

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM REQUIREMENTS

Project Name	Court House Farm, Copthorne Common
Applicant Organisation	Transport Planning Associates
Applicant Ref	1810-017
Highway Authority Ref	-
Applicant Contact Details	Stephen Kemp Transport Planning Associates 1 Giltspur Street, London EC1A 9DD stephen.kemp@tpa.uk.com
Date Submitted	18 June 2026

1) PROJECT DETAILS

A	Description	Pedestrian refuge island at crossing facility on Copthorne Common Road associated with an Outline planning application for the erection of an extra-care retirement community (Use Class C2)
B	Location	Land To The West Of Courthouse Farm Copthorne Common Road Copthorne West Sussex
C	Road Category	Other (pelase state)A264 south of Copthorne Common
D	Road Type	WS2 (Ref CD 109 table 2.3)
E	Design Speed	85A kph (determined by CA 185 85%ile dry weather speeds)
F	Speed Limit	50mph
G	Traffic Flows	Time Period Eastbound Westbound 7-day Average AM Peak (08:00-09:00) eastbound = 783 westbound = 866 PM Peak (17:00-18:00) eastbound = 1,024 westbound = 888 Daily (24 hour) eastbound = 13,591 westbound = 13,150 5-day Average AM Peak (08:00-09:00) eastbound= 903 westbound = 1,005 PM Peak (17:00-18:00) eastbound = 1,107 westbound = 953 Daily (24 hour)eastboudn = 14,179 westbound = 13,795 85 th percentile speeds of 45.2mph eastbound and 46.8mph westbound
H	NMU Flows	The proposed C2 Land Use is not expected to result in a high quantum of movements, however the movements are expected to be made by a more elderly demographic with slower walking speeds The proposed C2 land use south of Copthorne Common Road could be expected to generate circa 25 pedestrian movements across a typical day.

2) DEPARTURE DETAILS

A	Discipline	Pedestrian Crossings
	Type	Uncontrolled crossing with Refuge Island
B	Relevant Requirement(s)	CD143 paragraph E/4.6 states that "Refuge islands shall not be provided where the speed limit is greater than 40 mph except where the refuge island is incorporated into a single lane dualling design".
	Clause	E/4.6
C	Difference Between Requirement(s) and proposed design	"Shall" requirement not met due to refuge island being proposed

D	Reason for Departure (overview and risk summary)	Stage 1 Road Safety Audit identified a potential risk of pedestrians crossing the carriageway without the provision of a refuge island. A signal-controlled crossing is provided circa 150-170m west of the proposed crossing location and is considered to be too close for a second signal-controlled crossing to be provided, nor are the anticipate pedestrian movements from the proposed C2 use sufficient to warrant a controlled crossing form.
E	Associated Project Departures	
F	Other Options Considered	Signal-controlled crossing arrangement

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety (including risk assessment and mitigation)	A Stage 1 RSA was undertaken based upon a scheme that did not include a refuge island and the recommendation was to provide an island to facilitate the crossing movement. The refuge island will have suitable forward visibility and illuminated bollards provided. Street lighting can be secured during the Technical Approval process if required.
B	Congestion/Delay	No impact due to the proposed crossing being uncontrolled
C	Environmental / sustainability	The proposed refuge island will facilitate an uncontrolled crossing facility on Copthorne Common Road providing improved pedestrian access from the proposed C2 land use on the south side of Copthorne Common Road to the facilities in Copthorne Common and the existing public footpath on the north side of the carriageway.
D	Capital and whole life cost/value	Circa £15,000 construction cost excluding maintenance
E	Accessibility (including equality considerations)	Tactile paving and dropped kerbs will be provided. The introduction of a refuge island will facilitate an uncontrolled crossing facility on Copthorne Common Road providing improved pedestrian access from the proposed C2 land use on the south side of Copthorne Common Road to the facilities in Copthorne Common and the existing public footpath on the north side of the carriageway.
F	Integration (with surrounding network and land use)	The proposed refuge island will facilitate an uncontrolled crossing facility on Copthorne Common Road providing improved pedestrian access from the proposed C2 land use on the south side of Copthorne Common Road to the facilities in Copthorne Common and the existing public footpath on the north side of the carriageway.
G	Structural	N/A
H	Network resilience & Maintenance	Ongoing maintenance of the refuge islands and tactile paving.

4) COMPENSATORY MEASURES

A	Included Measures (Risk Mitigation)	Illuminated bollards provided on the refuse island to highlight its presence to drivers. Forward visibility provided in accordance with the requirements set out within the DMRB for a 50mph speed limit (i.e. in excess of those required for the 85 th percentile speed). Additionally, street lighting can be secured through the Technical Approval process if required.
B	Rejected Options	Signal-controlled crossing arrangement is not considered appropriate in the context of the existing crossing circa 150-170m to the west and the strategic function of Copthorne Common Road.

	(with justification)	
--	----------------------	--

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

Summary Statement (Confirming compliance with the Departures from Requirements process and technical governance in accordance with current DMRB and UK Roads Liaison Group process: Departures from Standards: Procedures for Local Highway Authorities)

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	1810-17 PL02A Automatic Traffic Counter
B	Consultations	Pre-application advice WSCC Consultation Response 1 WSCC Consultation Response 2 WSCC Consultatino Response 3
C	Other Information	

Ref DFS2/.....
(Applicant to leave blank)

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1			
ROLE			
SIGNED		DATE	
NAME 2			
ROLE			
SIGNED		DATE	
MARK ONE BOX:	1- APPROVED	☐	2-APPROVED WITH COMMENTS
			☐
			3- REJECTED
			☐
COMMENTS			

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSSC – Highways Authority
DATE:	28 th April 2026
LOCATION:	Land To The West Of Courthouse Farm Copthorne Common Copthorne West Sussex
SUBJECT:	DM/25/3020 Outline planning application for the erection of an extra-care retirement community (Use Class C2) and community pavilion, including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Copthorne Common Road. ADDITIONAL INFORMATION submitted 8th April 2026 in reselect of a FRA and drainage strategy, green ring strategy drawing, response to consultations, road safety design audit and district licence report.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The proposals are for an extra care community unit (C2). Access to the site will be taken from Copthorne Common Road on the northern boundary of the site via a new priority junction. The highway aspects of the proposals are supported by way of a Transport Assessment (TA) dated October 2025. The applicant did approach the LHA for pre-application advice in June 2025; the content of this correspondence is contained within the TA appendices.

Latest Highway Comments

Much of what was advised in December 2025 would still stand the only remaining area related to the addressing of the point relating to a pedestrian crossing facility across the A264.

The LHA has reviewed the latest information submitted by the Design Team and on inspection of the portal no drawings or revised RSA have been submitted. The Design Team Audit submitted appears to relate to the similar application at the site DM/25/3021 which proposes a right turn lane.

Jamie Brown
West Sussex County Council – Planning Services

SIMPLE PRIORITY JUNCTION ARRANGEMENT

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021

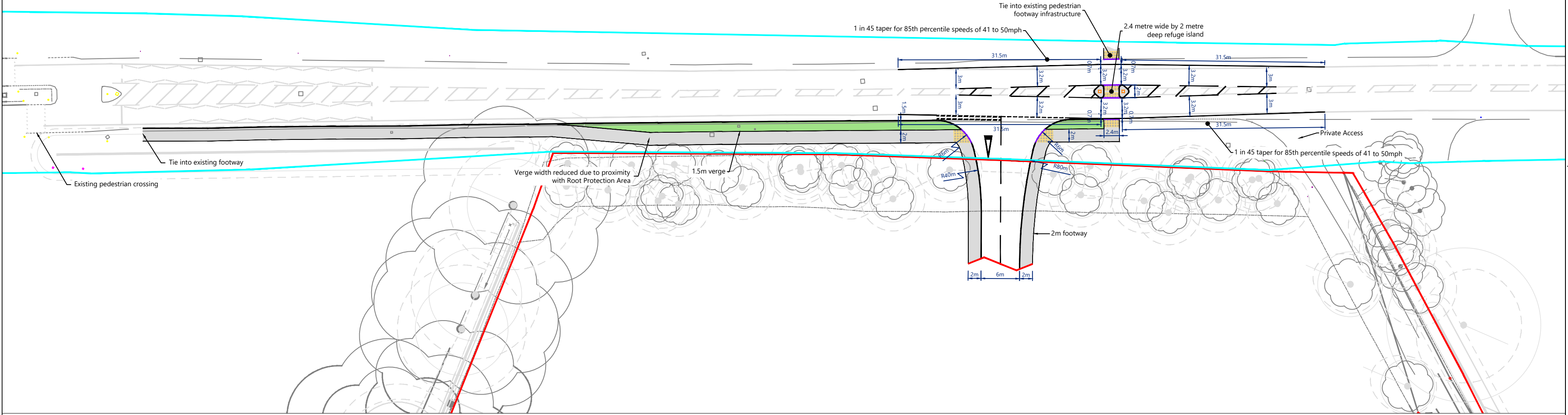
NOTES:

- Based on Topographical Survey;
- Highway Boundary Data based on PDF "Highways search Courthouse Farm Copthorne Common Road Copthorne" dated 17th October 2018;
- Red Line based on OS Red Line Plan dated 14th November 2018;
- Subject to tree survey to determine Root Protection Areas.

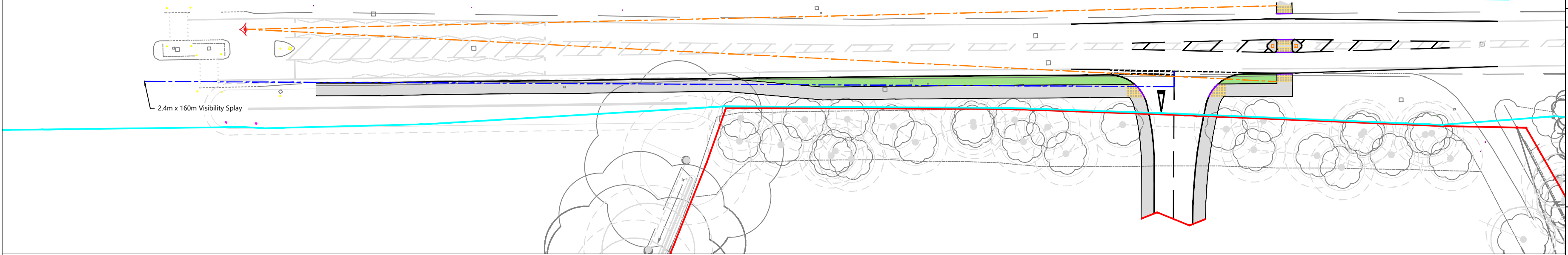
- Highway Boundary
- Site Boundary
- Existing White Lining
- Indicative Kerbline
- Indicative Dropped Kerb
- Indicative White Lining
- Indicative Footway Edging
- 4.5m x 160m Visibility Splay
- 160m Forward Visibility
- Indicative Footway
- Indicative Verge
- Indicative Tactile Paving
- Illuminated Bollards
- Point of Visibility

References:

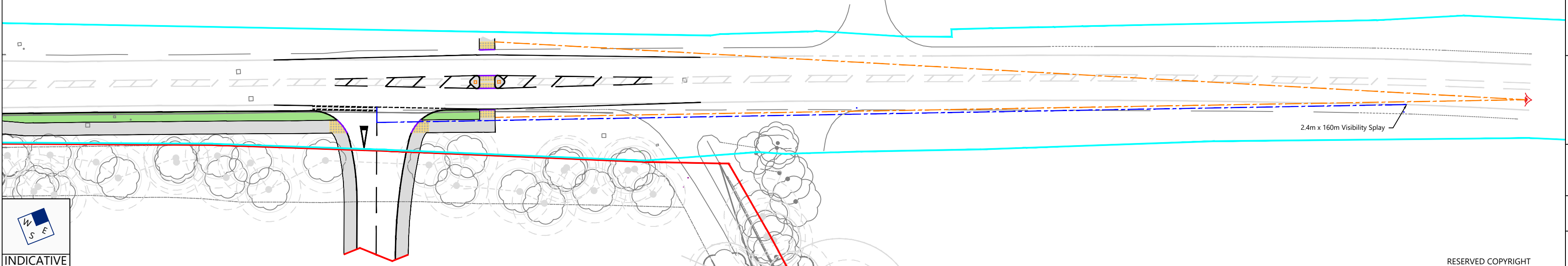
- Visibility splay based on DMRB CD109, Table 2.10;
- Tapers designed to Traffic Signs Manual, Chapter 5, Table 2.7; and
- Site access form based on swept path analysis of a West Sussex RCV.



WESTERN VISIBILITY



EASTERN VISIBILITY



A	11/05/26	Updated to Include Refuge Island	WJA	SMK	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
OPTION TWO DEVELOPMENT LTD

PROJECT:
COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX

TITLE:
PROPOSED RETIREMENT VILLAGE ACCESS ARRANGEMENT

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 09/09/25	DRAWN: LS	CHECKED: SMK	APPROVED: SMK
JOB NO: 1810-17	DRAWING NO: PL02	REVISION: A		



RESERVED COPYRIGHT

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSSC – Highways Authority
DATE:	23 rd December 2025
LOCATION:	Land To The West Of Courthouse Farm Cophthorne Common Cophthorne West Sussex
SUBJECT:	DM/25/3020 Outline planning application for the erection of an extra-care retirement community (Use Class C2) and community pavilion, including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Cophthorne Common Road.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The proposals are for an extra care retirement home. Access to the site will be taken from Cophthorne Common Road on the northern boundary of the site via a new priority junction. The highway aspects of the proposals are supported by way of a Transport Assessment (TA) dated October 2025.

The applicant did approach the LHA for pre-application advice in June 2025; the content of this correspondence is contained within the TA appendices. This response is comparable to DM/25/3021 (residential development) although there are some differences and the requests for additional information related to DM/25/3021 proposing a right turn lane into the site from the A264 are not included in this proposal.

Access and Visibility

The site will be accessed via the A264 with a new priority junction. The site access strategy proposals, including plan (scale 1:500) which includes achievable visibility splays and pedestrian footway connection has been indicated on drawing PL02. Detail of the footway connection is provided in the section below.

The 85th percentile speeds observed on Cophthorne Common Road are below the 50mph speed limit, with a daily eastbound speed of 45.2mph and a westbound speed of 46.8mph. Visibility splays have been demonstrated for a 50-mph limit on the drawing titled SK02 which is contained within the TA. The LHA would be satisfied with what has been demonstrated.

The access at 6 metres is considered sufficient for the likely requirements of the proposals. It has been demonstrated by swept path diagrams that the access can accommodate the likely traffic movements into the site.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. 1 matter has been raised within the Audit which relates to the inclusion of the pedestrian crossing point along the A264. The Auditor raises the point as whether an uncontrolled crossing point without a refuge is appropriate along this stretch of the A264. Drawing PL02 shows the crossing point without a pedestrian refuge. It is advised to address this point that Drawing PL02 is updated to include the pedestrian refuge and the LHA has a Word Copy of the RSA to update and comment as the over seeing organisation. With a refuge in place the LHA would be satisfied the Auditors comments have been addressed.

Network Capacity

Proposed trip rates supported with Trip Rate Information Computer System (TRICS) outputs and site selection methodology has been provided for both sites. The TRICS assessments give an indication of the likely number of vehicular movements to and from the site. Based on the assessments it is likely that the proposals would result in 8 and 15 movements during the AM and PM peaks.

The TA includes junction analysis which has demonstrated that the proposals would not have a material impact on the operation of key location junctions and considers nearby junctions following the inclusion of development traffic.

The LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network.

Parking and Internal Layout

Whilst it is acknowledged that a Reserved Matters (RM) Application would be submitted later the following initial comments on the sites internal layout would be offered:

- Parking should be in accordance with the LHA's parking parameters as outlined in Section 3 of the TA.
- Parking dominance in the area that serves the flats-this should be broken down where possible especially where spaces are next to one another over large spreads of the development.
- Consideration of raised tables on the north/south spine roads to reduce vehicle speeds
- Road widths reviewed and demonstrated suitable for all vehicles

Accessibility and Travel Plan (TP)

As outlined in Section 2 of the TA the site is reasonably located to encourage travel by sustainable modes including the use of walking, cycling and public transport with the nearby facilities likely to be accessible by residents of the proposals. Localised existing infrastructure such as bus stops and existing footways and crossings will provide opportunities for residents to travel to the site. The LHA has identified some additional areas of improvement that could be investigated by the Design Team to further assist with sustainable transport modes:

- A264 (Cophthorne Road) Bus stops-improvements to the east two bus stops would benefit with real time information boards.
- As above investigate providing bus shelters at the east bound stops to make the stops more all year round usable

Both improvements outlined could be presented and secured via a Section 106 agreement.

The submitted Staff Framework TP is noted. This accords with the requirements of the LHA. The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Conclusion

Having assessed the information within the TA the LHA would require a revision to the drawings to show a pedestrian refuge point at the crossing onto the A264. The plan should be updated and the RSA template sent to the LHA in Word Format.

Jamie Brown
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Jo Fisher
FROM:	WSSC – Highways Authority
DATE:	9 th June 2026
LOCATION:	Land To The West Of Courthouse Farm Copthorne Common Copthorne West Sussex
SUBJECT:	DM/25/3020 Outline planning application for the erection of an extra-care retirement community (Use Class C2) and community pavilion, including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Copthorne Common Road. ADDITIONAL INFORMATION submitted 8th April 2026 in reselect of a FRA and drainage strategy, green ring strategy drawing, response to consultations, road safety design audit and district licence report. Received on 20/05/2026
DATE OF SITE VISIT:	Site Visited 28 th May 2026
RECOMMENDATION:	More Information

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The proposals are for an extra care community unit (C2). Access to the site will be taken from Copthorne Common Road on the northern boundary of the site via a new priority junction. The highway aspects of the proposals are supported by way of a Transport Assessment (TA) dated October 2025. The applicant did approach the LHA for pre-application advice in June 2025; the content of this correspondence is contained within the TA appendices. The LHA undertook a site visit on the 28th May 2026.

Latest Highway Comments

Much of what was advised in December 2025 would still stand the only remaining area related to the addressing of the point relating to a pedestrian crossing facility across the A264 and the Stage 1 Road Safety Audit (RSA) comments from the Design Team.

The LHA has reviewed the latest information submitted by the Design Team and on inspection of the plans the RSA has now been updated with the pedestrian refuge and crossing points added to drawing PL02 Revision A. This includes a 2.0 metre pedestrian refuge with 2.4 metre tactile paving tie ins.

We have sought the advice of our Project Manager for highway design on the refuge island and he has identified that the island is strictly not in accordance with CD 143, the recommendation is that *'refuge islands shall not be provided where the speed limit is*

greater than 40 mph... On that basis we need to pursue a Departure from Requirements (DfR) application for the refuge. The Design Team have already been made aware of this request and will provide a response in due course.

Jamie Brown
West Sussex County Council – Planning Services

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Transport Planning Associates FAO: Stephen Kemp
FROM:	WSCC - Highways Authority
DATE:	3 rd June 2025
LOCATION:	LAND AT GRID REFERENCE 532399 139080 COPTHORNE COMMON COPTHORNE WEST SUSSEX RH10 3LE
SUBJECT:	Internal Reference: PRE-39-25 Two potential development options have been identified at this early stage; a residential development with 93 dwellings, or a Retirement Village with 117 units/ rooms.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at LAND AT GRID REFERENCE 532399 139080, COPTHORNE COMMON COPTHORNE WEST SUSSEX RH10 3LE. The highway aspects of the proposals are supported by way of a Scoping Note (SN). At present the site is being considered for development by two options either 93 residential dwellings or a retirement village comprising of 117 units/rooms.

The SN provides an overview of both proposed uses at the site including separate trip generation for each of the proposed usages. Both sites will be accessed via the same access onto the A264 with accompanying right turn lane. The LHA undertook an online meeting with the applicant's Transport Consultant on the 3rd June 2025.

The LHA has assessed the SN and would provide the following summary and recommendations for additional content at this stage:

- A site location plan scale (1:1250) with site boundary indicated has been provided.
- Schedule of existing uses including planning history with reference numbers
- It is advised that for the residential use, in line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning approach should be provided. This seeks to set out a preferred

future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The Vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision led approach, as is now required by the NPPF.

- The site access strategy proposals, including plan (scale 1:500) which includes achievable visibility splays and pedestrian footway connection and refuge have been indicated on drawing SK01.
- The access at 6 metres is considered sufficient for the likely requirements of the proposals. It will need to be demonstrated by swept path diagrams that the access can accommodate the likely traffic movements into the site.
- The proposed footway which connects to the signalised crossing to the west of the proposed site access is shown at 2 metres in width which is likely to be sufficient for the proposals.
- A further crossing point on the A264 is proposed via a pedestrian refuge with connecting tactile paving. This would lead to footpath 20W located a short distance to the north east. This path connects to Bowers Arms Road. There are bus stops located within short walking distance from the footpath.
- Tactile paving will be provided at the point of access to the A264, the exact location will be confirmed in further plans.
- Given the type of road, it is advised that a 7-day speed survey is undertaken to give an indication of 85th percentile road speeds to confirm the visibility splays of 160 metres are acceptable.
- A Design Audit of any proposed highway works, including plan identified departures from standards will be required on the proposed Right Turn Lane from the A264.
- Final Stage 1 Road Safety Audit (RSA) of the site access and the proposed off-site highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans will need to be provided.
- A formal Transport Assessment, should include a comprehensive plan of key services, availability of sustainable modes of transport and a Travel Plan (TP), for the care village usage the TP is likely to be more tailored to staff movements.
- Reference to supporting national, regional, and local planning documents and policies
- Whilst it is accepted the proposals are not at the detailed design stage, parking for vehicles and cycles should be in accordance with the LHA's parking standards. In addition, sufficient turning facilities should be in place within the site for all vehicles including a refuse collection and fire tender.
- Proposed trip rates supported with TRICS outputs and site selection methodology has been provided for both sites. The TRICS assessments give an indication of the likely number of vehicular movements to and from the

site. Based on the assessments it is likely that the proposals for retirement units would be a lower traffic generator than the 94 dwellings.

- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology will be required. It was agreed during the meeting that depending on the use decided capacity testing and distribution will be provided in the formal TA.

Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services



SITE: A264 COPTHORNE

LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822

DIRECTION: EASTBOUND

SPEED LIMIT: 50

26 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	62	59	0	3	0	0	0	0	0	0	0	0	0	0	0	45.8	51.1
0100	36	30	0	3	1	1	0	0	0	1	0	0	0	0	0	44.1	52.5
0200	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	46.2	53.8
0300	64	60	1	2	0	0	0	1	0	0	0	0	0	0	0	46.8	55.8
0400	127	107	0	15	1	1	1	1	1	0	0	0	0	0	0	46.4	52.2
0500	187	151	0	31	1	0	0	1	0	3	0	0	0	0	0	46.8	52.5
0600	498	404	3	76	4	2	0	2	0	2	0	0	0	4	1	43.5	48.1
0700	981	843	6	110	2	4	1	0	3	0	2	1	0	8	1	38.4	43.7
0800	964	818	5	120	3	3	0	1	1	5	0	0	0	8	0	37.7	42.7
0900	873	740	6	113	1	3	0	3	3	1	0	1	0	2	0	37.3	42.9
1000	791	640	8	116	7	4	2	6	1	2	1	1	0	2	1	38.6	43.5
1100	831	688	4	113	5	6	1	1	2	5	0	0	0	6	0	38.9	44
1200	852	721	6	108	3	7	0	2	0	3	0	0	0	2	0	39.7	44.1
1300	885	747	7	108	2	9	0	2	1	4	0	0	0	4	1	39.6	44.1
1400	924	786	7	106	2	6	0	5	3	2	0	1	0	6	0	36.3	42.2
1500	1058	900	13	121	2	4	1	4	3	0	0	0	0	10	0	38.2	42.6
1600	1142	1014	7	104	3	1	0	1	2	1	1	0	0	8	0	37.9	42.9
1700	1207	1104	10	81	3	0	0	1	1	0	0	0	0	7	0	37	41.6
1800	1015	926	15	62	2	1	0	2	1	1	0	0	0	5	0	39.4	44.5
1900	661	610	4	42	1	0	0	2	1	0	0	0	0	1	0	42.1	47.5
2000	461	406	1	45	0	0	0	0	0	1	0	0	0	8	0	44.9	49.7
2100	364	336	0	22	1	0	0	0	0	0	0	0	0	5	0	44.8	49.5
2200	282	260	0	15	1	0	0	0	0	0	0	0	0	6	0	44.1	49.5
2300	189	175	0	9	1	0	1	0	1	1	0	0	0	1	0	45.1	50
07-19	11523	9927	94	1262	35	48	5	28	21	24	4	4	0	68	3	38.2	43.3
06-22	13507	11683	102	1447	41	50	5	32	22	27	4	4	0	86	4	39	44.4
06-00	13978	12118	102	1471	43	50	6	32	23	28	4	4	0	93	4	39.2	44.6

00-00	14487	12555	103	1528	46	52	7	35	24	32	4	4	0	93	4	39.4	45.1
-------	-------	-------	-----	------	----	----	---	----	----	----	---	---	---	----	---	------	------

27 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	139	127	0	9	0	0	0	0	1	1	0	0	0	1	0	44.9	50.2
0100	79	73	0	6	0	0	0	0	0	0	0	0	0	0	0	45.4	52.1
0200	55	45	0	9	0	0	0	0	1	0	0	0	0	0	0	44	50.5
0300	83	71	0	9	1	0	0	2	0	0	0	0	0	0	0	44.4	51
0400	113	93	1	17	1	0	0	0	1	0	0	0	0	0	0	45.6	51.8
0500	188	150	1	33	0	0	0	1	0	1	0	0	0	2	0	47.2	52.9
0600	428	333	1	80	1	1	0	2	1	5	0	0	0	4	0	44	48.2
0700	993	841	4	125	4	2	1	1	2	2	0	1	0	9	1	38.4	43.8
0800	868	728	5	107	5	8	1	3	1	5	0	2	0	3	0	37.7	44
0900	802	659	5	116	8	4	0	1	0	5	1	0	0	3	0	40.2	44.6
1000	800	672	3	98	4	3	0	2	0	4	0	1	0	13	0	38.9	43.5
1100	872	747	2	99	5	2	0	3	4	3	1	0	0	6	0	38.6	42.8
1200	989	844	10	115	3	6	2	0	2	1	0	0	0	6	0	36.9	42.4
1300	1020	870	12	98	5	9	1	5	1	4	0	1	0	13	1	38.3	43.3
1400	1065	927	9	104	4	4	1	2	0	4	0	0	0	10	0	37.2	42.2
1500	1158	1010	8	112	3	3	0	3	2	1	0	0	0	14	2	36.6	41.5
1600	1088	958	16	93	4	7	2	1	1	0	0	0	0	6	0	32.6	39.6
1700	1082	986	16	61	1	1	1	3	1	0	1	0	0	11	0	36.7	42.2
1800	1118	1017	11	69	1	1	1	3	1	0	0	0	0	13	1	36.6	41.6
1900	916	829	13	47	2	7	0	1	0	2	0	0	0	15	0	33.9	43.7
2000	520	476	1	34	1	0	0	1	0	0	0	0	0	7	0	44.1	49.1
2100	447	421	2	19	1	0	0	0	0	0	0	0	0	4	0	42.9	48
2200	571	543	0	26	0	0	0	0	0	0	0	0	0	2	0	38.9	43.7
2300	256	240	2	12	0	0	0	1	0	0	0	0	0	1	0	43.5	49.6
07-19	11855	10259	101	1197	47	50	10	27	15	29	3	5	0	107	5	37.2	42.7
06-22	14166	12318	118	1377	52	58	10	31	16	36	3	5	0	137	5	37.7	43.7
06-00	14993	13101	120	1415	52	58	10	32	16	36	3	5	0	140	5	37.8	43.8
00-00	15650	13660	122	1498	54	58	10	35	19	38	3	5	0	143	5	38.1	44.3

28 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	174	159	1	8	1	0	0	0	1	0	0	0	0	4	0	44.4	50.1
0100	95	87	1	7	0	0	0	0	0	0	0	0	0	0	0	45.5	51.3
0200	66	63	0	2	0	0	0	1	0	0	0	0	0	0	0	46.8	54.4
0300	88	79	0	7	0	0	0	1	1	0	0	0	0	0	0	45.4	51.3
0400	91	74	0	14	0	0	0	1	1	0	0	0	0	1	0	47.3	52
0500	120	97	0	18	3	0	0	1	0	0	1	0	0	0	0	46.6	51
0600	252	213	0	34	1	0	1	0	1	1	0	0	0	1	0	46.8	51.9
0700	401	328	2	59	1	0	0	1	0	2	1	0	0	6	1	43.9	48.7
0800	602	497	9	78	1	3	1	2	1	1	0	0	0	8	1	41.2	46.2
0900	717	640	5	58	2	3	0	2	0	0	0	0	0	7	0	39	44.4
1000	841	762	2	66	0	1	0	0	0	0	0	1	0	9	0	38.5	44.1
1100	964	875	10	63	1	0	0	0	0	0	0	0	0	13	2	37.5	42.6
1200	1031	934	6	69	1	1	1	0	0	1	0	0	0	16	2	36.7	41.3
1300	1105	1014	6	70	1	1	0	3	0	0	0	0	0	9	1	36.2	40.3
1400	985	918	6	46	1	1	0	1	0	0	0	0	0	12	0	38.2	43.8
1500	880	835	2	30	0	0	1	1	0	0	0	0	0	11	0	40.2	45.2
1600	912	847	8	41	0	1	0	0	0	0	0	0	0	15	0	40.1	44.5
1700	842	778	0	57	0	0	0	0	0	1	0	1	0	5	0	39.6	44.6
1800	710	666	4	35	1	0	0	0	1	0	0	0	0	3	0	41.6	45.9
1900	614	572	4	28	1	0	2	2	0	0	0	0	0	5	0	42.5	47.1
2000	433	391	2	34	0	0	0	1	0	0	0	0	0	5	0	43.4	48.5
2100	385	355	4	21	0	0	0	1	0	0	0	0	0	4	0	43.4	47.9
2200	374	351	1	17	0	0	0	1	0	0	0	0	0	4	0	41.4	47.2
2300	360	332	0	23	0	0	0	3	0	0	0	0	0	2	0	41.4	48.1
07-19	9990	9094	60	672	9	11	3	10	2	5	1	2	0	114	7	39	44.4
06-22	11674	10625	70	789	11	11	6	14	3	6	1	2	0	129	7	39.6	45.2
06-00	12408	11308	71	829	11	11	6	18	3	6	1	2	0	135	7	39.7	45.3
00-00	13042	11867	73	885	15	11	6	22	6	6	2	2	0	140	7	40	45.6

29 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	218	205	1	9	0	0	0	1	0	0	0	0	0	2	0	42.9	48.7
0100	142	130	0	12	0	0	0	0	0	0	0	0	0	0	0	44.8	51
0200	79	72	0	4	0	0	0	1	1	0	0	0	0	1	0	45.4	51
0300	74	65	0	9	0	0	0	0	0	0	0	0	0	0	0	46	52.1
0400	92	82	0	10	0	0	0	0	0	0	0	0	0	0	0	47.1	52
0500	102	92	0	7	1	0	0	0	0	0	0	0	0	2	0	46.9	51.4
0600	191	173	0	14	0	0	0	0	0	1	0	0	0	2	1	46.1	51.9
0700	287	255	2	24	0	1	0	1	0	1	0	1	0	2	0	45.2	50.1
0800	359	315	7	31	0	0	0	1	1	1	0	0	0	3	0	42.9	48.9
0900	482	440	3	33	0	1	1	1	0	0	0	0	0	1	2	41.3	47
1000	735	682	9	31	1	0	0	1	0	0	0	0	0	11	0	39.7	44.2
1100	856	800	9	36	0	0	0	0	0	1	0	0	0	8	2	39.4	44.2
1200	976	893	11	49	0	1	0	5	0	1	0	0	0	14	2	37.4	42.3
1300	982	917	10	39	1	1	0	0	0	0	0	0	0	14	0	38.4	43.3
1400	894	839	6	44	0	1	0	1	0	0	0	0	0	3	0	39.3	44.1
1500	790	735	4	37	0	0	1	2	0	1	0	0	0	10	0	41.5	46.2
1600	913	856	4	42	1	0	0	0	0	0	0	0	0	10	0	39.9	44.5
1700	794	737	7	37	0	0	1	1	0	1	0	0	0	10	0	40	44.9
1800	650	600	6	39	0	0	0	1	0	0	0	0	0	4	0	41.4	46.2
1900	524	465	4	39	0	4	0	1	1	2	0	0	0	8	0	39.4	47.5
2000	370	333	2	21	0	3	0	1	0	1	0	0	0	9	0	44.8	50.4
2100	320	294	3	14	1	2	0	0	0	0	0	0	0	5	1	44.8	49.9
2200	223	205	1	14	0	1	0	0	0	0	0	0	0	2	0	43.1	49.1
2300	143	130	0	10	0	0	0	1	0	0	0	0	0	2	0	45.5	51.2
07-19	8718	8069	78	442	3	5	3	14	1	6	0	1	0	90	6	40	45.1
06-22	10123	9334	87	530	4	14	3	16	2	10	0	1	0	114	8	40.4	46
06-00	10489	9669	88	554	4	15	3	17	2	10	0	1	0	118	8	40.5	46.1
00-00	11196	10315	89	605	5	15	3	19	3	10	0	1	0	123	8	40.8	46.5

30 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	119	111	0	7	0	0	0	0	0	0	0	0	0	1	0	46.5	51.4
0100	63	57	0	6	0	0	0	0	0	0	0	0	0	0	0	47.2	52.6
0200	44	40	1	2	1	0	0	0	0	0	0	0	0	0	0	48.5	52.7
0300	67	61	0	5	0	0	0	0	0	0	0	0	0	1	0	46.5	53.8
0400	92	76	0	15	0	0	0	0	0	0	0	0	0	1	0	47.3	53.7
0500	207	165	1	31	0	1	0	1	0	3	0	0	0	4	1	45.6	51.1
0600	478	394	2	71	1	0	0	2	0	2	0	0	0	6	0	41.9	47.9
0700	965	832	7	106	2	6	0	1	0	2	0	0	0	9	0	37	43.3
0800	858	733	1	105	0	5	0	3	0	3	0	0	0	6	2	38.8	43.4
0900	819	654	5	142	3	1	1	3	1	2	0	1	0	6	0	38.7	43.2
1000	763	637	6	103	5	3	0	1	0	2	0	0	0	6	0	38.3	43.2
1100	771	633	5	113	3	2	2	3	1	2	0	0	0	7	0	39.7	44
1200	885	743	6	115	6	4	0	1	2	4	1	0	0	3	0	38.7	43.2
1300	808	688	7	91	2	8	2	0	2	1	0	0	0	7	0	38	43.8
1400	884	766	7	87	3	7	1	3	3	3	1	0	0	2	1	38.6	43.7
1500	954	803	11	123	2	1	2	0	1	1	1	1	0	8	0	39.7	44.3
1600	1103	976	9	98	4	2	0	2	2	1	0	0	0	8	1	38.6	42.9
1700	1162	1045	10	82	2	4	1	2	2	6	0	0	0	8	0	37.8	42.4
1800	815	744	7	54	1	1	0	1	0	1	0	0	0	5	1	38.5	44.9
1900	575	536	0	32	0	0	0	0	0	0	0	0	0	6	1	43.2	47.3
2000	439	393	4	35	0	0	0	2	0	0	0	0	0	3	2	43	47.8
2100	373	348	0	17	0	0	0	0	0	0	0	0	0	8	0	43.6	48.4
2200	231	208	0	16	1	0	0	0	0	0	0	0	0	6	0	43.5	49
2300	189	170	2	15	0	0	0	0	0	0	0	0	0	2	0	44	48.8
07-19	10787	9254	81	1219	33	44	9	20	14	28	3	2	0	75	5	38.5	43.4
06-22	12652	10925	87	1374	34	44	9	24	14	30	3	2	0	98	8	39.2	44.4
06-00	13072	11303	89	1405	35	44	9	24	14	30	3	2	0	106	8	39.3	44.6
00-00	13664	11813	91	1471	36	45	9	25	14	33	3	2	0	113	9	39.6	45

01 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	102	89	0	8	0	1	0	2	0	0	0	0	0	2	0	44.9	49.9
0100	79	64	1	10	0	0	0	0	2	1	0	0	0	1	0	46.4	53.1
0200	68	53	0	6	2	0	1	1	4	0	0	0	0	1	0	46.1	52.6
0300	91	74	0	14	0	1	0	1	0	0	0	0	0	1	0	44.7	50.8
0400	109	94	0	12	0	0	0	0	0	2	0	0	0	1	0	47.3	52.2
0500	211	173	0	32	0	0	0	0	1	1	0	0	0	3	1	45.2	50.9
0600	486	405	1	63	4	4	0	1	1	1	0	1	0	5	0	42.8	47.8
0700	1014	865	10	118	1	3	1	3	0	5	0	0	0	7	1	35.8	41.8
0800	929	798	3	108	2	7	0	2	2	1	0	2	0	4	0	37.2	42.6
0900	842	693	4	128	2	3	2	1	1	4	1	1	0	0	2	37.5	42.5
1000	810	661	5	117	5	7	0	2	3	3	1	1	0	5	0	38.8	43.2
1100	745	591	9	118	4	7	3	3	0	1	1	1	0	7	0	37	43.4
1200	864	710	9	117	8	5	0	3	4	3	0	0	0	5	0	34.1	42.2
1300	853	705	2	119	5	7	0	2	4	3	0	0	0	5	1	40.1	44.4
1400	715	604	1	92	3	5	0	2	1	3	0	0	0	4	0	41.1	45.1
1500	930	799	2	106	2	3	2	2	1	5	1	0	0	7	0	39.5	44.2
1600	894	798	3	77	0	3	0	2	0	2	0	0	1	8	0	38.8	44.3
1700	1024	934	12	60	4	4	0	1	0	1	1	1	0	6	0	39.5	43.8
1800	883	806	1	62	0	1	1	3	0	0	0	1	0	8	0	40.8	45.1
1900	635	584	3	39	0	1	0	1	0	0	0	0	0	7	0	42.7	47.8
2000	420	373	2	37	0	0	0	0	1	1	0	0	0	4	2	43.8	48.9
2100	373	347	0	22	1	2	0	0	0	0	0	0	0	1	0	43.6	48.9
2200	264	246	0	14	0	0	0	2	0	0	0	0	0	2	0	43.3	49.1
2300	175	165	0	9	0	0	0	0	0	0	0	0	0	1	0	45.2	50.8
07-19	10503	8964	61	1222	36	55	9	26	16	31	5	7	1	66	4	38.3	43.8
06-22	12417	10673	67	1383	41	62	9	28	18	33	5	8	1	83	6	39	44.7
06-00	12856	11084	67	1406	41	62	9	30	18	33	5	8	1	86	6	39.2	44.9
00-00	13516	11631	68	1488	43	64	10	34	25	37	5	8	1	95	7	39.5	45.3

02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	94	89	0	4	0	0	0	0	0	0	0	0	0	1	0	45	50.8
0100	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	47.1	54.8
0200	36	25	1	5	1	0	0	1	1	1	0	0	0	1	0	45	51.1
0300	81	70	0	7	1	0	0	1	1	0	0	0	0	1	0	42.8	49.6
0400	112	95	0	13	0	1	0	0	1	1	0	0	0	1	0	45.2	50.4
0500	196	154	1	32	3	1	0	1	0	2	0	0	0	1	1	44.6	50.7
0600	475	399	3	64	0	0	1	1	0	3	0	0	0	4	0	42.3	47.2
0700	968	821	11	115	2	4	1	1	2	3	0	2	0	6	0	37.6	42.5
0800	898	767	5	104	2	5	1	2	2	3	0	0	0	6	1	36.5	42.4
0900	816	672	5	114	4	8	0	2	2	3	1	0	0	5	0	37.2	42.4
1000	701	566	6	107	7	6	0	2	3	2	1	0	0	1	0	37.7	42.9
1100	773	663	3	82	6	3	1	3	2	3	0	1	0	5	1	34.5	39.6
1200	786	656	4	102	1	3	1	3	3	5	0	0	0	8	0	36.4	42.3
1300	827	695	10	100	6	3	1	1	4	4	1	0	0	2	0	36.4	41.9
1400	898	774	4	102	2	7	0	2	1	0	0	0	0	6	0	39.8	44.2
1500	981	846	3	114	0	4	0	3	4	4	0	0	0	3	0	38.5	43.2
1600	1037	926	8	84	1	3	1	2	1	2	0	0	0	9	0	38.4	43.2
1700	1058	976	9	61	0	2	0	1	2	3	0	0	0	4	0	38.3	43.5
1800	852	790	5	49	1	1	0	3	0	2	0	0	0	1	0	39.2	44.1
1900	645	588	4	43	0	0	1	1	1	2	0	0	0	5	0	41.3	47.1
2000	447	412	2	31	1	0	0	0	0	0	0	0	0	1	0	43.9	48.7
2100	380	358	0	20	0	0	0	0	0	0	0	0	0	2	0	43.5	49
2200	296	269	0	19	1	0	1	3	0	1	0	0	0	2	0	42.3	48.7
2300	178	166	1	9	1	1	0	0	0	0	0	0	0	0	0	45	50.1
07-19	10595	9152	73	1134	32	49	6	25	26	34	3	3	0	56	2	37.6	42.8
06-22	12542	10909	82	1292	33	49	8	27	27	39	3	3	0	68	2	38.4	44
06-00	13016	11344	83	1320	35	50	9	30	27	40	3	3	0	70	2	38.6	44.2
00-00	13580	11818	85	1385	40	52	9	33	30	44	3	3	0	75	3	38.8	44.6



SITE: A264 COPTHORNE

LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822

DIRECTION: EASTBOUND

SPEED LIMIT: 50

26 June 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	62	0	0	0	0	3	20	29	6	4	0	0	0	0	0	0	45.8	51.1
0100	36	0	0	0	2	7	5	15	5	2	0	0	0	0	0	0	44.1	52.5
0200	33	0	0	0	1	2	10	13	3	2	2	0	0	0	0	0	46.2	53.8
0300	64	0	0	0	0	5	20	22	9	5	2	1	0	0	0	0	46.8	55.8
0400	127	0	0	0	0	7	33	55	27	4	0	1	0	0	0	0	46.4	52.2
0500	187	0	0	0	0	5	43	87	45	7	0	0	0	0	0	0	46.8	52.5
0600	498	0	0	1	4	28	210	218	36	1	0	0	0	0	0	0	43.5	48.1
0700	981	3	5	9	86	230	488	152	7	1	0	0	0	0	0	0	38.4	43.7
0800	964	0	4	14	85	313	437	105	5	0	0	1	0	0	0	0	37.7	42.7
0900	873	2	19	4	80	290	369	96	13	0	0	0	0	0	0	0	37.3	42.9
1000	791	1	0	11	41	246	373	110	7	1	0	1	0	0	0	0	38.6	43.5
1100	831	0	0	1	76	201	401	143	8	1	0	0	0	0	0	0	38.9	44
1200	852	0	0	0	32	206	463	139	9	3	0	0	0	0	0	0	39.7	44.1
1300	885	0	1	1	27	210	479	156	9	2	0	0	0	0	0	0	39.6	44.1
1400	924	1	4	21	159	301	351	83	4	0	0	0	0	0	0	0	36.3	42.2
1500	1058	7	10	8	33	302	593	101	4	0	0	0	0	0	0	0	38.2	42.6
1600	1142	0	0	10	84	395	516	130	6	1	0	0	0	0	0	0	37.9	42.9
1700	1207	0	1	4	109	521	479	86	7	0	0	0	0	0	0	0	37	41.6
1800	1015	0	1	2	57	282	463	191	18	1	0	0	0	0	0	0	39.4	44.5
1900	661	0	0	0	19	115	240	247	40	0	0	0	0	0	0	0	42.1	47.5
2000	461	0	0	0	7	17	145	228	51	8	4	1	0	0	0	0	44.9	49.7
2100	364	0	0	0	2	13	128	170	46	5	0	0	0	0	0	0	44.8	49.5
2200	282	0	0	0	0	22	105	114	36	5	0	0	0	0	0	0	44.1	49.5
2300	189	0	0	0	0	17	52	87	26	5	2	0	0	0	0	0	45.1	50
07-19	11523	14	45	85	869	3497	5412	1492	97	10	0	2	0	0	0	0	38.2	43.3
06-22	13507	14	45	86	901	3670	6135	2355	270	24	4	3	0	0	0	0	39	44.4
06-00	13978	14	45	86	901	3709	6292	2556	332	34	6	3	0	0	0	0	39.2	44.6

00-00	14487	14	45	86	904	3738	6423	2777	427	58	10	5	0	0	0	0	39.4	45.1
-------	-------	----	----	----	-----	------	------	------	-----	----	----	---	---	---	---	---	------	------

27 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	139	0	0	0	0	9	52	55	18	2	3	0	0	0	0	0	44.9	50.2
0100	79	0	0	0	0	11	16	36	11	5	0	0	0	0	0	0	45.4	52.1
0200	55	0	0	0	0	8	22	13	10	1	1	0	0	0	0	0	44	50.5
0300	83	0	0	0	4	5	25	31	14	2	2	0	0	0	0	0	44.4	51
0400	113	0	0	0	0	8	37	40	24	3	1	0	0	0	0	0	45.6	51.8
0500	188	0	1	0	0	3	44	81	45	12	2	0	0	0	0	0	47.2	52.9
0600	428	0	0	0	6	28	150	198	41	4	1	0	0	0	0	0	44	48.2
0700	993	0	3	20	75	271	453	155	14	1	0	0	0	1	0	0	38.4	43.8
0800	868	1	3	19	114	222	357	144	7	1	0	0	0	0	0	0	37.7	44
0900	802	0	0	1	21	155	455	161	8	0	1	0	0	0	0	0	40.2	44.6
1000	800	0	2	3	24	248	403	104	16	0	0	0	0	0	0	0	38.9	43.5
1100	872	0	0	0	34	291	449	91	7	0	0	0	0	0	0	0	38.6	42.8
1200	989	0	1	7	126	384	368	96	6	0	0	0	1	0	0	0	36.9	42.4
1300	1020	0	0	3	60	362	448	135	11	1	0	0	0	0	0	0	38.3	43.3
1400	1065	0	2	11	108	398	451	88	6	0	1	0	0	0	0	0	37.2	42.2
1500	1158	0	1	12	101	533	434	75	2	0	0	0	0	0	0	0	36.6	41.5
1600	1088	31	22	52	303	444	164	66	4	0	1	1	0	0	0	0	32.6	39.6
1700	1082	2	8	19	120	417	413	94	9	0	0	0	0	0	0	0	36.7	42.2
1800	1118	1	2	16	114	469	431	80	5	0	0	0	0	0	0	0	36.6	41.6
1900	916	43	53	101	103	217	251	130	15	1	0	2	0	0	0	0	33.9	43.7
2000	520	0	0	0	1	53	181	220	52	10	3	0	0	0	0	0	44.1	49.1
2100	447	0	0	1	11	49	172	177	33	2	1	1	0	0	0	0	42.9	48
2200	571	0	0	0	22	202	254	81	11	0	1	0	0	0	0	0	38.9	43.7
2300	256	0	0	0	0	40	97	83	29	4	1	1	1	0	0	0	43.5	49.6
07-19	11855	35	44	163	1200	4194	4826	1289	95	3	3	1	1	1	0	0	37.2	42.7
06-22	14166	78	97	265	1321	4541	5580	2014	236	20	8	4	1	1	0	0	37.7	43.7
06-00	14993	78	97	265	1343	4783	5931	2178	276	24	10	5	2	1	0	0	37.8	43.8
00-00	15650	78	98	265	1347	4827	6127	2434	398	49	19	5	2	1	0	0	38.1	44.3

28 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	174	0	0	0	4	12	62	62	29	2	3	0	0	0	0	0	44.4	50.1
0100	95	0	0	0	0	8	28	43	11	5	0	0	0	0	0	0	45.5	51.3
0200	66	0	0	0	1	4	22	20	11	6	0	0	2	0	0	0	46.8	54.4
0300	88	0	0	0	0	9	27	35	12	1	2	1	1	0	0	0	45.4	51.3
0400	91	0	0	0	0	2	28	33	21	4	1	2	0	0	0	0	47.3	52
0500	120	0	0	0	0	3	35	55	20	6	0	0	1	0	0	0	46.6	51
0600	252	0	0	0	0	5	68	110	57	10	2	0	0	0	0	0	46.8	51.9
0700	401	1	0	0	0	21	178	154	40	3	1	1	0	2	0	0	43.9	48.7
0800	602	0	1	3	16	108	278	169	23	2	0	1	1	0	0	0	41.2	46.2
0900	717	1	6	11	39	194	323	125	15	3	0	0	0	0	0	0	39	44.4
1000	841	3	2	2	63	239	377	148	6	1	0	0	0	0	0	0	38.5	44.1
1100	964	5	7	7	81	349	411	97	6	1	0	0	0	0	0	0	37.5	42.6
1200	1031	2	1	0	90	497	359	74	8	0	0	0	0	0	0	0	36.7	41.3
1300	1105	0	3	7	113	546	377	54	2	2	0	0	1	0	0	0	36.2	40.3
1400	985	1	0	8	95	289	433	145	12	2	0	0	0	0	0	0	38.2	43.8
1500	880	0	0	0	36	204	434	179	26	0	1	0	0	0	0	0	40.2	45.2
1600	912	0	1	3	37	167	499	188	16	1	0	0	0	0	0	0	40.1	44.5
1700	842	0	0	0	65	179	410	171	17	0	0	0	0	0	0	0	39.6	44.6
1800	710	0	0	0	8	101	371	209	19	2	0	0	0	0	0	0	41.6	45.9
1900	614	0	0	0	0	56	324	196	36	2	0	0	0	0	0	0	42.5	47.1
2000	433	0	0	0	5	53	158	171	38	7	1	0	0	0	0	0	43.4	48.5
2100	385	0	0	0	3	19	188	143	28	3	0	0	0	0	1	0	43.4	47.9
2200	374	0	0	1	5	83	154	105	23	2	0	0	0	0	1	0	41.4	47.2
2300	360	0	1	1	12	66	155	94	28	3	0	0	0	0	0	0	41.4	48.1
07-19	9990	13	21	41	643	2894	4450	1713	190	17	2	2	2	2	0	0	39	44.4
06-22	11674	13	21	41	651	3027	5188	2333	349	39	5	2	2	2	1	0	39.6	45.2
06-00	12408	13	22	43	668	3176	5497	2532	400	44	5	2	2	2	2	0	39.7	45.3
00-00	13042	13	22	43	673	3214	5699	2780	504	68	11	5	6	2	2	0	40	45.6

29 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	218	0	0	0	0	31	98	68	16	4	1	0	0	0	0	0	42.9	48.7
0100	142	0	0	0	1	18	43	50	23	5	1	1	0	0	0	0	44.8	51
0200	79	0	0	1	1	4	17	37	17	2	0	0	0	0	0	0	45.4	51
0300	74	0	0	0	0	3	29	26	9	5	0	1	1	0	0	0	46	52.1
0400	92	0	0	0	0	3	21	43	18	5	2	0	0	0	0	0	47.1	52
0500	102	0	0	0	0	5	19	54	20	3	1	0	0	0	0	0	46.9	51.4
0600	191	0	0	1	0	14	56	72	37	7	3	0	1	0	0	0	46.1	51.9
0700	287	0	0	0	0	10	110	118	36	10	0	2	1	0	0	0	45.2	50.1
0800	359	0	1	0	12	53	120	129	41	3	0	0	0	0	0	0	42.9	48.9
0900	482	1	1	3	13	88	216	127	28	3	1	0	1	0	0	0	41.3	47
1000	735	0	0	0	23	190	374	129	16	2	1	0	0	0	0	0	39.7	44.2
1100	856	0	0	1	28	263	406	146	11	1	0	0	0	0	0	0	39.4	44.2
1200	976	1	3	9	93	338	433	93	5	1	0	0	0	0	0	0	37.4	42.3
1300	982	0	0	4	79	298	462	126	13	0	0	0	0	0	0	0	38.4	43.3
1400	894	0	0	1	53	231	439	156	13	1	0	0	0	0	0	0	39.3	44.1
1500	790	0	0	0	25	107	393	239	20	4	1	1	0	0	0	0	41.5	46.2
1600	913	0	0	1	38	201	480	180	12	1	0	0	0	0	0	0	39.9	44.5
1700	794	1	1	1	36	169	393	172	18	3	0	0	0	0	0	0	40	44.9
1800	650	0	0	0	13	113	296	211	17	0	0	0	0	0	0	0	41.4	46.2
1900	524	12	32	8	22	75	181	148	40	6	0	0	0	0	0	0	39.4	47.5
2000	370	0	0	0	9	24	121	149	53	13	0	0	1	0	0	0	44.8	50.4
2100	320	0	1	0	4	11	128	125	43	6	2	0	0	0	0	0	44.8	49.9
2200	223	0	0	0	0	33	94	66	20	8	2	0	0	0	0	0	43.1	49.1
2300	143	0	0	1	0	7	56	49	21	4	1	1	2	0	0	1	45.5	51.2
07-19	8718	3	6	20	413	2061	4122	1826	230	29	3	3	2	0	0	0	40	45.1
06-22	10123	15	39	29	448	2185	4608	2320	403	61	8	3	4	0	0	0	40.4	46
06-00	10489	15	39	30	448	2225	4758	2435	444	73	11	4	6	0	0	1	40.5	46.1
00-00	11196	15	39	31	450	2289	4985	2713	547	97	16	6	7	0	0	1	40.8	46.5

30 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	119	0	0	0	1	2	32	58	20	4	1	0	0	1	0	0	46.5	51.4
0100	63	0	0	0	0	1	17	29	12	3	1	0	0	0	0	0	47.2	52.6
0200	44	0	0	0	0	2	11	15	13	1	0	0	0	0	0	2	48.5	52.7
0300	67	0	0	0	0	5	18	25	15	2	1	1	0	0	0	0	46.5	53.8
0400	92	0	0	0	0	3	23	40	17	4	4	1	0	0	0	0	47.3	53.7
0500	207	0	1	1	0	12	66	76	41	7	3	0	0	0	0	0	45.6	51.1
0600	478	0	0	2	15	78	185	169	24	4	1	0	0	0	0	0	41.9	47.9
0700	965	3	8	20	105	335	373	114	7	0	0	0	0	0	0	0	37	43.3
0800	858	0	2	20	52	201	457	120	6	0	0	0	0	0	0	0	38.8	43.4
0900	819	0	3	7	61	210	430	100	7	1	0	0	0	0	0	0	38.7	43.2
1000	763	0	0	5	51	242	362	96	6	0	0	0	0	1	0	0	38.3	43.2
1100	771	0	0	1	25	190	413	131	10	1	0	0	0	0	0	0	39.7	44
1200	885	0	0	0	49	265	458	107	6	0	0	0	0	0	0	0	38.7	43.2
1300	808	0	0	19	65	259	334	119	10	2	0	0	0	0	0	0	38	43.8
1400	884	1	0	9	69	246	411	130	18	0	0	0	0	0	0	0	38.6	43.7
1500	954	0	0	9	37	210	519	162	16	1	0	0	0	0	0	0	39.7	44.3
1600	1103	1	0	7	66	292	606	116	15	0	0	0	0	0	0	0	38.6	42.9
1700	1162	0	0	5	87	430	526	108	5	1	0	0	0	0	0	0	37.8	42.4
1800	815	0	0	6	135	189	308	136	39	2	0	0	0	0	0	0	38.5	44.9
1900	575	0	0	0	2	38	263	235	37	0	0	0	0	0	0	0	43.2	47.3
2000	439	0	2	0	7	41	188	160	37	2	2	0	0	0	0	0	43	47.8
2100	373	0	0	0	5	31	146	153	32	5	1	0	0	0	0	0	43.6	48.4
2200	231	0	0	0	1	30	94	76	20	10	0	0	0	0	0	0	43.5	49
2300	189	0	0	0	0	17	78	74	13	6	0	0	1	0	0	0	44	48.8
07-19	10787	5	13	108	802	3069	5197	1439	145	8	0	0	0	1	0	0	38.5	43.4
06-22	12652	5	15	110	831	3257	5979	2156	275	19	4	0	0	1	0	0	39.2	44.4
06-00	13072	5	15	110	832	3304	6151	2306	308	35	4	0	1	1	0	0	39.3	44.6
00-00	13664	5	16	111	833	3329	6318	2549	426	56	14	2	1	2	0	2	39.6	45

01 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	102	0	0	0	0	8	40	38	13	1	1	1	0	0	0	0	44.9	49.9
0100	79	0	0	0	0	7	24	26	15	4	2	0	0	1	0	0	46.4	53.1
0200	68	0	0	0	0	7	17	27	13	1	3	0	0	0	0	0	46.1	52.6
0300	91	0	0	0	0	10	31	33	12	4	1	0	0	0	0	0	44.7	50.8
0400	109	0	0	0	0	4	24	45	30	5	0	1	0	0	0	0	47.3	52.2
0500	211	0	1	1	0	22	45	98	36	5	2	1	0	0	0	0	45.2	50.9
0600	486	0	0	0	7	53	212	182	30	2	0	0	0	0	0	0	42.8	47.8
0700	1014	3	8	22	206	342	326	101	5	1	0	0	0	0	0	0	35.8	41.8
0800	929	2	4	14	112	276	419	96	6	0	0	0	0	0	0	0	37.2	42.6
0900	842	5	2	5	80	278	383	86	3	0	0	0	0	0	0	0	37.5	42.5
1000	810	0	0	10	41	209	440	105	4	1	0	0	0	0	0	0	38.8	43.2
1100	745	12	34	17	43	208	323	97	10	1	0	0	0	0	0	0	37	43.4
1200	864	25	67	78	67	193	346	83	5	0	0	0	0	0	0	0	34.1	42.2
1300	853	0	0	2	30	177	469	151	23	1	0	0	0	0	0	0	40.1	44.4
1400	715	0	0	0	4	127	387	184	13	0	0	0	0	0	0	0	41.1	45.1
1500	930	4	5	18	20	191	517	166	9	0	0	0	0	0	0	0	39.5	44.2
1600	894	1	7	20	58	239	391	157	15	5	0	0	1	0	0	0	38.8	44.3
1700	1024	0	0	2	27	267	552	166	10	0	0	0	0	0	0	0	39.5	43.8
1800	883	0	0	0	16	161	476	216	12	2	0	0	0	0	0	0	40.8	45.1
1900	635	0	0	0	14	74	265	233	42	7	0	0	0	0	0	0	42.7	47.8
2000	420	0	2	0	4	40	133	196	39	5	0	1	0	0	0	0	43.8	48.9
2100	373	0	0	0	1	38	143	148	38	3	2	0	0	0	0	0	43.6	48.9
2200	264	0	0	0	2	30	112	87	28	4	1	0	0	0	0	0	43.3	49.1
2300	175	0	0	0	0	12	68	56	28	7	3	1	0	0	0	0	45.2	50.8
07-19	10503	52	127	188	704	2668	5029	1608	115	11	0	0	1	0	0	0	38.3	43.8
06-22	12417	52	129	188	730	2873	5782	2367	264	28	2	1	1	0	0	0	39	44.7
06-00	12856	52	129	188	732	2915	5962	2510	320	39	6	2	1	0	0	0	39.2	44.9
00-00	13516	52	130	189	732	2973	6143	2777	439	59	15	5	1	1	0	0	39.5	45.3

02 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	94	0	0	0	5	4	25	40	18	1	1	0	0	0	0	0	45	50.8
0100	45	0	0	0	1	0	11	22	5	6	0	0	0	0	0	0	47.1	54.8
0200	36	0	0	0	0	3	12	12	7	1	1	0	0	0	0	0	45	51.1
0300	81	0	0	0	0	16	31	22	11	0	1	0	0	0	0	0	42.8	49.6
0400	112	0	0	0	2	10	31	47	17	5	0	0	0	0	0	0	45.2	50.4
0500	196	0	1	1	1	16	69	70	32	5	1	0	0	0	0	0	44.6	50.7
0600	475	0	0	0	9	58	203	176	25	3	1	0	0	0	0	0	42.3	47.2
0700	968	0	6	21	97	260	484	96	4	0	0	0	0	0	0	0	37.6	42.5
0800	898	1	5	20	134	312	335	79	11	0	0	0	0	0	1	0	36.5	42.4
0900	816	1	4	9	101	250	374	73	4	0	0	0	0	0	0	0	37.2	42.4
1000	701	0	0	5	78	225	307	75	10	0	1	0	0	0	0	0	37.7	42.9
1100	773	1	1	27	154	359	214	16	1	0	0	0	0	0	0	0	34.5	39.6
1200	786	1	7	11	129	277	276	78	6	0	0	1	0	0	0	0	36.4	42.3
1300	827	0	0	3	122	354	281	61	6	0	0	0	0	0	0	0	36.4	41.9
1400	898	0	0	1	42	183	502	154	16	0	0	0	0	0	0	0	39.8	44.2
1500	981	0	3	17	43	303	481	119	13	2	0	0	0	0	0	0	38.5	43.2
1600	1037	1	3	11	86	261	533	134	8	0	0	0	0	0	0	0	38.4	43.2
1700	1058	0	0	8	87	331	473	140	18	0	1	0	0	0	0	0	38.3	43.5
1800	852	1	0	1	54	220	422	135	18	0	1	0	0	0	0	0	39.2	44.1
1900	645	0	2	13	29	78	280	209	32	2	0	0	0	0	0	0	41.3	47.1
2000	447	0	0	0	0	44	163	192	40	7	1	0	0	0	0	0	43.9	48.7
2100	380	0	0	0	2	43	153	139	37	5	1	0	0	0	0	0	43.5	49
2200	296	0	0	0	3	58	111	92	28	3	1	0	0	0	0	0	42.3	48.7
2300	178	0	0	0	0	8	65	75	27	2	1	0	0	0	0	0	45	50.1
07-19	10595	6	29	134	1127	3335	4682	1160	115	2	3	1	0	0	1	0	37.6	42.8
06-22	12542	6	31	147	1167	3558	5481	1876	249	19	6	1	0	0	1	0	38.4	44
06-00	13016	6	31	147	1170	3624	5657	2043	304	24	8	1	0	0	1	0	38.6	44.2
00-00	13580	6	32	148	1179	3673	5836	2256	394	42	12	1	0	0	1	0	38.8	44.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	95135	183	382	873	6118	24043	41531	18286	3135	429	97	29	17	6	3	3	39.4	45.2



SITE: A264 COPTHORNE

LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822

DIRECTION: EASTBOUND

SPEED LIMIT: 50

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	26-Jun	27-Jun	28-Jun	29-Jun	30-Jun	01-Jul	02-Jul	1-5.	1-7.
Hour									
0000-0100	62	139	174	218	119	102	94	103.2	129.7
0100-0200	36	79	95	142	63	79	45	60.4	77
0200-0300	33	55	66	79	44	68	36	47.2	54.4
0300-0400	64	83	88	74	67	91	81	77.2	78.3
0400-0500	127	113	91	92	92	109	112	110.6	105.1
0500-0600	187	188	120	102	207	211	196	197.8	173
0600-0700	498	428	252	191	478	486	475	473	401.1
0700-0800	981	993	401	287	965	1014	968	984.2	801.3
0800-0900	964	868	602	359	858	929	898	903.4	782.6
0900-1000	873	802	717	482	819	842	816	830.4	764.4
1000-1100	791	800	841	735	763	810	701	773	777.3
1100-1200	831	872	964	856	771	745	773	798.4	830.3
1200-1300	852	989	1031	976	885	864	786	875.2	911.9
1300-1400	885	1020	1105	982	808	853	827	878.6	925.7
1400-1500	924	1065	985	894	884	715	898	897.2	909.3
1500-1600	1058	1158	880	790	954	930	981	1016.2	964.4
1600-1700	1142	1088	912	913	1103	894	1037	1052.8	1012.7
1700-1800	1207	1082	842	794	1162	1024	1058	1106.6	1024.1
1800-1900	1015	1118	710	650	815	883	852	936.6	863.3
1900-2000	661	916	614	524	575	635	645	686.4	652.9
2000-2100	461	520	433	370	439	420	447	457.4	441.4
2100-2200	364	447	385	320	373	373	380	387.4	377.4
2200-2300	282	571	374	223	231	264	296	328.8	320.1
2300-2400	189	256	360	143	189	175	178	197.4	212.9
Totals									
0700-1900	11523	11855	9990	8718	10787	10503	10595	11052.6	10567.3
0600-2200	13507	14166	11674	10123	12652	12417	12542	13056.8	12440.1
0600-0000	13978	14993	12408	10489	13072	12856	13016	13583	12973.1
0000-0000	14487	15650	13042	11196	13664	13516	13580	14179.4	13590.7
AM Peak	700 981	700 993	1100 964	1100 856	700 965	700 1014	700 968		
PM Peak	1700 1207	1500 1158	1300 1105	1300 982	1700 1162	1700 1024	1700 1058		



SITE: A264 COPTHORNE

LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822

DIRECTION: WESTBOUND

SPEED LIMIT: 50

26 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	78	72	0	5	0	0	0	0	1	0	0	0	0	0	0	46.5	52.5
0100	51	48	0	1	0	0	0	0	1	0	0	0	0	1	0	47.4	54.9
0200	71	66	0	5	0	0	0	0	0	0	0	0	0	0	0	48.9	56.4
0300	124	105	0	18	0	0	0	0	1	0	0	0	0	0	0	47.3	52.8
0400	196	167	0	17	2	4	0	2	3	0	0	0	0	1	0	46.8	53
0500	332	282	3	40	1	0	0	1	1	1	1	0	0	0	3	46	51.3
0600	678	586	0	78	4	1	0	1	0	3	0	0	0	0	5	42.1	47.2
0700	1073	944	6	92	8	6	1	1	0	3	0	0	0	11	1	35.4	42.8
0800	1010	900	7	84	4	3	2	1	2	3	0	1	0	3	0	35.9	42.7
0900	879	748	2	108	5	9	0	0	2	3	0	1	0	0	1	36.4	43.6
1000	756	651	3	89	3	4	0	1	0	1	0	0	1	3	0	38.4	44
1100	839	707	3	110	5	6	0	4	1	2	0	0	0	1	0	37.2	43.5
1200	823	723	1	80	3	3	2	2	0	2	0	0	0	6	1	39.2	44.3
1300	802	672	2	96	6	10	0	1	4	2	0	2	1	6	0	39.6	44.7
1400	870	765	3	80	2	5	1	2	0	1	0	0	0	11	0	35.8	43.3
1500	850	729	4	102	0	3	0	2	1	2	0	0	0	7	0	39.8	45
1600	1094	973	8	93	1	9	1	2	1	0	0	0	0	6	0	36.3	43.1
1700	985	904	2	68	0	0	1	0	0	2	0	0	0	8	0	38.9	44.4
1800	716	641	1	60	0	1	0	1	2	0	0	0	0	9	1	42.7	48.3
1900	545	499	2	36	0	0	0	0	0	0	0	0	0	8	0	44.2	49.4
2000	376	351	1	20	0	0	1	0	0	0	0	0	0	3	0	44.9	49.9
2100	332	306	2	19	0	0	0	1	0	1	0	0	0	3	0	44.5	49.2
2200	235	218	0	14	0	0	0	0	0	0	0	0	0	3	0	45	50.1
2300	172	157	0	12	0	0	0	1	0	1	0	0	0	1	0	44.6	50.6
07-19	10697	9357	42	1062	37	59	8	17	13	21	0	4	2	71	4	37.8	44.2
06-22	12628	11099	47	1215	41	60	9	19	13	25	0	4	2	90	4	38.7	45.2
06-00	13035	11474	47	1241	41	60	9	20	13	26	0	4	2	94	4	38.9	45.4
00-00	13887	12214	50	1327	44	64	9	23	20	27	0	4	2	99	4	39.4	46.1

27 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	143	133	0	8	0	0	0	0	0	1	0	0	0	1	0	44.8	51.6
0100	105	88	0	14	1	0	0	0	1	1	0	0	0	0	0	46.9	52.1
0200	102	89	0	7	0	0	0	1	2	3	0	0	0	0	0	44.4	51.4
0300	183	167	0	10	1	0	1	2	2	0	0	0	0	0	0	44.5	49.8
0400	165	140	0	15	5	2	0	0	1	0	0	0	0	2	0	47.5	52.5
0500	328	271	0	48	1	2	0	1	0	1	0	0	0	4	0	47.6	53.6
0600	575	478	2	74	4	4	0	1	1	1	0	0	0	9	1	45.1	50.5
0700	910	798	3	83	6	7	1	0	1	2	0	0	0	7	2	39.2	45.9
0800	928	799	8	97	2	9	3	1	2	1	1	2	0	2	1	34.5	42.9
0900	862	754	1	82	4	5	1	2	3	3	0	0	0	6	1	39.4	45.2
1000	859	733	4	97	3	6	1	4	0	4	1	1	0	5	0	38.1	42.8
1100	863	744	5	87	2	5	1	3	1	1	0	0	1	10	3	40.1	44.5
1200	927	796	5	102	3	5	0	3	1	2	0	0	0	9	1	38.7	44.6
1300	908	809	4	75	3	5	0	2	0	1	0	1	0	7	1	37.9	44
1400	897	777	5	91	4	7	2	2	0	3	0	0	0	6	0	38	44.4
1500	954	846	5	89	4	3	0	1	0	1	0	1	0	4	0	38	44.5
1600	973	875	7	72	2	8	0	2	0	1	0	0	0	6	0	34.5	43.5
1700	910	816	2	74	3	2	0	1	1	0	0	1	0	9	1	38	45.6
1800	709	649	2	43	0	2	0	1	2	0	0	1	0	9	0	41.3	48
1900	777	722	1	46	1	0	0	0	0	0	0	0	0	7	0	41.1	46.8
2000	494	436	0	30	1	3	0	0	0	1	0	0	0	23	0	44.9	49.6
2100	371	349	0	17	0	0	0	0	0	0	0	0	0	5	0	44	49
2200	485	461	0	22	0	1	0	0	0	0	0	0	0	1	0	41.2	46.9
2300	374	356	0	16	0	0	0	1	0	0	0	0	0	1	0	43.2	48.3
07-19	10700	9396	51	992	36	64	9	22	11	19	2	7	1	80	10	38	44.7
06-22	12917	11381	54	1159	42	71	9	23	12	21	2	7	1	124	11	39	45.6
06-00	13776	12198	54	1197	42	72	9	24	12	21	2	7	1	126	11	39.2	45.9
00-00	14802	13086	54	1299	50	76	10	28	18	27	2	7	1	133	11	39.7	46.4

28 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	123	115	0	8	0	0	0	0	0	0	0	0	0	0	0	45.9	52.4
0100	125	116	0	6	1	0	0	0	0	1	0	0	0	1	0	44.7	50.6
0200	116	104	0	11	0	0	0	0	1	0	0	0	0	0	0	46.6	52.6
0300	163	136	0	15	2	0	1	2	4	1	0	0	0	2	0	46.8	52.4
0400	156	131	0	18	0	2	0	1	2	1	0	0	0	1	0	46.6	51.8
0500	197	177	1	13	0	0	1	1	1	0	0	0	0	3	0	48.4	53.9
0600	313	254	2	50	1	2	1	1	0	0	0	0	0	1	1	46.5	51.4
0700	422	376	2	35	3	0	1	0	2	0	0	0	0	3	0	45.2	50.6
0800	637	563	4	55	1	2	0	4	0	0	0	0	0	6	2	41.5	48.3
0900	829	759	6	49	2	4	1	0	0	0	0	1	0	6	1	38	44.1
1000	877	793	4	63	2	3	0	0	1	0	0	0	0	9	2	38.2	44.2
1100	950	849	4	87	0	0	0	0	0	0	0	0	0	9	1	37.8	44
1200	941	870	4	50	3	3	0	1	0	1	0	0	0	6	3	35.7	43.3
1300	942	875	2	47	1	2	0	1	0	2	0	0	0	11	1	38	44.1
1400	841	781	2	48	1	2	0	0	1	0	0	0	0	6	0	38.7	44.6
1500	840	773	5	45	1	0	0	1	0	0	0	0	0	14	1	40	45.5
1600	830	768	5	41	2	1	0	2	0	0	0	0	0	11	0	39.7	46.2
1700	831	771	3	46	0	2	0	0	0	0	0	0	0	9	0	40.3	45.8
1800	647	607	1	34	1	1	1	0	0	0	0	0	0	1	1	43.3	48.9
1900	485	445	0	32	0	0	0	0	0	0	0	0	0	7	1	44.5	49
2000	454	409	0	34	1	1	1	0	0	0	0	0	0	8	0	44.1	49
2100	358	331	0	23	0	1	0	0	0	0	0	0	0	3	0	44.7	49.4
2200	415	388	2	24	1	0	0	0	0	0	0	0	0	0	0	43	48.1
2300	273	255	0	14	0	0	0	0	2	0	0	0	0	2	0	43.5	49.3
07-19	9587	8785	42	600	17	20	3	9	4	3	0	1	0	91	12	39.3	45.7
06-22	11197	10224	44	739	19	24	5	10	4	3	0	1	0	110	14	40.1	46.6
06-00	11885	10867	46	777	20	24	5	10	6	3	0	1	0	112	14	40.2	46.8
00-00	12765	11646	47	848	23	26	7	14	14	6	0	1	0	119	14	40.7	47.3

29 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	208	205	0	2	0	0	0	0	0	0	0	0	0	1	0	44.3	49.2
0100	124	117	0	5	0	0	0	0	0	2	0	0	0	0	0	46.3	51.8
0200	106	100	0	6	0	0	0	0	0	0	0	0	0	0	0	47.2	51.6
0300	107	102	0	5	0	0	0	0	0	0	0	0	0	0	0	47.2	53.4
0400	124	113	0	9	0	0	0	0	0	0	0	0	0	2	0	49.1	54.7
0500	178	162	0	11	0	0	0	0	0	0	0	0	0	5	0	48.8	53.8
0600	225	204	1	14	1	0	0	2	0	0	0	0	0	2	1	48.2	53.6
0700	299	246	0	37	1	0	1	0	0	0	0	0	0	14	0	47.1	52.1
0800	404	366	1	24	0	1	0	0	1	0	0	0	0	11	0	44	49.4
0900	674	620	4	35	1	1	0	0	0	0	0	0	0	13	0	42.1	47
1000	828	753	5	37	1	5	0	0	0	0	0	0	0	27	0	40.7	45.7
1100	907	834	3	53	2	4	1	0	0	0	0	0	0	9	1	38.2	44
1200	908	845	5	41	0	6	0	0	0	0	0	0	0	10	1	38.5	44.3
1300	776	724	4	36	0	2	1	0	0	1	0	0	0	6	2	39.7	45.5
1400	719	677	5	26	1	1	0	1	0	0	0	0	0	7	1	39.5	46.8
1500	639	586	2	43	0	0	0	0	0	0	0	0	0	8	0	42.4	47.8
1600	634	602	1	30	0	0	0	0	0	0	0	0	0	1	0	42	47.2
1700	620	576	0	31	1	0	0	0	0	0	0	0	0	12	0	42.9	48.7
1800	540	505	3	27	0	0	0	0	0	0	0	0	0	5	0	44.1	48.9
1900	463	441	0	18	0	0	1	0	0	0	0	0	0	3	0	44.5	49.4
2000	321	297	0	19	0	2	0	0	0	0	0	0	0	3	0	45.6	50.8
2100	222	204	0	11	0	4	0	0	0	0	0	0	0	3	0	46.7	52.2
2200	172	156	0	11	0	4	0	1	0	0	0	0	0	0	0	43.7	50.6
2300	113	103	0	7	0	0	0	0	0	0	0	0	0	3	0	46.1	51.8
07-19	7948	7334	33	420	7	20	3	1	1	1	0	0	0	123	5	41.1	47.2
06-22	9179	8480	34	482	8	26	4	3	1	1	0	0	0	134	6	41.8	47.8
06-00	9464	8739	34	500	8	30	4	4	1	1	0	0	0	137	6	41.9	47.9
00-00	10311	9538	34	538	8	30	4	4	1	3	0	0	0	145	6	42.3	48.4

30 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	79	75	0	2	0	0	0	0	0	0	0	0	0	2	0	47.7	54
0100	49	42	0	7	0	0	0	0	0	0	0	0	0	0	0	45.4	53
0200	59	56	0	3	0	0	0	0	0	0	0	0	0	0	0	48.7	55.3
0300	85	77	0	7	0	0	0	1	0	0	0	0	0	0	0	47.4	56
0400	167	139	0	21	2	3	0	0	0	0	0	0	0	2	0	48.4	54
0500	333	283	1	42	1	1	0	0	1	0	1	0	0	3	0	47.6	52.5
0600	657	549	0	83	7	1	1	2	0	5	0	0	0	9	0	42.7	48.8
0700	989	855	3	94	4	13	0	3	5	1	0	0	0	11	0	36.9	44.1
0800	1046	915	5	97	6	5	3	3	0	3	0	1	0	6	2	35	42.2
0900	901	783	5	89	4	10	0	3	1	0	0	0	0	5	1	37.6	43.7
1000	776	653	8	96	3	6	0	0	1	2	0	0	0	6	1	38.4	44.3
1100	723	590	2	105	6	9	0	1	1	2	0	0	0	7	0	40.6	45.4
1200	834	693	1	110	4	5	0	4	3	1	0	0	1	7	5	40.2	45.4
1300	709	599	10	75	3	4	0	5	3	2	1	0	0	7	0	37.5	44.9
1400	782	666	5	83	2	5	1	4	4	2	0	0	0	9	1	39.6	45.2
1500	799	694	3	87	2	4	0	0	4	1	1	0	0	2	1	40.4	45.9
1600	954	846	4	85	1	3	0	2	3	3	0	0	0	7	0	39.8	44.7
1700	897	829	3	54	1	0	0	2	0	1	0	0	0	6	1	41.1	46
1800	645	575	4	47	1	3	1	0	1	3	0	0	0	9	1	39.7	47.8
1900	471	431	1	33	1	0	0	1	0	1	0	0	0	3	0	44.5	49.9
2000	359	322	1	27	0	0	0	0	0	0	1	0	0	8	0	44.6	50.3
2100	262	229	1	21	0	0	0	0	0	0	0	0	0	11	0	45.3	50.2
2200	201	186	0	15	0	0	0	0	0	0	0	0	0	0	0	44.7	50.3
2300	149	140	0	5	1	0	0	0	1	1	0	0	0	1	0	45.1	51.4
07-19	10055	8698	53	1022	37	67	5	27	26	21	2	1	1	82	13	38.8	45
06-22	11804	10229	56	1186	45	68	6	30	26	27	3	1	1	113	13	39.6	45.9
06-00	12154	10555	56	1206	46	68	6	30	27	28	3	1	1	114	13	39.7	46.1
00-00	12926	11227	57	1288	49	72	6	31	28	28	4	1	1	121	13	40.2	46.6

01 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	83	66	0	14	0	0	0	0	2	0	0	0	0	1	0	46.6	53.4
0100	62	50	1	9	0	1	0	0	0	0	0	0	0	1	0	47.4	53.2
0200	58	49	0	5	1	0	0	1	1	1	0	0	0	0	0	48.6	54.5
0300	132	120	0	11	0	0	0	0	1	0	0	0	0	0	0	47.4	52.8
0400	193	167	1	17	3	2	0	1	0	1	0	0	0	1	0	48.3	53.6
0500	335	282	2	45	0	1	0	0	0	1	0	0	0	4	0	47.8	53
0600	698	574	2	97	5	3	0	1	3	2	0	0	0	11	0	43.7	48.8
0700	1031	901	10	89	8	7	0	2	1	2	0	1	0	10	0	34.7	43.5
0800	1058	928	6	99	2	8	0	7	1	2	0	0	0	5	0	34.8	42.6
0900	889	766	2	94	8	7	1	1	2	3	0	1	0	4	0	36.8	44.4
1000	781	675	1	87	2	4	2	0	2	2	1	0	0	4	1	40.1	44.7
1100	765	626	2	99	3	11	1	6	6	5	0	0	0	5	1	39.4	45.1
1200	805	653	3	119	4	10	0	1	3	5	0	1	0	6	0	38.1	43.6
1300	754	643	5	88	1	5	0	2	1	1	1	1	0	6	0	41.3	45.9
1400	770	614	4	131	2	6	1	1	0	2	0	0	0	9	0	41.8	46.9
1500	1035	891	9	118	4	6	0	1	2	3	0	0	0	1	0	36.9	43.7
1600	1104	941	13	123	0	10	0	5	1	1	0	1	0	9	0	33.7	41.5
1700	983	895	5	66	2	1	1	1	1	1	0	0	0	9	1	40.4	45.4
1800	746	677	1	54	0	3	0	1	1	0	0	0	0	8	1	42.4	47.5
1900	480	431	0	39	0	0	0	2	0	0	0	0	0	8	0	45.2	50.5
2000	397	364	0	29	0	0	0	1	0	0	0	0	0	2	1	44.5	49.1
2100	276	259	0	16	0	0	0	0	0	0	0	0	0	1	0	44.9	50
2200	232	221	0	10	0	0	0	0	0	0	0	0	0	1	0	45.8	51.8
2300	155	139	0	11	0	0	0	1	2	1	0	0	0	1	0	46.3	52.7
07-19	10721	9210	61	1167	36	78	6	28	21	27	2	5	0	76	4	38	44.6
06-22	12572	10838	63	1348	41	81	6	32	24	29	2	5	0	98	5	39	45.7
06-00	12959	11198	63	1369	41	81	6	33	26	30	2	5	0	100	5	39.2	46
00-00	13822	11932	67	1470	45	85	6	35	30	33	2	5	0	107	5	39.7	46.6

02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	77	72	0	4	0	0	0	0	0	0	0	0	0	1	0	46	51.8
0100	61	42	1	14	0	0	0	1	1	2	0	0	0	0	0	46.2	52.7
0200	61	54	1	5	0	0	0	0	0	1	0	0	0	0	0	46.8	52.1
0300	126	115	0	10	0	0	0	1	0	0	0	0	0	0	0	44.7	51.3
0400	168	145	0	15	3	2	0	1	0	1	0	0	0	1	0	47.4	53.4
0500	341	289	1	42	2	2	0	0	2	1	0	0	0	2	0	45.9	51.7
0600	662	543	3	99	2	4	0	0	0	1	0	0	0	9	1	42.1	49.1
0700	976	853	7	95	6	3	0	2	1	1	0	0	0	7	1	37.8	43.8
0800	981	859	3	89	8	6	1	4	2	1	0	1	0	6	1	34.9	42.8
0900	953	811	6	120	3	10	0	1	0	1	0	0	0	1	0	35.7	43.1
1000	767	648	6	94	3	6	1	3	4	0	0	0	0	1	1	36.1	42.7
1100	810	688	6	95	2	5	1	2	4	1	0	0	0	1	5	30.2	40.6
1200	739	636	9	77	3	5	1	0	1	3	1	0	0	3	0	36.6	44.5
1300	759	656	3	84	4	5	1	1	2	1	0	0	0	2	0	35.2	44.2
1400	803	691	2	86	5	5	0	2	5	5	0	0	0	2	0	39.7	44.5
1500	871	764	2	88	4	4	1	3	0	0	0	2	0	3	0	38.7	44.2
1600	982	876	4	86	2	6	0	1	1	0	0	0	0	6	0	37.6	44.3
1700	992	898	1	76	2	6	0	0	1	3	0	0	0	5	0	38.2	45
1800	709	636	3	55	0	1	0	1	0	1	0	0	0	12	0	40.6	47.2
1900	537	486	1	42	2	0	0	0	0	0	0	0	0	6	0	42.8	49.2
2000	435	401	0	30	1	0	0	2	0	0	0	0	0	1	0	43.4	48.9
2100	321	298	0	20	1	0	0	0	0	0	0	0	0	2	0	44	48.9
2200	260	236	0	22	0	0	0	0	1	0	0	0	0	1	0	44.7	50.3
2300	145	136	0	4	1	0	0	0	1	0	1	0	0	2	0	46.8	52.7
07-19	10342	9016	52	1045	42	62	6	20	21	17	1	3	0	49	8	36.8	44.1
06-22	12297	10744	56	1236	48	66	6	22	21	18	1	3	0	67	9	37.7	45.2
06-00	12702	11116	56	1262	49	66	6	22	23	18	2	3	0	70	9	38	45.4
00-00	13536	11833	59	1352	54	70	6	25	26	23	2	3	0	74	9	38.5	46.1



SITE: A264 COPTHORNE

LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822

DIRECTION: WESTBOUND SPEED LIMIT: 50

26 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	78	0	0	0	0	3	18	38	15	3	1	0	0	0	0	0	46.5	52.5
0100	51	0	0	0	1	1	10	21	14	4	0	0	0	0	0	0	47.4	54.9
0200	71	0	0	0	0	2	15	26	17	7	3	1	0	0	0	0	48.9	56.4
0300	124	0	0	0	0	3	29	53	29	10	0	0	0	0	0	0	47.3	52.8
0400	196	0	0	0	0	4	57	78	47	9	0	1	0	0	0	0	46.8	53
0500	332	0	0	0	1	23	73	157	69	7	2	0	0	0	0	0	46	51.3
0600	678	0	9	12	18	42	317	233	43	4	0	0	0	0	0	0	42.1	47.2
0700	1073	15	51	104	103	201	470	115	13	1	0	0	0	0	0	0	35.4	42.8
0800	1010	12	41	61	88	278	411	114	4	1	0	0	0	0	0	0	35.9	42.7
0900	879	5	37	58	77	199	368	133	2	0	0	0	0	0	0	0	36.4	43.6
1000	756	2	13	24	46	164	373	118	15	1	0	0	0	0	0	0	38.4	44
1100	839	13	31	34	37	187	412	116	8	0	1	0	0	0	0	0	37.2	43.5
1200	823	0	4	37	38	161	410	154	17	1	1	0	0	0	0	0	39.2	44.3
1300	802	1	13	14	34	132	431	165	11	0	1	0	0	0	0	0	39.6	44.7
1400	870	6	46	57	89	217	332	112	8	2	1	0	0	0	0	0	35.8	43.3
1500	850	0	3	7	25	208	403	186	16	1	1	0	0	0	0	0	39.8	45
1600	1094	6	51	53	102	263	480	131	7	0	1	0	0	0	0	0	36.3	43.1
1700	985	3	8	22	59	209	477	190	15	1	0	1	0	0	0	0	38.9	44.4
1800	716	1	7	8	18	74	241	305	60	1	1	0	0	0	0	0	42.7	48.3
1900	545	0	1	11	16	16	162	267	64	6	1	1	0	0	0	0	44.2	49.4
2000	376	0	0	0	2	28	118	166	49	10	1	2	0	0	0	0	44.9	49.9
2100	332	0	0	0	1	19	123	150	31	4	3	1	0	0	0	0	44.5	49.2
2200	235	0	0	0	2	9	90	94	32	3	3	2	0	0	0	0	45	50.1
2300	172	0	0	0	2	12	58	68	31	1	0	0	0	0	0	0	44.6	50.6
07-19	10697	64	305	479	716	2293	4808	1839	176	9	7	1	0	0	0	0	37.8	44.2
06-22	12628	64	315	502	753	2398	5528	2655	363	33	12	5	0	0	0	0	38.7	45.2
06-00	13035	64	315	502	757	2419	5676	2817	426	37	15	7	0	0	0	0	38.9	45.4

00-00	13887	64	315	502	759	2455	5878	3190	617	77	21	9	0	0	0	0	39.4	46.1
-------	-------	----	-----	-----	-----	------	------	------	-----	----	----	---	---	---	---	---	------	------

27 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	143	0	0	0	0	14	54	39	26	9	0	1	0	0	0	0	44.8	51.6
0100	105	0	0	0	0	9	24	37	28	4	2	1	0	0	0	0	46.9	52.1
0200	102	0	0	0	0	15	35	32	13	7	0	0	0	0	0	0	44.4	51.4
0300	183	0	0	0	0	12	76	67	22	5	1	0	0	0	0	0	44.5	49.8
0400	165	0	0	0	1	3	27	81	45	8	0	0	0	0	0	0	47.5	52.5
0500	328	0	1	0	0	6	62	151	85	21	2	0	0	0	0	0	47.6	53.6
0600	575	0	0	2	7	35	164	260	90	12	4	0	1	0	0	0	45.1	50.5
0700	910	9	21	38	61	97	422	240	22	0	0	0	0	0	0	0	39.2	45.9
0800	928	10	76	88	76	237	319	110	12	0	0	0	0	0	0	0	34.5	42.9
0900	862	0	8	15	69	158	402	191	19	0	0	0	0	0	0	0	39.4	45.2
1000	859	0	11	22	36	237	444	95	12	2	0	0	0	0	0	0	38.1	42.8
1100	863	1	2	4	27	171	470	178	10	0	0	0	0	0	0	0	40.1	44.5
1200	927	1	13	37	60	221	374	204	15	1	1	0	0	0	0	0	38.7	44.6
1300	908	0	19	38	69	205	416	150	11	0	0	0	0	0	0	0	37.9	44
1400	897	6	30	33	57	162	432	169	8	0	0	0	0	0	0	0	38	44.4
1500	954	10	24	31	58	214	430	167	19	1	0	0	0	0	0	0	38	44.5
1600	973	21	60	111	103	192	339	140	6	0	0	1	0	0	0	0	34.5	43.5
1700	910	12	52	40	64	121	365	223	29	4	0	0	0	0	0	0	38	45.6
1800	709	3	19	17	37	61	249	268	52	3	0	0	0	0	0	0	41.3	48
1900	777	3	12	23	17	91	323	274	32	2	0	0	0	0	0	0	41.1	46.8
2000	494	0	0	0	5	22	178	217	57	6	7	2	0	0	0	0	44.9	49.6
2100	371	0	0	0	5	38	129	155	34	8	1	1	0	0	0	0	44	49
2200	485	0	0	1	7	107	229	119	18	3	1	0	0	0	0	0	41.2	46.9
2300	374	0	0	0	1	39	170	129	28	5	1	1	0	0	0	0	43.2	48.3
07-19	10700	73	335	474	717	2076	4662	2135	215	11	1	1	0	0	0	0	38	44.7
06-22	12917	76	347	499	751	2262	5456	3041	428	39	13	4	1	0	0	0	39	45.6
06-00	13776	76	347	500	759	2408	5855	3289	474	47	15	5	1	0	0	0	39.2	45.9
00-00	14802	76	348	500	760	2467	6133	3696	693	101	20	7	1	0	0	0	39.7	46.4

28 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	123	0	0	0	0	7	36	51	20	8	0	1	0	0	0	0	45.9	52.4
0100	125	0	0	0	3	13	40	42	20	3	3	1	0	0	0	0	44.7	50.6
0200	116	0	0	0	0	6	32	48	24	6	0	0	0	0	0	0	46.6	52.6
0300	163	0	0	0	0	3	38	80	36	6	0	0	0	0	0	0	46.8	52.4
0400	156	0	0	0	0	2	40	78	30	3	3	0	0	0	0	0	46.6	51.8
0500	197	0	0	0	0	12	19	102	44	13	3	4	0	0	0	0	48.4	53.9
0600	313	0	0	0	4	10	52	175	63	7	2	0	0	0	0	0	46.5	51.4
0700	422	0	0	6	4	16	125	190	65	11	4	0	1	0	0	0	45.2	50.6
0800	637	3	21	13	23	54	255	209	51	8	0	0	0	0	0	0	41.5	48.3
0900	829	12	29	34	34	157	414	130	19	0	0	0	0	0	0	0	38	44.1
1000	877	5	17	33	79	173	385	171	12	2	0	0	0	0	0	0	38.2	44.2
1100	950	16	23	25	58	243	414	159	9	2	1	0	0	0	0	0	37.8	44
1200	941	22	42	90	61	185	417	109	13	0	1	0	0	1	0	0	35.7	43.3
1300	942	3	15	22	89	241	413	141	17	1	0	0	0	0	0	0	38	44.1
1400	841	8	12	37	44	150	401	172	16	1	0	0	0	0	0	0	38.7	44.6
1500	840	3	7	30	27	145	387	219	16	6	0	0	0	0	0	0	40	45.5
1600	830	0	16	23	42	144	369	199	32	3	1	1	0	0	0	0	39.7	46.2
1700	831	0	2	12	47	142	406	195	25	2	0	0	0	0	0	0	40.3	45.8
1800	647	4	3	6	15	42	221	287	64	4	1	0	0	0	0	0	43.3	48.9
1900	485	0	0	0	0	18	196	218	48	3	1	1	0	0	0	0	44.5	49
2000	454	0	0	0	1	32	171	194	51	3	1	0	0	1	0	0	44.1	49
2100	358	0	0	0	1	11	140	158	43	3	2	0	0	0	0	0	44.7	49.4
2200	415	0	0	0	3	53	164	157	34	4	0	0	0	0	0	0	43	48.1
2300	273	0	0	0	3	40	100	93	31	2	2	2	0	0	0	0	43.5	49.3
07-19	9587	76	187	331	523	1692	4207	2181	339	40	8	1	1	1	0	0	39.3	45.7
06-22	11197	76	187	331	529	1763	4766	2926	544	56	14	2	1	2	0	0	40.1	46.6
06-00	11885	76	187	331	535	1856	5030	3176	609	62	16	4	1	2	0	0	40.2	46.8
00-00	12765	76	187	331	538	1899	5235	3577	783	101	25	10	1	2	0	0	40.7	47.3

29 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	208	0	0	0	1	16	78	87	21	5	0	0	0	0	0	0	44.3	49.2
0100	124	0	0	0	1	8	30	48	25	9	3	0	0	0	0	0	46.3	51.8
0200	106	0	0	0	0	4	15	58	24	5	0	0	0	0	0	0	47.2	51.6
0300	107	0	0	0	0	7	24	39	29	6	2	0	0	0	0	0	47.2	53.4
0400	124	0	0	0	0	4	17	44	44	12	3	0	0	0	0	0	49.1	54.7
0500	178	0	0	0	0	1	28	82	51	14	2	0	0	0	0	0	48.8	53.8
0600	225	0	0	0	2	3	32	107	66	11	2	2	0	0	0	0	48.2	53.6
0700	299	0	0	0	0	8	64	139	71	13	1	3	0	0	0	0	47.1	52.1
0800	404	0	1	4	10	30	114	190	51	3	0	1	0	0	0	0	44	49.4
0900	674	1	3	10	9	50	340	226	33	0	1	1	0	0	0	0	42.1	47
1000	828	0	3	22	21	123	406	227	23	3	0	0	0	0	0	0	40.7	45.7
1100	907	4	24	24	50	221	426	142	14	2	0	0	0	0	0	0	38.2	44
1200	908	5	16	37	47	167	462	159	13	2	0	0	0	0	0	0	38.5	44.3
1300	776	0	4	22	48	143	347	187	24	1	0	0	0	0	0	0	39.7	45.5
1400	719	6	11	50	37	92	262	233	27	0	0	1	0	0	0	0	39.5	46.8
1500	639	0	2	11	9	60	280	240	34	2	1	0	0	0	0	0	42.4	47.8
1600	634	0	2	15	19	52	290	215	37	3	1	0	0	0	0	0	42	47.2
1700	620	8	10	5	13	45	196	275	61	6	1	0	0	0	0	0	42.9	48.7
1800	540	0	0	1	10	38	181	250	48	11	1	0	0	0	0	0	44.1	48.9
1900	463	0	1	4	10	21	123	243	57	3	0	1	0	0	0	0	44.5	49.4
2000	321	0	0	1	5	12	89	154	44	9	5	2	0	0	0	0	45.6	50.8
2100	222	0	0	0	2	9	66	82	50	8	3	2	0	0	0	0	46.7	52.2
2200	172	1	1	0	1	31	46	61	26	4	1	0	0	0	0	0	43.7	50.6
2300	113	0	0	0	1	10	32	43	19	5	0	3	0	0	0	0	46.1	51.8
07-19	7948	24	76	201	273	1029	3368	2483	436	46	6	6	0	0	0	0	41.1	47.2
06-22	9179	24	77	206	292	1074	3678	3069	653	77	16	13	0	0	0	0	41.8	47.8
06-00	9464	25	78	206	294	1115	3756	3173	698	86	17	16	0	0	0	0	41.9	47.9
00-00	10311	25	78	206	296	1155	3948	3531	892	137	27	16	0	0	0	0	42.3	48.4

30 June 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	79	0	0	0	0	4	19	28	20	5	2	1	0	0	0	0	47.7	54
0100	49	0	0	0	1	5	13	17	11	2	0	0	0	0	0	0	45.4	53
0200	59	0	0	0	0	0	11	23	17	6	2	0	0	0	0	0	48.7	55.3
0300	85	0	0	0	0	7	20	29	16	10	3	0	0	0	0	0	47.4	56
0400	167	0	0	0	0	7	27	67	50	11	3	1	1	0	0	0	48.4	54
0500	333	0	0	0	2	7	58	166	80	14	4	0	2	0	0	0	47.6	52.5
0600	657	4	8	11	24	58	194	287	64	5	2	0	0	0	0	0	42.7	48.8
0700	989	21	34	64	85	160	440	171	11	2	0	0	0	1	0	0	36.9	44.1
0800	1046	9	61	88	77	293	422	93	3	0	0	0	0	0	0	0	35	42.2
0900	901	2	31	32	50	228	416	130	8	4	0	0	0	0	0	0	37.6	43.7
1000	776	0	7	39	62	163	347	137	18	2	0	0	0	1	0	0	38.4	44.3
1100	723	0	0	5	35	119	351	193	15	5	0	0	0	0	0	0	40.6	45.4
1200	834	0	12	8	36	134	413	211	18	1	1	0	0	0	0	0	40.2	45.4
1300	709	15	22	34	54	132	304	131	16	0	1	0	0	0	0	0	37.5	44.9
1400	782	0	9	21	18	169	371	178	14	2	0	0	0	0	0	0	39.6	45.2
1500	799	0	4	9	32	135	393	199	25	2	0	0	0	0	0	0	40.4	45.9
1600	954	4	12	13	20	180	523	182	18	2	0	0	0	0	0	0	39.8	44.7
1700	897	0	0	16	26	120	452	253	27	2	1	0	0	0	0	0	41.1	46
1800	645	9	31	30	51	36	209	229	48	2	0	0	0	0	0	0	39.7	47.8
1900	471	0	0	1	0	49	153	191	64	10	1	1	1	0	0	0	44.5	49.9
2000	359	0	0	1	4	25	128	138	53	7	2	0	1	0	0	0	44.6	50.3
2100	262	0	0	1	0	15	74	128	32	10	2	0	0	0	0	0	45.3	50.2
2200	201	0	0	0	1	8	84	77	26	4	1	0	0	0	0	0	44.7	50.3
2300	149	0	0	0	0	11	46	61	27	4	0	0	0	0	0	0	45.1	51.4
07-19	10055	60	223	359	546	1869	4641	2107	221	24	3	0	0	2	0	0	38.8	45
06-22	11804	64	231	373	574	2016	5190	2851	434	56	10	1	2	2	0	0	39.6	45.9
06-00	12154	64	231	373	575	2035	5320	2989	487	64	11	1	2	2	0	0	39.7	46.1
00-00	12926	64	231	373	578	2065	5468	3319	681	112	25	3	5	2	0	0	40.2	46.6

01 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	83	0	0	0	1	4	21	29	24	3	1	0	0	0	0	0	46.6	53.4
0100	62	0	0	0	0	2	14	25	18	3	0	0	0	0	0	0	47.4	53.2
0200	58	0	0	0	0	0	13	19	19	6	1	0	0	0	0	0	48.6	54.5
0300	132	0	0	0	0	1	26	66	32	7	0	0	0	0	0	0	47.4	52.8
0400	193	0	0	0	0	1	32	95	51	10	2	0	1	1	0	0	48.3	53.6
0500	335	0	0	1	4	4	65	146	96	12	5	2	0	0	0	0	47.8	53
0600	698	0	0	14	21	48	188	346	73	8	0	0	0	0	0	0	43.7	48.8
0700	1031	21	80	108	65	227	377	146	7	0	0	0	0	0	0	0	34.7	43.5
0800	1058	22	54	105	90	237	440	105	5	0	0	0	0	0	0	0	34.8	42.6
0900	889	7	38	60	69	188	346	174	7	0	0	0	0	0	0	0	36.8	44.4
1000	781	0	1	11	28	138	431	155	11	5	1	0	0	0	0	0	40.1	44.7
1100	765	9	21	15	16	135	379	167	20	1	2	0	0	0	0	0	39.4	45.1
1200	805	2	16	24	59	192	386	111	13	2	0	0	0	0	0	0	38.1	43.6
1300	754	0	0	1	12	129	388	194	27	3	0	0	0	0	0	0	41.3	45.9
1400	770	3	10	3	7	88	357	261	35	5	0	0	1	0	0	0	41.8	46.9
1500	1035	11	20	64	75	243	459	158	4	0	1	0	0	0	0	0	36.9	43.7
1600	1104	18	73	103	156	305	367	73	6	3	0	0	0	0	0	0	33.7	41.5
1700	983	1	19	14	12	156	490	270	20	0	1	0	0	0	0	0	40.4	45.4
1800	746	0	1	7	9	74	343	257	51	4	0	0	0	0	0	0	42.4	47.5
1900	480	0	0	1	15	18	134	227	70	14	1	0	0	0	0	0	45.2	50.5
2000	397	0	0	3	9	21	120	192	44	5	3	0	0	0	0	0	44.5	49.1
2100	276	0	0	0	2	17	98	117	35	1	2	4	0	0	0	0	44.9	50
2200	232	0	0	0	0	16	78	87	35	10	4	1	1	0	0	0	45.8	51.8
2300	155	0	0	0	2	6	51	51	30	12	2	1	0	0	0	0	46.3	52.7
07-19	10721	94	333	515	598	2112	4763	2071	206	23	5	0	1	0	0	0	38	44.6
06-22	12572	94	333	533	645	2216	5303	2953	428	51	11	4	1	0	0	0	39	45.7
06-00	12959	94	333	533	647	2238	5432	3091	493	73	17	6	2	0	0	0	39.2	46
00-00	13822	94	333	534	652	2250	5603	3471	733	114	26	8	3	1	0	0	39.7	46.6

02 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	77	0	0	1	0	5	17	36	14	4	0	0	0	0	0	0	46	51.8
0100	61	0	0	0	0	3	22	14	15	5	2	0	0	0	0	0	46.2	52.7
0200	61	0	0	0	0	4	15	27	12	1	1	0	1	0	0	0	46.8	52.1
0300	126	0	0	0	0	12	47	42	18	6	1	0	0	0	0	0	44.7	51.3
0400	168	0	0	0	0	10	28	73	45	9	3	0	0	0	0	0	47.4	53.4
0500	341	0	4	3	4	10	80	151	74	12	2	0	0	1	0	0	45.9	51.7
0600	662	7	17	26	17	42	195	277	73	5	2	1	0	0	0	0	42.1	49.1
0700	976	4	33	43	43	196	495	150	12	0	0	0	0	0	0	0	37.8	43.8
0800	981	22	65	99	70	203	397	113	10	0	0	0	0	0	2	0	34.9	42.8
0900	953	11	41	55	93	272	357	115	8	1	0	0	0	0	0	0	35.7	43.1
1000	767	4	27	44	68	219	319	77	9	0	0	0	0	0	0	0	36.1	42.7
1100	810	39	96	123	122	176	201	49	4	0	0	0	0	0	0	0	30.2	40.6
1200	739	10	32	54	71	132	288	139	12	1	0	0	0	0	0	0	36.6	44.5
1300	759	26	49	58	69	145	284	116	7	4	0	0	1	0	0	0	35.2	44.2
1400	803	0	6	7	32	175	416	151	15	1	0	0	0	0	0	0	39.7	44.5
1500	871	0	9	25	37	222	429	127	18	4	0	0	0	0	0	0	38.7	44.2
1600	982	3	28	50	84	192	429	183	12	1	0	0	0	0	0	0	37.6	44.3
1700	992	7	12	80	51	199	406	213	22	1	0	0	0	1	0	0	38.2	45
1800	709	1	10	25	34	97	290	202	47	3	0	0	0	0	0	0	40.6	47.2
1900	537	0	7	12	18	44	186	199	59	12	0	0	0	0	0	0	42.8	49.2
2000	435	0	0	1	11	51	145	172	47	7	1	0	0	0	0	0	43.4	48.9
2100	321	0	0	0	0	34	116	136	29	5	1	0	0	0	0	0	44	48.9
2200	260	0	0	0	0	14	109	89	40	5	2	1	0	0	0	0	44.7	50.3
2300	145	0	0	0	0	10	30	59	39	7	0	0	0	0	0	0	46.8	52.7
07-19	10342	127	408	663	774	2228	4311	1635	176	16	0	0	1	1	2	0	36.8	44.1
06-22	12297	134	432	702	820	2399	4953	2419	384	45	4	1	1	1	2	0	37.7	45.2
06-00	12702	134	432	702	820	2423	5092	2567	463	57	6	2	1	1	2	0	38	45.4
00-00	13536	134	436	706	824	2467	5301	2910	641	94	15	2	2	2	2	0	38.5	46.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	92049	533	1928	3152	4407	14758	37566	23694	5040	736	159	55	12	7	2	0	40	46.8



SITE: A264 COPTHORNE

LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822

DIRECTION: WESTBOUND

SPEED LIMIT: 50

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	26-Jun	27-Jun	28-Jun	29-Jun	30-Jun	01-Jul	02-Jul	1-5.	1-7.
Hour									
0000-0100	78	143	123	208	79	83	77	92	113
0100-0200	51	105	125	124	49	62	61	65.6	82.4
0200-0300	71	102	116	106	59	58	61	70.2	81.9
0300-0400	124	183	163	107	85	132	126	130	131.4
0400-0500	196	165	156	124	167	193	168	177.8	167
0500-0600	332	328	197	178	333	335	341	333.8	292
0600-0700	678	575	313	225	657	698	662	654	544
0700-0800	1073	910	422	299	989	1031	976	995.8	814.3
0800-0900	1010	928	637	404	1046	1058	981	1004.6	866.3
0900-1000	879	862	829	674	901	889	953	896.8	855.3
1000-1100	756	859	877	828	776	781	767	787.8	806.3
1100-1200	839	863	950	907	723	765	810	800	836.7
1200-1300	823	927	941	908	834	805	739	825.6	853.9
1300-1400	802	908	942	776	709	754	759	786.4	807.1
1400-1500	870	897	841	719	782	770	803	824.4	811.7
1500-1600	850	954	840	639	799	1035	871	901.8	855.4
1600-1700	1094	973	830	634	954	1104	982	1021.4	938.7
1700-1800	985	910	831	620	897	983	992	953.4	888.3
1800-1900	716	709	647	540	645	746	709	705	673.1
1900-2000	545	777	485	463	471	480	537	562	536.9
2000-2100	376	494	454	321	359	397	435	412.2	405.1
2100-2200	332	371	358	222	262	276	321	312.4	306
2200-2300	235	485	415	172	201	232	260	282.6	285.7
2300-2400	172	374	273	113	149	155	145	199	197.3
Totals									
0700-1900	10697	700	9587	7948	10055	10721	342	10503	10007.1
0600-2200	12628	917	11197	9179	11804	12572	297	12443.6	11799.1
0600-0000	13035	776	11885	9464	12154	12959	702	12925.2	12282.1
0000-0000	13887	802	12765	10311	12926	13822	536	13794.6	13149.9
AM Peak	700	800	1100	1100	800	800	800		
	1073	928	950	907	1046	1058	981		
PM Peak	1600	1600	1300	1200	1600	1600	1700		
	1094	973	942	908	954	1104	992		

