211	0.130	6	3211	0.109	6	3211	0.239
12:00 - 13:00	6	3211	0.213	6	3211	0.218	6	3211	0.431
13:00 - 14:00	6	3211	0.140	6	3211	0.119	6	3211	0.259
14:00 - 15:00	6	3211	0.161	6	3211	0.176	6	3211	0.337
15:00 - 16:00	6	3211	0.145	6	3211	0.161	6	3211	0.306
16:00 - 17:00	6	3211	0.114	6	3211	0.119	6	3211	0.233
17:00 - 18:00	6	3211	0.057	6	3211	0.135	6	3211	0.192
18:00 - 19:00	6	3211	0.026	6	3211	0.031	6	3211	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.510				1.504	3.014	

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:	1350 - 5500 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Calculation Reference: AUDIT-200601-250613-0648

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days

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

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: Gross floor area
Actual Range: 175 to 788 (units: sqm)
Range Selected by User: 110 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/06/23

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:

Monday	1 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	1

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	2
Out of Town	1
High Street	2

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 Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:Use Class:

E(b) 5 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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	2 days
1.1 to 1.5	3 days

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.

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-06-B-01	INDIAN RESTAURANT	CAMBRIDGESHIRE
	OLD GREAT NORTH ROAD NEAR SAWTRY		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total Gross floor area:	788 sqm	
	Survey date: FRIDAY	30/09/22	Survey Type: MANUAL
2	DY-06-B-03	BRITISH RESTAURANT	DERBY
	THORNHILL ROAD DERBY LITTLEOVER		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL
3	HC-06-B-02	CHINESE REATAURANT	HAMPSHIRE
	BRIDGE ROAD PARK GATE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	645 sqm	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
4	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre) High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
5	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM STOURBRIDGE AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre) High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	3	390	0.427	3	390	0.342	3	390	0.769
11:00 - 12:00	4	490	0.766	4	490	0.153	4	490	0.919
12:00 - 13:00	4	490	2.094	4	490	0.562	4	490	2.656
13:00 - 14:00	4	490	0.970	4	490	1.021	4	490	1.991
14:00 - 15:00	4	490	0.306	4	490	1.226	4	490	1.532
15:00 - 16:00	5	466	0.215	5	466	0.902	5	466	1.117
16:00 - 17:00	5	466	0.258	5	466	0.129	5	466	0.387
17:00 - 18:00	5	466	0.988	5	466	0.344	5	466	1.332
18:00 - 19:00	5	466	2.105	5	466	0.902	5	466	3.007
19:00 - 20:00	5	466	1.160	5	466	0.988	5	466	2.148
20:00 - 21:00	5	466	0.730	5	466	1.203	5	466	1.933
21:00 - 22:00	5	466	0.601	5	466	1.675	5	466	2.276
22:00 - 23:00	5	466	0.086	5	466	0.515	5	466	0.601
23:00 - 24:00	4	385	0.000	4	385	0.844	4	385	0.844
Total Rates:			11.277			11.377			22.654

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: 175 - 788 (units: sqm)
 Survey date range: 01/01/16 - 23/06/23
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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.

Calculation Reference: AUDIT-200601-250613-0619

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES

Category : D - CAR WASH

TOTAL VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

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: Number of bays
 Actual Range: 2 to 6 (units:)
 Range Selected by User: 1 to 6 (units:)
 Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 22/10/23

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

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:

Industrial Zone	1
Residential Zone	3
Village	1
No Sub Category	2

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 7 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

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	3 days
1.1 to 1.5	4 days

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.

Travel Plan:

No	7 days
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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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	GM-15-D-02	HAND CAR WASH		GREATER MANCHESTER
	TEMPLETON ROAD			
	NEAR WIGAN			
	PLATT BRIDGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of bays:	4		
	Survey date: FRIDAY	22/04/22		Survey Type: MANUAL
2	LN-15-D-01	HAND CAR WASH		LINCOLNSHIRE
	DIXON WAY			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of bays:	6		
	Survey date: FRIDAY	28/06/19		Survey Type: MANUAL
3	MS-15-D-01	HAND CAR WASH		MERSEYSIDE
	KENSINGTON			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bays:	4		
	Survey date: WEDNESDAY	28/04/21		Survey Type: MANUAL
4	NY-15-D-01	HAND CAR WASH		NORTH YORKSHIRE
	BAWTRY ROAD			
	SELBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bays:	5		
	Survey date: TUESDAY	10/05/22		Survey Type: MANUAL
5	TW-15-D-02	IMO CAR WASH		TYNE & WEAR
	WASHINGTON ROAD			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bays:	2		
	Survey date: THURSDAY	18/10/18		Survey Type: MANUAL
6	WK-15-D-01	IMO CAR WASH		WARWICKSHIRE
	CROFT ROAD			
	NUNEATON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bays:	6		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL
7	WM-15-D-01	HAND CAR WASH		WEST MIDLANDS
	GREEN LANE			
	BIRMINGHAM			
	SMALL HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Number of bays:	3		
	Survey date: THURSDAY	18/11/21		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

TOTAL VEHICLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	4	0.167	7	4	0.033	7	4	0.200
08:00 - 09:00	7	4	0.733	7	4	0.500	7	4	1.233
09:00 - 10:00	7	4	2.000	7	4	1.700	7	4	3.700
10:00 - 11:00	7	4	2.667	7	4	2.467	7	4	5.134
11:00 - 12:00	7	4	2.433	7	4	2.533	7	4	4.966
12:00 - 13:00	7	4	3.133	7	4	2.933	7	4	6.066
13:00 - 14:00	7	4	2.467	7	4	2.667	7	4	5.134
14:00 - 15:00	7	4	3.133	7	4	3.400	7	4	6.533
15:00 - 16:00	7	4	2.267	7	4	2.067	7	4	4.334
16:00 - 17:00	7	4	2.467	7	4	2.333	7	4	4.800
17:00 - 18:00	7	4	1.100	7	4	1.600	7	4	2.700
18:00 - 19:00	7	4	0.467	7	4	0.700	7	4	1.167
19:00 - 20:00	3	3	0.111	3	3	0.444	3	3	0.555
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.145			23.377			46.522

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: 2 - 6 (units:)
 Survey date range: 01/01/16 - 22/10/23
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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.

APPENDIX 13

Distribution of Flows from Census 2011 Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02006599 : Horsham 012 (2011 super output area - middle layer)

Place of work	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Adur	47	0	0	1	0	0	0	46	0	0	0	0
Arun	77	0	0	1	0	0	0	71	4	0	1	0
Barking and Dagenham	1	0	0	0	0	0	0	1	0	0	0	0
Basingstoke and Deane	3	0	0	0	0	0	0	3	0	0	0	0
Bournemouth	2	0	0	0	0	0	0	2	0	0	0	0
Bracknell Forest	2	0	0	0	0	0	0	2	0	0	0	0
Brighton and Hove	65	0	0	0	2	0	0	63	0	0	0	0
Bromley	4	0	0	0	0	0	0	4	0	0	0	0
Camden	11	0	0	10	0	0	0	0	0	0	1	0
Chichester	141	0	0	1	0	0	0	132	4	1	3	0
Cornwall,Isles of Scilly	1	0	0	0	0	0	0	1	0	0	0	0
Crawley	149	0	0	3	0	1	2	140	3	0	0	0
Croydon	10	0	0	6	0	0	1	2	1	0	0	0
Dartford	1	0	0	0	0	0	0	1	0	0	0	0
Derby	1	0	0	0	0	0	0	1	0	0	0	0
E02006588: Horsham 001	13	0	0	0	0	0	0	12	0	0	1	0
E02006589: Horsham 002	23	0	0	1	0	0	0	21	1	0	0	0
E02006590: Horsham 003	22	0	0	0	1	0	1	18	0	1	1	0
E02006591: Horsham 004	27	0	0	0	1	0	1	23	1	0	0	1
E02006592: Horsham 005	32	0	0	0	0	0	0	30	0	0	2	0
E02006593: Horsham 006	119	0	0	6	2	0	0	100	7	1	3	0
E02006594: Horsham 007	1	0	0	0	0	0	0	1	0	0	0	0
E02006595: Horsham 008	25	0	0	0	0	0	0	22	2	0	1	0
E02006596: Horsham 009	17	0	0	0	0	0	0	15	2	0	0	0
E02006597: Horsham 010	83	0	0	0	0	0	1	72	9	0	1	0
E02006598: Horsham 011	26	0	0	0	0	0	1	20	4	0	1	0
E02006599: Horsham 012	116	0	0	1	1	0	0	83	8	1	22	0
E02006600: Horsham 013	270	0	0	1	0	0	0	192	22	5	50	0
E02006601: Horsham 014	34	0	0	0	0	0	0	31	1	0	1	1
E02006602: Horsham 015	106	0	0	0	0	0	0	91	8	2	5	0
E02006603: Horsham 016	12	0	0	0	0	0	0	10	1	0	1	0
East Devon	1	0	0	0	0	0	0	0	1	0	0	0
East Dorset	1	0	0	0	0	0	0	1	0	0	0	0
East Hampshire	3	0	0	0	0	0	0	3	0	0	0	0
East Lindsey	2	0	0	0	0	0	0	2	0	0	0	0
Eastleigh	2	0	0	0	0	0	0	2	0	0	0	0
Elmbridge	9	0	0	0	0	0	0	8	1	0	0	0
Epping Forest	1	0	0	0	0	0	0	1	0	0	0	0
Epsom and Ewell	6	0	0	1	0	0	0	4	0	0	0	1
Fareham	1	0	0	0	0	0	0	1	0	0	0	0
Gosport	1	0	0	0	0	0	0	1	0	0	0	0
Gravesham	1	0	0	0	0	0	0	1	0	0	0	0
Greenwich	2	0	0	1	0	0	0	0	0	0	0	1
Guildford	42	0	0	1	0	0	0	39	2	0	0	0

Hackney	3	0	0	2	0	0	0	1	0	0	0	0
Hammersmith and Fulham	7	0	0	6	0	0	0	1	0	0	0	0
Harrow	1	0	0	0	1	0	0	0	0	0	0	0
Hart	2	0	0	0	0	0	0	2	0	0	0	0
Havant	8	0	0	0	0	0	0	8	0	0	0	0
Havering	2	0	0	0	0	0	0	2	0	0	0	0
Hertsmere	1	0	0	0	0	0	0	1	0	0	0	0
Hillingdon	14	0	0	0	0	0	0	14	0	0	0	0
Hounslow	5	0	0	2	0	0	0	2	0	0	1	0
Islington	2	0	0	1	0	0	0	0	0	0	1	0
Kensington and Chelsea	3	0	0	1	1	0	0	1	0	0	0	0
Kingston upon Thames	4	0	0	0	0	0	0	4	0	0	0	0
Lambeth	1	0	0	1	0	0	0	0	0	0	0	0
Lewes	15	0	0	0	0	0	1	14	0	0	0	0
Luton	4	0	0	0	0	0	0	4	0	0	0	0
Merton	3	0	0	0	0	0	0	3	0	0	0	0
Mid Sussex	57	0	0	0	0	0	1	55	0	0	0	1
Mole Valley	32	0	0	0	0	0	0	30	2	0	0	0
North Dorset	1	0	0	0	0	0	0	0	0	0	0	1
Portsmouth	11	0	0	0	0	0	0	11	0	0	0	0
Reading	2	0	0	0	0	0	0	2	0	0	0	0
Reigate and Banstead	44	0	0	3	0	0	0	40	1	0	0	0
Richmond upon Thames	4	0	0	0	1	0	0	3	0	0	0	0
Rochford	1	0	0	0	0	0	0	1	0	0	0	0
Runnymede	7	0	0	0	0	0	0	7	0	0	0	0
Rushmoor	10	0	0	0	0	0	0	10	0	0	0	0
Slough	4	0	0	0	0	0	0	4	0	0	0	0
Southampton	2	0	0	0	0	0	0	1	0	0	1	0
Southwark	8	0	0	7	0	0	0	1	0	0	0	0
Spelthorne	1	0	0	0	0	0	0	1	0	0	0	0
Stroud	1	0	0	0	0	0	0	1	0	0	0	0
Surrey Heath	4	0	0	0	0	0	0	4	0	0	0	0
Sutton	10	0	0	0	0	0	0	10	0	0	0	0
Tandridge	11	0	0	0	0	0	0	8	3	0	0	0
Tower Hamlets	10	0	0	8	0	0	0	2	0	0	0	0
Tunbridge Wells	2	0	0	0	0	0	0	2	0	0	0	0
Wandsworth	9	0	0	2	0	0	0	5	1	1	0	0
Waverley	30	0	0	0	0	0	0	29	1	0	0	0
Wealden	1	0	0	0	0	0	0	1	0	0	0	0
Wellingborough	1	0	0	0	0	0	0	1	0	0	0	0
West Berkshire	2	0	0	0	0	0	0	2	0	0	0	0
Westminster, City of London	86	0	3	68	2	0	0	12	0	1	0	0
Weymouth and Portland	1	0	0	0	0	0	0	1	0	0	0	0
Wiltshire	4	0	0	0	0	0	0	3	0	1	0	0
Winchester	3	0	0	0	0	0	0	2	1	0	0	0
Windsor and Maidenhead	1	0	0	0	0	0	0	1	0	0	0	0
Woking	5	0	0	0	0	0	0	5	0	0	0	0
Wokingham	1	0	0	0	0	0	0	1	0	0	0	0
Worthing	124	0	0	0	0	0	1	120	2	1	0	0
Wycombe	3	0	0	0	0	0	0	3	0	0	0	0
Total	2,081	0	3	135	12	1	10	1,709	93	15	97	6
Traffic to North (60%)	1,253											
Traffic to South (40%)	828											

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 14

PICADY T-Junction Proposal

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013						
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: T junction proposal.j9
Path: S:\PROJECTS\6300-6349\6301\Junction Modelling
Report generation date: 26/02/2026 14:58:12

»2032 Growthed + Development, AM
 »2032 Growthed + Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2032 Growthed + Development						
Stream B-C	0.0	6.64	0.03	0.0	5.84	0.01
Stream B-A	0.1	14.45	0.08	0.0	12.62	0.04
Stream C-B	0.0	6.54	0.01	0.0	5.98	0.02

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

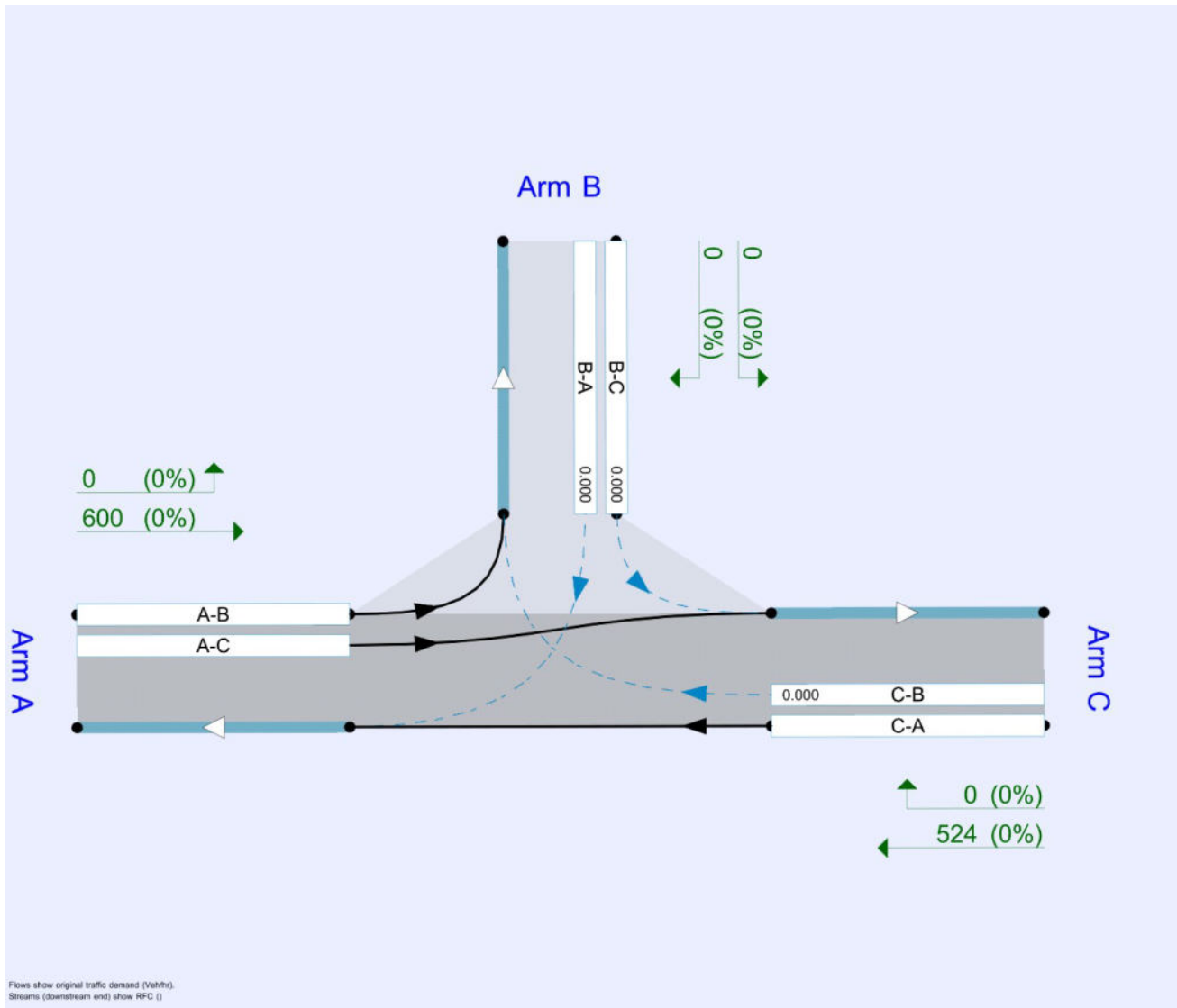
File summary

File Description

Title	
Location	
Site number	
Date	23/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BR\charlesvine
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15			
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15			
D3	2032 Growthed	AM	ONE HOUR	07:45	09:15	15		Simple	D1 * 1.0448
D4	2032 Growthed	PM	ONE HOUR	16:45	18:15	15		Simple	D2 * 1.0478
D5	Development	AM	ONE HOUR	07:45	09:15	15			
D6	Development	PM	ONE HOUR	16:45	18:15	15			
D7	2032 Growthed + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5
D8	2032 Growthed + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2032 Growthed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2032 Growthed + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	200.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.75	2.75	2.75	2.75	✓	1.00	24	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.094	0.237	0.149	0.339
B-C	765	0.117	0.296	-	-
C-B	750	0.291	0.291	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2032 Growth + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	607	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	7	600
	B	19	0	13
	C	524	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	6.64	0.0	A	12	18
B-A	0.08	14.45	0.1	B	17	26
C-A					481	722
C-B	0.01	6.54	0.0	A	5	7
A-B					6	10
A-C					550	825

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	624	0.016	10	0.0	0.0	5.862	A
B-A	14	4	348	0.041	14	0.0	0.0	10.788	B
C-A	395	99			395				
C-B	4	0.94	617	0.006	4	0.0	0.0	5.868	A
A-B	5	1			5				
A-C	451	113			451				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	596	0.020	12	0.0	0.0	6.161	A
B-A	17	4	315	0.054	17	0.0	0.1	12.079	B
C-A	472	118			472				
C-B	4	1	591	0.008	4	0.0	0.0	6.133	A
A-B	6	2			6				
A-C	539	135			539				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	557	0.026	14	0.0	0.0	6.634	A
B-A	21	5	270	0.077	21	0.1	0.1	14.441	B
C-A	577	144			577				
C-B	6	1	556	0.010	5	0.0	0.0	6.541	A
A-B	8	2			8				
A-C	660	165			660				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	557	0.026	14	0.0	0.0	6.635	A
B-A	21	5	270	0.077	21	0.1	0.1	14.452	B
C-A	577	144			577				
C-B	6	1	556	0.010	6	0.0	0.0	6.541	A
A-B	8	2			8				
A-C	660	165			660				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	596	0.020	12	0.0	0.0	6.165	A
B-A	17	4	315	0.054	17	0.1	0.1	12.091	B
C-A	472	118			472				
C-B	4	1	591	0.008	5	0.0	0.0	6.135	A
A-B	6	2			6				
A-C	539	135			539				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	624	0.016	10	0.0	0.0	5.863	A
B-A	14	4	348	0.041	14	0.1	0.0	10.803	B
C-A	395	99			395				
C-B	4	0.94	617	0.006	4	0.0	0.0	5.868	A
A-B	5	1			5				
A-C	451	113			451				

2032 Growthed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2032 Growthed + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2032 Growthed + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	425	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	16	409
	B	10	0	6
	C	650	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.84	0.0	A	6	8
B-A	0.04	12.62	0.0	B	9	14
C-A					596	894
C-B	0.02	5.98	0.0	A	10	15
A-B					15	22
A-C					375	562

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	669	0.007	4	0.0	0.0	5.419	A
B-A	8	2	366	0.021	7	0.0	0.0	10.050	B
C-A	489	122			489				
C-B	8	2	657	0.013	8	0.0	0.0	5.549	A
A-B	12	3			12				
A-C	308	77			308				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	650	0.008	5	0.0	0.0	5.586	A
B-A	9	2	336	0.027	9	0.0	0.0	10.993	B
C-A	584	146			584				
C-B	10	2	639	0.015	10	0.0	0.0	5.722	A
A-B	14	4			14				
A-C	367	92			367				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	623	0.011	7	0.0	0.0	5.835	A
B-A	11	3	296	0.037	11	0.0	0.0	12.620	B
C-A	715	179			715				
C-B	12	3	614	0.020	12	0.0	0.0	5.980	A
A-B	18	4			18				
A-C	450	112			450				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	623	0.011	7	0.0	0.0	5.835	A
B-A	11	3	296	0.037	11	0.0	0.0	12.623	B
C-A	715	179			715				
C-B	12	3	614	0.020	12	0.0	0.0	5.980	A
A-B	18	4			18				
A-C	450	112			450				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	650	0.008	5	0.0	0.0	5.586	A
B-A	9	2	336	0.027	9	0.0	0.0	10.996	B
C-A	584	146			584				
C-B	10	2	639	0.015	10	0.0	0.0	5.724	A
A-B	14	4			14				
A-C	367	92			367				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	669	0.007	5	0.0	0.0	5.422	A
B-A	8	2	366	0.021	8	0.0	0.0	10.056	B
C-A	489	122			489				
C-B	8	2	657	0.013	8	0.0	0.0	5.549	A
A-B	12	3			12				
A-C	308	77			308				

APPENDIX 15

ARCADY Roundabout Proposal

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.5.2.1013						
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Roundabout proposal.j9

Path: S:\PROJECTS\6300-6349\6301\Junction Modelling

Report generation date: 26/02/2026 15:00:25

»2032 Growthed + Development, AM

»2032 Growthed + Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2032 Growthed + Development						
Arm A	0.9	4.87	0.47	0.5	3.85	0.33
Arm B	0.0	3.74	0.04	0.0	3.26	0.02
Arm C	0.6	3.90	0.39	0.9	4.58	0.48

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

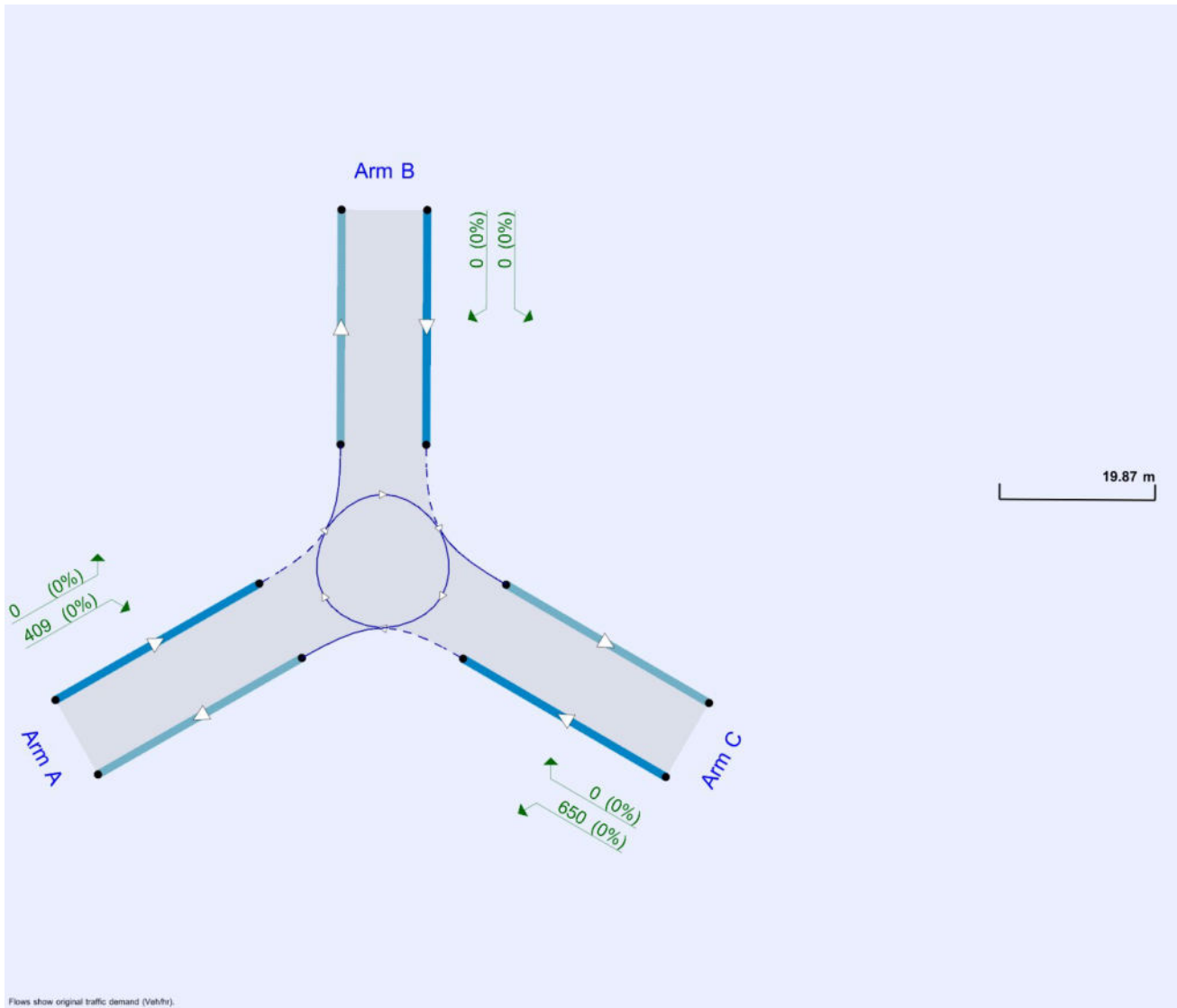
File summary

File Description

Title	
Location	
Site number	
Date	23/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BR\charlesvine
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15			
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15			
D3	2032 Growthed	AM	ONE HOUR	07:45	09:15	15		Simple	D1 * 1.0448
D4	2032 Growthed	PM	ONE HOUR	16:45	18:15	15		Simple	D2 * 1.0478
D5	Development	AM	ONE HOUR	07:45	09:15	15			
D6	Development	PM	ONE HOUR	16:45	18:15	15			
D7	2032 Growthed + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5
D8	2032 Growthed + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2032 Growthed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2032 Growthed + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	untitled	
B	untitled	
C	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.00	6.00	11.0	42.0	36.0	34.0	
B	3.00	6.00	11.0	25.0	36.0	35.0	
C	3.00	6.00	15.0	35.0	36.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.595	1411
B	0.584	1384
C	0.625	1519

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2032 Growthed + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	607	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	7	600
	B	19	0	13
	C	524	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.47	4.87	0.9	A	557	835
B	0.04	3.74	0.0	A	29	44
C	0.39	3.90	0.6	A	486	729

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	457	114	4	1409	0.324	455	408	0.0	0.5	3.766	A
B	24	6	450	1121	0.021	24	9	0.0	0.0	3.279	A
C	399	100	14	1510	0.264	397	459	0.0	0.4	3.229	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	545	136	4	1408	0.387	545	488	0.5	0.6	4.167	A
B	29	7	539	1069	0.027	29	11	0.0	0.0	3.458	A
C	476	119	17	1509	0.316	476	550	0.4	0.5	3.482	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	668	167	5	1407	0.475	667	598	0.6	0.9	4.854	A
B	35	9	659	999	0.035	35	13	0.0	0.0	3.734	A
C	583	146	21	1506	0.387	582	674	0.5	0.6	3.894	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	668	167	6	1407	0.475	668	598	0.9	0.9	4.867	A
B	35	9	660	998	0.035	35	13	0.0	0.0	3.736	A
C	583	146	21	1506	0.387	583	675	0.6	0.6	3.898	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	545	136	5	1408	0.387	546	489	0.9	0.6	4.184	A
B	29	7	540	1069	0.027	29	11	0.0	0.0	3.461	A
C	476	119	17	1509	0.316	477	552	0.6	0.5	3.492	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	457	114	4	1409	0.324	457	410	0.6	0.5	3.786	A
B	24	6	452	1120	0.022	24	9	0.0	0.0	3.287	A
C	399	100	14	1510	0.264	399	462	0.5	0.4	3.239	A

2032 Growthed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2032 Growthed + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2032 Growthed + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	425	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	16	409
	B	10	0	6
	C	650	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	3.85	0.5	A	390	584
B	0.02	3.26	0.0	A	15	22
C	0.48	4.58	0.9	A	606	909

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	320	80	8	1406	0.227	319	495	0.0	0.3	3.308	A
B	12	3	307	1205	0.010	12	20	0.0	0.0	3.017	A
C	497	124	8	1515	0.328	495	311	0.0	0.5	3.526	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	382	95	10	1405	0.272	381	592	0.3	0.4	3.517	A
B	14	4	367	1170	0.012	14	24	0.0	0.0	3.115	A
C	594	148	9	1514	0.392	593	372	0.5	0.6	3.909	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	468	117	12	1404	0.333	467	725	0.4	0.5	3.842	A
B	18	4	449	1121	0.016	18	30	0.0	0.0	3.260	A
C	727	182	11	1512	0.481	726	456	0.6	0.9	4.572	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	468	117	12	1404	0.333	468	726	0.5	0.5	3.845	A
B	18	4	450	1121	0.016	18	30	0.0	0.0	3.261	A
C	727	182	11	1512	0.481	727	457	0.9	0.9	4.585	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	382	95	10	1405	0.272	382	594	0.5	0.4	3.521	A
B	14	4	368	1169	0.012	14	24	0.0	0.0	3.119	A
C	594	148	9	1514	0.392	595	373	0.9	0.7	3.922	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	320	80	8	1406	0.227	320	497	0.4	0.3	3.315	A
B	12	3	308	1204	0.010	12	20	0.0	0.0	3.019	A
C	497	124	8	1515	0.328	498	312	0.7	0.5	3.542	A

APPENDIX 16

Stage 1 RSAs & Designer's Response



Road Safety Audit Stage 1
Proposed Access Arrangements
Stane Street
Pulborough
West Sussex

Date: January 2026

Report produced for: Bellamy Roberts

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Bellamy Roberts. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Toat Cafe, Stanes Cottage & Stanes Farm (Right Turn Lane) Road Safety Audit Stage 1
Document reference:	BR/26/6301/RTL/1/BS
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Record of Issue

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
1	Bryan Shawyer	Alex Allen		23 rd January 2026

Distribution

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Bellamy Roberts	Ian Roberts	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	11
5 Auditors Statement	12

Appendix A..... List of drawings

Appendix B..... Comment location drawing

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 93-unit residential development known as 'Toat Cafe, Stanes Cottage & Stanes Farm' off Stane Street, Pulborough, as below:

- Priority Junction with a right turn lane facility on the western side of the carriageway.
- A pedestrian refuge across Stane Street to the north of the proposed access.

The Audit was requested by the design organisation, Bellamy Roberts, Suite 5, Brightwater House, Market Place, Ringwood, BH24 1AP, on behalf of West Sussex County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader

Bryan Shawyer, B.Eng. (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Audit Team Member

Alex Allen, AMIHE
RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic during January 2026 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection were undertaken on the 23rd January between 11:15 and 12:00. Weather conditions at the time were overcast and the road surface was wet. Traffic flows and free flow speeds were moderate. There were no pedestrian or cycle movements observed.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any deviation in standards.
- 1.7 All comments and recommendations are referenced to the detailed drawings, and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT – OPTION A

3.1 General

3.1.1 PROBLEM

Location: Proposed junction with Stane Street.

Summary: Insufficient signing could lead to side impact collisions, vehicle to pedestrian collisions or collisions with parked vehicles.

A national speed limit currently applies to this section of Stane Street, where no lower speed limit signage is proposed on entry to the development. This could lead to inappropriate vehicle speeds within the residential development, which will likely be designed for a lower speed. Inappropriate vehicle speeds could lead to side impact collisions, vehicle to pedestrian collisions, or collisions with parked vehicles.

RECOMMENDATION

It is recommended that lower speed limit signage be installed on entry to the junction.

3.1.2 PROBLEM

Location: Stane Street.

Summary: Inappropriate speed limit and increased vehicle movements could increase the risk of side impact collisions or rear end shunts.

A national speed limit currently applies to this section of Stane Street, where it is likely that the development will become an attractor, effectively changing the nature of Stane Street. There is concern that a national speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could increase the risk of side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that a lower speed limit should be applied to Stane Street including the proposed access.

3.1.3 PROBLEM

Location: Proposed scheme.

Summary: Insufficient construction details could lead to loss of control collisions.

Carriageway widening is proposed, where no construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate

construction or significant changes in Polished Stone Values could lead to differential braking and loss of control collisions, particularly under severe braking conditions.

RECOMMENDATION

It is recommended that construction details and carriageway profiles be supplied at the Stage 2 Road Safety Audit.

3.1.4 PROBLEM

Location: Proposed scheme.

Summary: Ponding of surface water could lead to loss of control collisions.

Carriageway widening is proposed and kerblines are being amended/introduced as part of these proposals, where no details of carriageway drainage have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet/icy conditions.

RECOMMENDATION

It is recommended that drainage details should be provided at the Stage 2 Road Safety Audit.

3.2 Local Alignment

3.2.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed priority junction.

Summary: Restricted visibility could lead to side impact collisions or rear end shunts.

The southern visibility splay falls outside the highway boundary, where excess vegetation could cause a visibility obstruction, see figure 1 overleaf. Obstructions to visibility within the visibility splay should be avoided, as insufficient visibility could lead to side impact collisions or rear end shunts.



Figure 1: Visibility to the south.

RECOMMENDATION

It is recommended that appropriate visibility splays are maintained, so that they are clear and free of obstructions.

3.3.2 PROBLEM

Location: Northbound approach to proposed priority junction, right turn lane.

Summary: Insufficient protection of right turning traffic could lead to head on collisions.

The proposed junction is in a section of road where the national speed limit applies, and vehicle approach speeds may be inappropriately high. Vehicles waiting to turn right are not protected and should a vehicle inappropriately enter the hatching, this could lead to head on collisions.

RECOMMENDATION

It is recommended that a traffic island to the south of the access is installed to protect waiting traffic in the right turn lane.

3.3.3 PROBLEM

Location: Proposed junction with Stane Street.

Summary: Insufficient carriageway space could lead to side swipe collisions.

Swept path information has been provided for assessment, where the path of a refuse vehicle turning left out of the access enters the right turn lane. This could increase the risk of side swipe collisions.

RECOMMENDATION

It is recommended that the junction be eased or the Stane Street carriageway lane widths be increased, to allow access and egress by large vehicles without incursion into the right turn lane.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed access.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There is no pedestrian crossing point across the proposed junction mouth, where this is likely to be a pedestrian desire line. This may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.

RECOMMENDATION

It is recommended that a pedestrian crossing point including drop kerbs and tactile paving be provided at the access.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Proposed junction with Stane Street.

Summary: Insufficient road markings on approach to junction could lead to overshoot collisions.

At the junction with Stane Street only three warning lines to diagram 1004 are proposed on the approach to the junction. Insufficient warning of the junction approach could lead to overshoot collisions.

RECOMMENDATION

It is recommended that the additional longitudinal markings should be installed in accordance with Table 5-1 of Traffic Signs Manual, Chapter 5, Road Markings.

3.5.2 PROBLEM

Location: Proposed pedestrian refuge on Stane Street.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

The proposed pedestrian refuge does not have high mounted signs to diagram 610, where the refuge is on a rural road that is subject to a national speed restriction. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility, may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards be installed and that high mast mounted signs to diagram 610 (Keep left) also be installed.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provisions. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:



Date: 30/01/2026

Audit Team Member

Alex Allen, AMIE
RoSPA Cert. of Professional Competency

Signed:



Date: 30/01/2026

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
6301-001 A	PROPOSED ACCESS, OPTION A
6301 - 201 A	PROPOSED SITE ACCESS - OPTION A, PHOENIX 2 DUO REFUSE VEHICLE
6301 - 204 A	PROPOSED SITE ACCESS - OPTION A, FIRE TENDER

Supporting Documentation:

- PICADY, December 2025.
- Covering emails, Bellamy Roberts.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

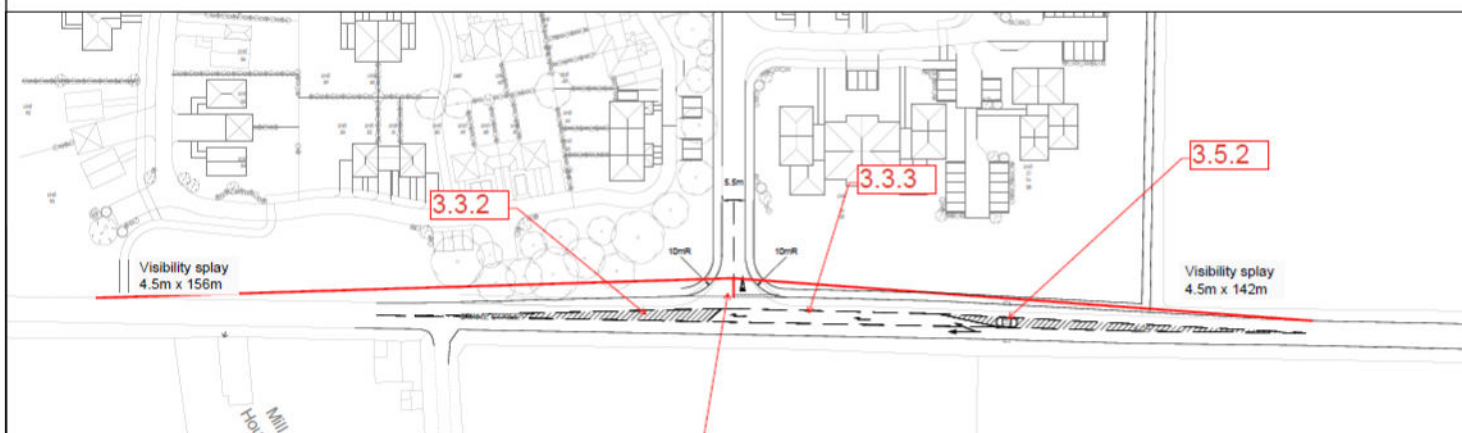


Notes

Right turn lane designed to CD/23 (85kph)

Lane width: 3.25m
3.00m
3.25m

General: 3.1.2,
3.1.3 & 3.1.4



3.1.1, 3.3.1,
3.4.1 & 3.5.1

A	Added visibility splay	1	2	3	4
	ASPH/CONCRETE	1	2	3	4



Bellamy Roberts
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Viscount Lane
Coltishall
Norfolk, NR22 1TU
Tel: 01263 703325
Email: info@bellamyroberts.co.uk

Client: George Macari
Project: Toat Cafe, Stanes Cottage & Stanes Farm
Proposed access
Option A

Drawn by: LT	Checked by: -	Disc No: IR
Date: 23/12/25	Project No: 6301-001	Rev No: A
Scale: 1:500 @ A1		



Road Safety Audit Stage 1

Option B

Proposed Access Arrangements

Stane Street

Pulborough

West Sussex

Date: February 2026

Report produced for: Bellamy Roberts

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Bellamy Roberts. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Toat Cafe, Stanes Cottage & Stanes Farm (Roundabout) Road Safety Audit Stage 1
Document reference:	BR/26/6301/RBT/1/BS
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Record of Issue

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
1	Bryan Shawyer	Alex Allen		27 th February 2026

Distribution

Organisation	Contact	Copies
Bellamy Roberts	Charles Vine	-
Bellamy Roberts	Ian Roberts	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	11
5 Auditors Statement	12

Appendix A..... List of drawings

Appendix B..... Comment location drawing

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 93-unit residential development known as 'Toat Cafe, Stanes Cottage & Stanes Farm' off Stane Street, Pulborough, as below:

- A proposed 3-armed roundabout at Stane Street with the site access.
- Pedestrian facilities on each arm of the roundabout.

The Audit was requested by the design organisation, Bellamy Roberts, Suite 5, Brightwater House, Market Place, Ringwood, BH24 1AP, on behalf of West Sussex County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader

Bryan Shawyer, B.Eng. (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Audit Team Member

Alex Allen, AMIHE
RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic during January 2026 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection were undertaken on the 23rd January between 11:15 and 12:00. Weather conditions at the time were overcast and the road surface was wet. Traffic flows and free flow speeds were moderate. There were no pedestrian or cycle movements observed.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any deviation in standards.
- 1.7 All comments and recommendations are referenced to the detailed drawings, and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Stane Street.

Summary: Inappropriate speed limit and increased vehicle movements could increase the risk of side impact collisions or rear end shunts.

A national speed limit currently applies to this section of Stane Street, where it is likely that the development will become an attractor, effectively changing the nature of Stane Street. There is concern that a national speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could increase the risk of side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that a lower speed limit be applied to Stane Street including the proposed roundabout.

3.1.2 PROBLEM

Location: Proposed roundabout junction with Stane Street.

Summary: Insufficient signing could lead to side impact collisions, vehicle to pedestrian collisions or collisions with parked vehicles.

A national speed limit currently applies to this section of Stane Street, where no lower speed limit signage is proposed on entry to the development. This could lead to inappropriate vehicle speeds within the residential development, which will likely be designed for a lower speed. Inappropriate vehicle speeds could lead to side impact collisions, vehicle to pedestrian collisions, or collisions with parked vehicles.

RECOMMENDATION

It is recommended that lower speed limit signage be installed on entry to the development.

3.1.3 PROBLEM

Location: Approaches to the proposed roundabout.

Summary: Inappropriate surfacing could lead to overshoot collisions or rear end shunt collisions.

The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout

may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.

RECOMMENDATION

It is recommended that high friction surfacing or surfacing with a high PSV be provided on all the approaches to the roundabout.

3.1.4 PROBLEM

Location: Proposed scheme.

Summary: Ponding of surface water could lead to loss of control collisions.

Carriageway widening is proposed and kerblines are being amended / introduced as part of these proposals, where no details of carriageway drainage have been provided for assessment. Ponding on the carriageway or water moving across the carriageway could lead to loss of control collisions, particularly in wet/icy conditions.

RECOMMENDATION

It is recommended that drainage details be provided at Stage 2 Road Safety Audit.

3.1.5 PROBLEM

Location: Fencing on the eastern side of the carriageway.

Summary: Specification of existing post and rail fencing may increase severity of loss of control collision.

Carriageway widening is proposed on the eastern side of the carriageway where there is existing post and rail timber fencing that may require amendment. However, the rails are positioned on the traffic side of the posts. There is a concern that the rails are unlikely to break away in the event of a collision with a vehicle exiting the carriageway, which may increase the injury severity during a loss of control collision.

RECOMMENDATION

It is recommended that if the fencing is to be retained, that the rails be positioned on the non-traffic side of the posts.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Northbound approach to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

Stopping Sight Distances have been provided for assessment, where there is concern that the forward visibility splay on the northbound approach passes over non-highway land. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility may increase the risk of junction related or shunt type collisions at the roundabout.

Additionally, the northbound bus stop lies within the SSD splay, where a stationary bus parked at the stop could restrict visibility. Restricted visibility may increase the risk of junction related or shunt type collisions at the roundabout.

RECOMMENDATION

It is recommended that the forward visibility splay be within the adoptable highway, or that a suitable covenant be arranged to ensure that the splays are not obstructed by vegetation or landscaping features. It is also recommended that the bus stop be relocated.

3.2.2 PROBLEM

Location: Proposed bus stop on the western side of the carriageway.

Summary: Vehicles overtaking a stationary bus could increase the risk of head on collisions, side swipe collisions or rear end shunts.

A bus stop is proposed on the northbound approach to the roundabout. Buses servicing the stop could be stationary, and experience has shown that it is unlikely that vehicles will wait behind the bus and may instead overtake. However, southbound traffic may be on the circulatory carriageway of the roundabout and may be hidden by a stationary bus. Overtaking vehicles may not expect southbound vehicles to appear increasing the risk of head on collisions, side swipe collisions or rear end shunts.

RECOMMENDATION

It is recommended that the bus stop be relocated.

3.3 Junctions

3.3.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

3.4 Non-Motorised User Provision

3.4.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: North and southbound approaches to the proposed roundabout.

Summary: Offset roundabout could lead to loss of control collisions or side impact collisions during the hours of darkness.

The roundabout is offset to the west on of the north/south alignment and during the hours of darkness traffic may misinterpret the alignment to indicate a priority junction, which could lead to loss of control collisions or side impact collisions.

RECOMMENDATION

It is recommended that 'Roundabout Ahead' signs to diagram 510 be provided on both sides of the carriageway and that advanced directional signs be installed showing the offset roundabout.

3.5.2 PROBLEM

Location: Proposed roundabout.

Summary: Inappropriate road markings could lead to loss of control collisions.

At this early stage, the longitudinal lining leads into the splitter islands. It is important that the lining guides traffic safely past the island, otherwise there is a risk of kerb strikes, which may lead to loss of control collisions.

RECOMMENDATION

It is recommended that hatching with a suitable clearance between the markings and the island be provided.

3.5.3 PROBLEM

Location: Proposed roundabout.

Summary: Insufficient street lighting could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.

At this early stage in the design no details of street lighting have been provided for assessment. Insufficient street lighting may reduce the visibility of other vehicles or

pedestrians/cyclists during the hours of darkness, particularly at the junctions or crossing points. This could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.

RECOMMENDATION

It is recommended that a plan showing the light distribution be provided for assessment at the Stage 2 Safety Audit.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provisions. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed: 

Date: 27/02/2026

Audit Team Member

Alex Allen, AMIE
RoSPA Cert. of Professional Competency

Signed: 

Date: 27/02/2026

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APPENDIX A

List of drawings and documentation submitted for auditing:

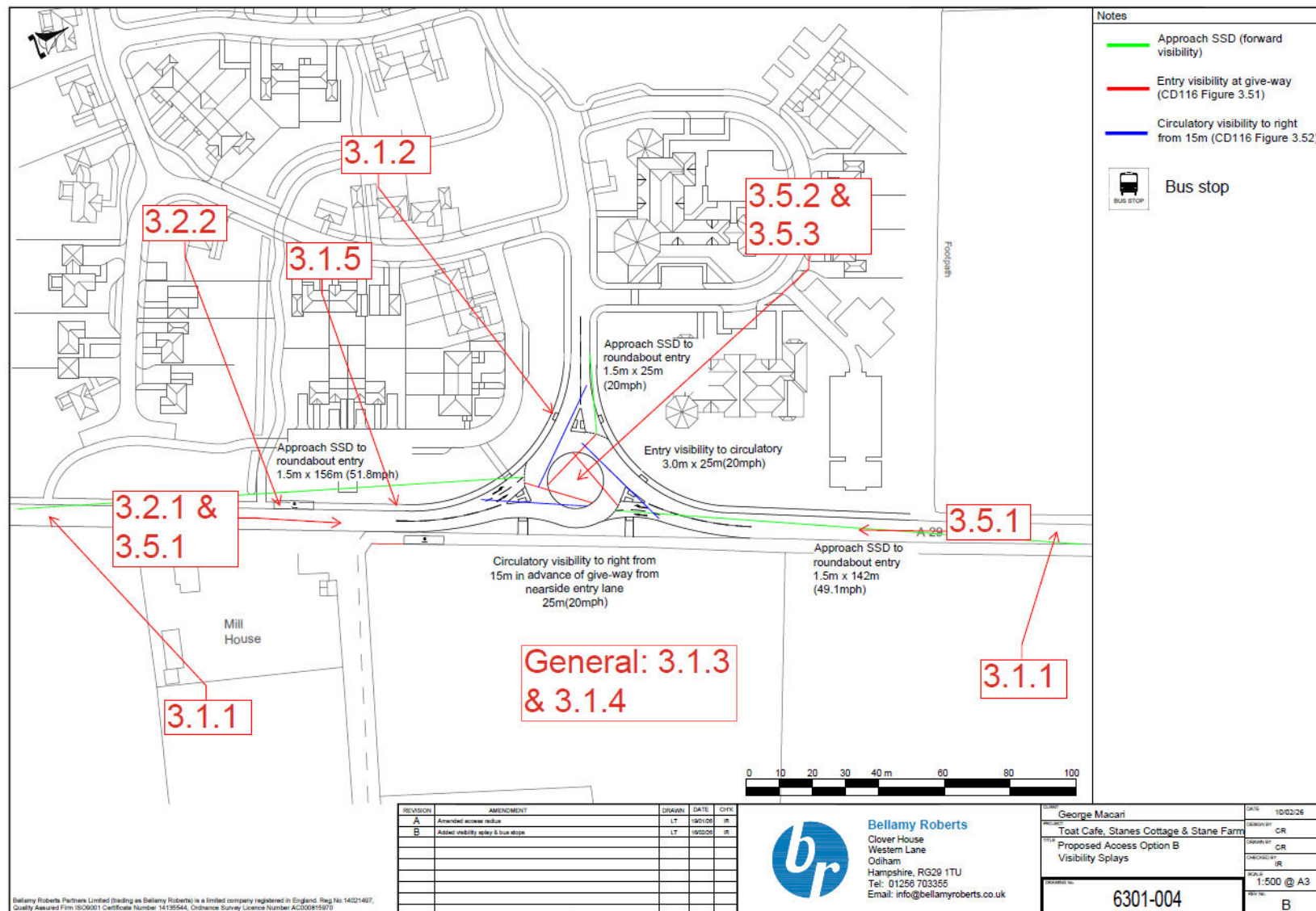
Drawing Number	Title
6301 – 002 A	Proposed Site Access - Option B
6301 – 004 B	Proposed Access Option B - Visibility Splays
6301 – 203 A	Proposed Site Access - Option B, Phoenix 2 Duo Refuse Vehicle
6301 – 205 A	Proposed Site Access - Option B, Fire Tender
6301 – 207	Proposed Site Access - Option B, Large Articulated Vehicle

Supporting Documentation:

- ARCADY, December 2025.
- M&S Data for Toats Café, Bellamy Roberts.
- Email from Bellamy Roberts dated 26/02/26 confirming the entry path radii and angles of entry for roundabout.
- Covering emails, Bellamy Roberts.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



DESIGNER'S RESPONSE

PROPOSAL: Road Safety Audit Stage 1
SITE: Toat Café, Stanes Cottage & Stanes Farm
REF: BR/26/6301/RTL/1/BS & BR/26/6301/RBT/1/BS
DATE: 27th February 2026
CLIENT: West Sussex County Council

This Designer's Response has been prepared following receipt of the Stage 1 Road Safety Audit produced by M & S Traffic, (Reference BR/26/6301/RTL/1/BS & BR/26/6301/RBT/1/BS) on behalf of West Sussex County Council.

1. Road Safety Audit decision log: Right Turn Lane

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 3.1.1 Insufficient signing could lead to side impact collisions, vehicle to pedestrian collisions or collisions with parked vehicles. A national speed limit currently applies to this section of Stane Street, where no lower speed limit signage is proposed on entry to the development. This could lead to inappropriate vehicle speeds within the residential development, which will likely be designed for a lower speed. In appropriate vehicle speeds could lead to side impact collisions, vehicle to pedestrian collisions, or collisions with parked vehicles.	It is recommended that lower speed limit signage be installed on entry to the junction.	Agree Such matters are for Stage 2 Audit not a Stage 1 Audit.		

Problem 3.1.2 Inappropriate speed limit and increased vehicle movements could increase the risk of side impact collisions or rear end shunts. A national speed limit currently applies to this section of Stane Street, where it is likely that the development will become an attractor, effectively changing the nature of Stane Street. There is concern that a national speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could increase the risk of side impact collisions or rear end shunts.	It is recommended that a lower speed limit should be applied to Stane Street including the proposed access.	Disagree The junction and its viability splays have been designed to the recorded 85% ile speed of traffic.		
Problem 3.1.3 Insufficient construction details could lead to loss of control collisions. Carriageway widening is proposed, where no construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate construction or significant changes in Polished Stone Values could lead to differential braking and loss of control collisions, particularly under severe braking conditions.	It is recommended that construction details and carriageway profiles be supplied at the Stage 2 Road Safety Audit.	Agree Such matters are for Stage 2 Audit not for a Stage 1 Audit.		
Problem 3.1.4 Ponding of surface water could lead to loss of control collisions. Carriageway widening is proposed and kerblines are being amended/ introduced as part of these proposals, where no details of carriageway drainage have been provided for	It is recommended that drainage details should be provided at the Stage 2 Road Safety Audit.	Agree Such matters are for Stage 2 Audit not for Stage 1 Audit.		

assessment. Ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet/icy conditions.				
Problem 3.3.1 Restricted visibility could lead to side impact collisions or rear end shunts. The southern visibility splay falls outside the highway boundary, where excess vegetation could cause a visibility obstruction, see figure 1 overleaf. Obstructions to visibility within the visibility splay should be avoided, as insufficient visibility could lead to side impact collisions or rear end shunts.	It is recommended that appropriate visibility splays are maintained, so that they are clear and free of obstructions.	Agree The visibility outlined is in accordance with the speed of traffic recorded. A suitable planning condition can be imposed to ensure visibility splays are maintained.		
Problem 3.4.1 Lack of pedestrian facilities could compromise pedestrian safety. There is no pedestrian crossing point across the proposed junction mouth, where this is likely to be a pedestrian desire line. This may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.	It is recommended that a pedestrian crossing point including drop kerbs and tactile paving be provided at the access.	Disagree There is a pedestrian island with tactile paving proposed as shown on the plan.		
Problem 3.5.1 Insufficient road markings on approach to junction could lead to overshoot collisions. At the junction with Stane Street only three warning lines to diagram 1004 are proposed on the approach to the junction. Insufficient warning of the junction	It is recommended that the additional longitudinal markings should be installed in accordance with Table 5-1 of Traffic Signs Manual, Chapter 5, Road Markings	Agree This is a Stage 2 Audit comment not for Stage 1 Audit.		

approach could lead to overshoot collisions. Problem 3.5.2 Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions. The proposed pedestrian refuge does not have high mounted signs to diagram 610, where the refuge is on a rural road that is subject to a national speed restriction. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility, may cause kerb strikes and possible loss of control collisions.	It is recommended that 'Keep left' bollards be installed and that high mast mounted signs to diagram 610 (Keep left) also be installed.	Agree This is a matter for Stage 2 Audit not a Stage 1 Audit.		
--	--	---	--	--

2. Road Safety Audit decision log: Roundabout

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 3.1.1 Inappropriate speed limit and increased vehicle movements could increase the risk of side impact collisions or rear end shunts. A national speed limit currently applies to this section of Stane Street, where it is likely that the development will become an attractor, effectively changing the nature of Stane Street. There is concern that a national speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could increase the risk of side impact collisions or rear end shunts.	It is recommended that a lower speed limit be applied to Stane Street including the proposed roundabout.	Disagree Recorded speeds currently, without roundabout are around 50mph (10mph less than PSL). Design will accord with CD 116, so no reason to reduce PSL within vicinity of the junction.		

Problem 3.1.2 Insufficient signing could lead to side impact collisions, vehicle to pedestrian collisions or collisions with parked vehicles. A national speed limit currently applies to this section of Stane Street, where no lower speed limit signage is proposed on entry to the development. This could lead to inappropriate vehicle speeds within the residential development, which will likely be designed for a lower speed. Inappropriate vehicle speeds could lead to side impact collisions, vehicle to pedestrian collisions, or collisions with parked vehicles.	It is recommended that lower speed limit signage be installed on entry to the development.	Agree Housing layout will accord with a design speed of 20mph. Appropriate signage will be installed.		
Problem 3.1.3 Inappropriate surfacing could lead to overshoot collisions or rear end shunt collisions. The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.	It is recommended that high friction surfacing or surfacing with a high PSV be provided on all the approaches to the roundabout.	Agree Such matters are for Stage 2 Audit not for a Stage 1 Audit.		
Problem 3.1.4 Ponding of surface water could lead to loss of control collisions. Carriageway widening is proposed and kerblines	It is recommended that drainage details be provided at Stage 2 Road Safety Audit.	Agree Such matters are for Stage 2 Audit not for Stage 1 Audit.		

are being amended / introduced as part of these proposals, where no details of carriageway drainage have been provided for assessment. Ponding on the carriageway or water moving across the carriageway could lead to loss of control collisions, particularly in wet/icy conditions.				
Problem 3.1.5 Specification of existing post and rail fencing may increase severity of loss of control collision. Carriageway widening is proposed on the eastern side of the carriageway where there is existing post and rail timber fencing that may require amendment. However, the rails are positioned on the traffic side of the posts. There is a concern that the rails are unlikely to break away in the event of a collision with a vehicle exiting the carriageway, which may increase the injury severity during a loss of control collision.	It is recommended that if the fencing is to be retained, that the rails be positioned on the non-traffic side of the posts.	Agree However, we believe the auditor means the fencing on the western side of the carriageway as opposed to the eastern side.		
Problem 3.2.1 Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout. Stopping Sight Distances have been provided for assessment, where there is concern that the forward visibility splay on the northbound approach passes over non-highway land. Vegetation or landscaping features in these splays could restrict visibility, where insufficient visibility may increase the risk of junction related or shunt	It is recommended that the forward visibility splay be within the adoptable highway, or that a suitable covenant be arranged to ensure that the splays are not obstructed by vegetation or landscaping features. It is also recommended that the bus stop be relocated.	Agree		

type collisions at the roundabout. Additionally, the northbound bus stop lies within the SSD splay, where a stationary bus parked at the stop could restrict visibility. Restricted visibility may increase the risk of junction related or shunt type collisions at the roundabout.				
Problem 3.2.2 Vehicles overtaking a stationary bus could increase the risk of head on collisions, side swipe collisions or rear end shunts. A bus stop is proposed on the northbound approach to the roundabout. Buses servicing the stop could be stationary, and experience has shown that it is unlikely that vehicles will wait behind the bus and may instead overtake. However, southbound traffic may be on the circulatory carriageway of the roundabout and may be hidden by a stationary bus. Overtaking vehicles may not expect southbound vehicles to appear increasing the risk of head on collisions, side swipe collisions or rear end shunts.	It is recommended that the bus stop be relocated.	Agree		
Problem 3.5.1 Offset roundabout could lead to loss of control collisions or side impact collisions during the hours of darkness. The roundabout is offset to the west on of the north/south alignment and during the hours of darkness traffic may misinterpret the alignment to indicate a	It is recommended that 'Roundabout Ahead' signs to diagram 510 be provided on both sides of the carriageway and that advanced directional signs be installed showing the offset roundabout.	Agree Such matters are for Stage 2 Audit not for a Stage 1 Audit.		

priority junction, which could lead to loss of control collisions or side impact collisions.				
Problem 3.5.2 Inappropriate road markings could lead to loss of control collisions. At this early stage, the longitudinal lining leads into the splitter islands. It is important that the lining guides traffic safely past the island, otherwise there is a risk of kerb strikes, which may lead to loss of control collisions.	It is recommended that hatching with a suitable clearance between the markings and the island be provided.	Agree Such matters are for Stage 2 Audit not for a Stage 1 Audit.		
Problem 3.5.3 Insufficient street lighting could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions. At this early stage in the design no details of street lighting have been provided for assessment. Insufficient street lighting may reduce the visibility of other vehicles or pedestrians/cyclists during the hours of darkness, particularly at the junctions or crossing points. This could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.	It is recommended that a plan showing the light distribution be provided for assessment at the Stage 2 Safety Audit.	Agree Such matters are for Stage 2 Audit not for a Stage 1 Audit.		

3. Design Organisation and Overseeing Organisation Statements

On behalf of the Design Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ian Roberts
Signed:	
Position:	Director
Organisation:	Bellamy Roberts
Date:	27 th February 2026

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



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