

A Planning Application by
ELIVIA HOMES EASTERN

In respect of
**Land at the Old Vicarage Field and the Old Estate Yard, Church Road,
TURNERS HILL**

Transport Assessment

2202-008/TA/02 | May 2025



Document Management

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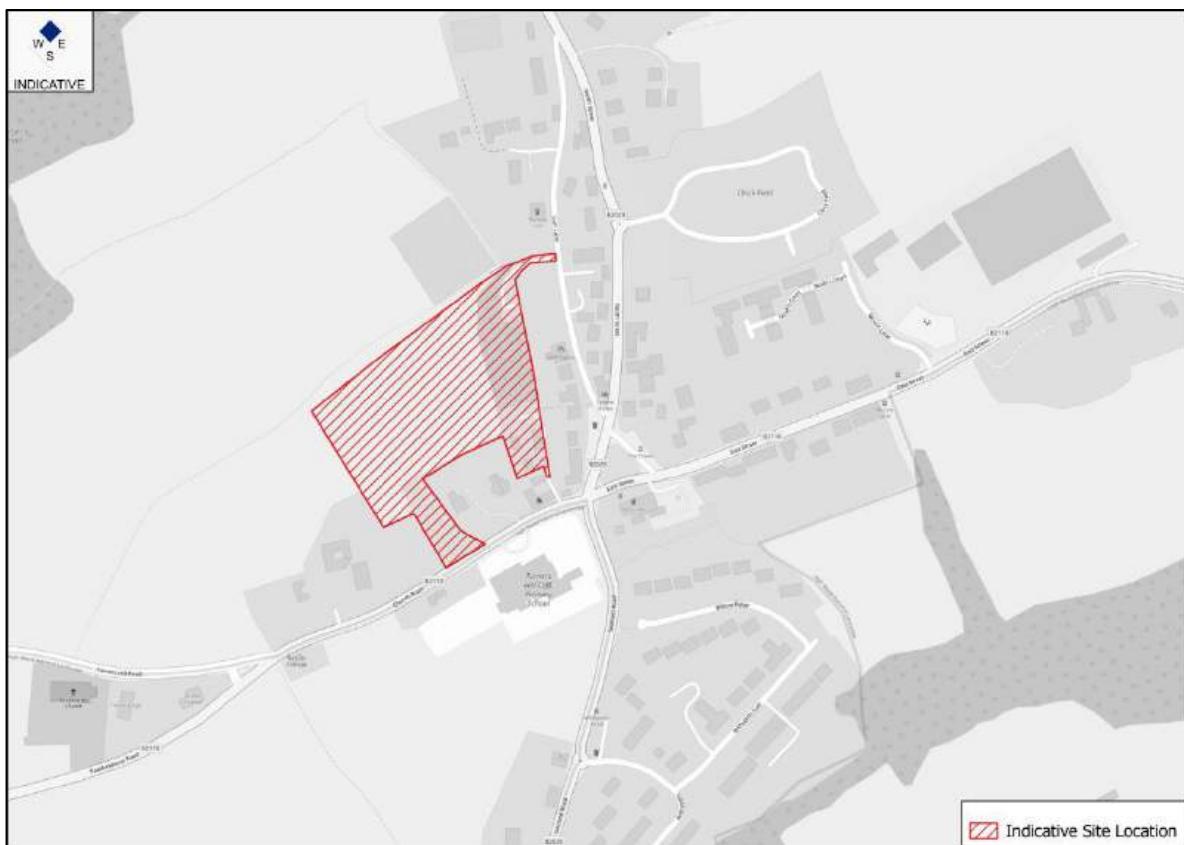
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Elvia Homes Eastern to provide transport planning consultancy services in relation to the proposed development of land at Old Vicarage Field and Old Estate Yard, on Church Road in Turners Hill.
- 1.2 The site, which totals approximately 3.38 hectares, is located on the western edge of Turners Hill, a small village in West Sussex. The development proposals will replace the existing field with a residential development consisting of 40 dwellings, with vehicular access provided from Church Road via a new priority junction. Two existing dwellings will be retained, however the vehicular access to these two dwellings will be relocated from Church Road to be within the site, with pedestrian access provided at the existing location onto Church Road. The existing cross over at this location will be re-instated as pavement.
- 1.3 The development will provide suitable access for vehicles, pedestrians and cyclists as well as landscaping, an eight-space village car park, and the improvement and formalisation of two car parks used by existing residents of the village, which in total will provide 33 car parking spaces for the residents of Lion Lane. Currently, access to the southern car park is via the east of the fire station; however, as part of the improvements, this will be changed so that access is provided through the site and the site access.
- 1.4 The site location is illustrated in **Figure 1.1**.

Figure 1.1 Indicative Site Location

Source: ©OpenStreetMapContributors

1.5 The site is formed of Old Vicarage Field and Old Estates Yard, both of which are included within the Turners Hill Neighbourhood Plan 2014-2031, which was adopted in March 2016. Within the Neighbourhood Plan, the two sites, which are located adjacent to each other, are considered to be suitable for a development of around 40 dwellings. As part of any development, there is also potential to assist with the provision of a village car park, which is also set out in the Neighbourhood Plan.

Pre Application

1.6 Pre-application advice was sought from West Sussex County Council (WSCC), as the Local Highway Authority, in respect of a previous scheme which comprised 31-units. A Scoping Note was prepared and provided WSCC with the relevant background information in respect of the site and the anticipated methodology for the works.

1.7 In response to the request for advice and the submitted Scoping Note, WSCC provided a pre-application response on 28 April 2022. This response is attached in **Appendix A** for ease of reference.

1.8 This Transport Assessment, where required, will address the response and provide further clarifications on the points raised.

Scope of Report

1.1.1 This Transport Assessment has been prepared in support of the planning application for the residential development of 40 dwellings. It considers the likely transport and highways impact of the proposed development on the local transport and highway networks.

1.9 The remainder of this Transport Assessment will be structured as follows:

- **Chapter 2:** National and Local Planning Policy;
- **Chapter 3:** Existing Highway and Transport Infrastructure Context and Accessibility;
- **Chapter 4:** Allocation Proposals;
- **Chapter 5:** Trip Generation;
- **Chapter 6:** Future Traffic Scenarios;
- **Chapter 7:** Junction Capacity Analysis; and
- **Chapter 8:** Summary and Conclusions.

2 National and Local Planning Policy

2.1 This chapter of the Transport Assessment identifies the national and local planning policies that relate to the proposed development insofar as they concern transport matters.

National Planning Policy Framework

2.2 The governments' revised National Planning Policy Framework ('**NPPF**'), which was revised in December 2024, retains the core principles local authorities and developers rely on when making decision regarding future developments.

2.3 The NPPF defines a sustainable transport mode as follows:

"Any 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."

2.4 Regarding sustainability, it states in paragraph 7 that:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."

2.5 In paragraph 118, the following comments are made regarding transport assessments, statements and travel plans:

"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 assessment so that the likely impacts of the proposal can be assessed and monitored."

2.6 According to the NPPF (Paragraph 117), 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."

2.7 Importantly, Paragraph 116 states that:

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

West Sussex Transport Plan (2022 – 2036)

2.8 The West Sussex Transport Plan (WSTP) was adopted in April 2022 and it outlines the strategic approach to improve, maintain and manage the transport network across West Sussex up to 2036.

2.9 There are four themes that the WSTP objectives fall into, these are:

- Healthy West Sussex;
- Protected West Sussex;
- Connected West Sussex; and
- Prosperous West Sussex.

2.10 Within the WSTP, several objectives relate to transport and active travel matters for new developments. Objective 2 falls within the 'Protected West Sussex' and Objective 11 and 17 are included in 'Connected West Sussex'.

"Objective 2: Supporting development and regeneration plans across the County by enabling local living and through strategic investments, particularly in sustainable modes of transport, at the right time and place to ensure the transport network is fit for the future

Objective 11: Reduce the need to travel by car by enabling local living.

Objective 17: Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges."

West Sussex Active Travel Strategy (2024 – 2036)

2.11 The West Sussex Active Travel Strategy is the County Council's strategic framework used to promote walking, wheeling and cycling infrastructure up to 2036. It was adopted in 2024, and it aims to make active travel more accessible to in-turn reduce carbon emissions, promote healthier lifestyles and improve connectivity across the county.

2.12 The Active Travel Strategy sets out infrastructure design principles that prioritise pedestrians and cyclists, which are:

"All new buildings and roads within West Sussex should be designed with active travel in mind. New developments should include cycle routes, facilities, and connections with the wider cycle network. Similarly, they should provide the crossings and footways necessary to connect into the wider walking network and be accessible for pedestrians of all kinds including, for example, wheelchair users." (Paragraph 4.2.3)

"New buildings should have facilities for cyclists including ample secure cycle parking (including for non-standard cycles) and ramps where needed." (Paragraph 4.2.4)

2.13 In relation to new footways:

"New roads should consider likely motorised traffic volumes and speeds and design for cyclists and pedestrians accordingly." (Paragraph 4.2.5)

"New footways should be wide and smooth, with places to stop and rest, and with dropped kerbs and the correct tactile paving at any crossing points. Shared footways should be avoided on new roads and junctions." (Paragraph 4.2.6)

2.14 The West Sussex Active Travel Strategy also notes the following in paragraph 5.5.2 in regard to Travel Plans:

"We will continue to secure Travel Plans through the planning process for commercial and residential developments that are required to produce a Transport Assessment. These sites

will be required to achieve (or improve upon) a maximum 12-hour weekday vehicle trip rate and must be monitored in accordance with the TRICS UK Standard Methodology for Travel Plans."

Mid Sussex District Plan (2014 – 2031)

2.15 The Mid Sussex District Plan, adopted in 2018, establishes the framework for housing, employment, infrastructure and environmental protection up to 2031. The District Plan aims to accommodate housing and employment needs, guide sustainable development and inform planning decision across Mid Sussex.

2.16 Policy DP21 '*Transport*' states that developments will be required to support the objectives of the West Sussex Transport Plan 2011 – 2026. Decisions on development proposals will be made based on the following:

- *"The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*

- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts."*

2.17 The Mid Sussex District Plan also notes within Policy DP22 '*Rights of Way and other Recreational Routes*' that:

- *"Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;*
- *Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;*
- *Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'multi-functional' will generally mean able to be used by walkers, cyclists and horse-riders).*"

Turners Hill Neighbourhood Plan (2014 – 2031)

2.18 Within the Turners Hill Neighbourhood Plan, a number of policies have been produced. These policies aim to:

"Manage the impact of additional traffic from new developments and to ensure parking standards are improved. These policies will improve highway safety and minimise conflicts between road traffic, cyclists and pedestrians." (Paragraph 11.4)

2.19 In relation to parking at Turners Hill:

"Policies will ensure that all developments have enough car parking spaces to meet current and future needs. The impact of new developments will be minimised by the careful consideration of new access roads in order that they do not have an unacceptable impact on local residents or traffic flows."

2.20 Six policies related directly to new residential developments at Turners Hill, and these are as follows:

- **THP2** – Development of Old Vicarage Field and the Old Estate Yard
- **THP3** – New Homes Parking
- **THP6** – Protection of Car Parking

- **THP15** – Highway Improvements
- **THP16** – Footpath Improvements

THP2 – Development of Old Vicarage Field and the Old Estate Yard

2.21 Policy THP2 states that the development of Old Vicarage Field and the Old Estate Yard must deliver the following:

"A mix of dwellings, which will address the priorities of the parish including 30% affordable homes. The mix will consist mainly of 1, 2 and 3 bedroom homes which would include 2 bungalows for the elderly and/or disabled as identified in the village survey.

The development will provide 44 new homes.

A Village Car Park must be incorporated within The Old Estate Yard with pedestrian access via The Bank and the Fire Station.

The entrance road to this new Estate and Village car park is to be sited to the western side of The Old Vicarage. This position will ensure additional congestion is not created within the Primary School area which, together with the proposed 20mph zone, will not have a detrimental effect on traffic and pedestrian safety. The entrance road is to be a minimum 5.5m to incorporate pedestrian footpath and accommodate free flowing traffic to and from the Village car park.

The existing entrance to The Old Vicarage and School View properties must be closed and replaced with a continuous footpath from the new entrance road to the Fire Station. These existing properties will have rear access provision from the new entrance road. The entrance road will serve the new properties and the Village Car Park.

New pedestrian footpaths adjacent to roads must provide protection for pedestrians, for instance by way of kerbing.

Internal Estate roads must meet the needs of Emergency & utility vehicles as a minimum.

New homes must as a minimum comply with nationally described space standards for internal floor space and storage.

Where provided, garages should have an internal measurement of 7m x 3m as a minimum in order to accommodate a modern family sized car and some storage space.

The development will need to provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider. S106 / CIL funds from this development will provide a financial contribution to the Village Enhancement Scheme.

Development should be designed to preserve or enhance the character or appearance of the Turners Hill Conservation Area and its setting. Proposals should take into account the guidance of the adopted Village Design Statement and any conservation area appraisal which may be adopted by the Council."

THP3 – New Homes Parking

2.22 The policy states that:

"New residential development must provide the following minimum levels of off-street parking (including garages) as detailed in the table below." (Page 41)

Number of Bedrooms	Provision of Parking
1-2	2 on-plot spaces in total
3+	1 on-plot space per bedroom

Note: Adapted from 'THP3 New Homes Parking' (Page 41) in the Tuners Hill neighbourhood Plan (2014-2031)

THP6 – Protection of Parking

2.23 Policy THP6 states that:

"Subject to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) developments within the defined village boundary which propose to remove recognised off-road parking spaces (Such as driveways or garages) on a site will only be permitted where alternative provision is made which increases or maintains the number of accessible parking spaces available on or within the immediate vicinity of the site. Any opportunities that arise to enhance parking provision throughout the village will be supported." (Page 42)

THP15 – Highway Improvements

2.24 Policy THP15, 'Highway Improvements' specifies that:

"Working with the relevant agencies to pursue desired changes to local highways, as proposed in the Village Enhancement scheme developed by Turners Hill Parish Council, in order to manage traffic impacts and enhance safety for all. See Plan pages 38-40. Existing and future funds raised from new development S106/CIL agreements, in combination with Parish Council and WSCC funding, will be used to fund the highway Improvements." (Page 45)

THP16 – Footpath Improvements

2.25 Finally, it is specified in Policy THP16 that:

"Proposals which will extend and enhance village footpaths, in particular on Selsfield Road, to provide protection and improved visibility for residents walking to and from the village centre, in keeping with our Walk & Drive In Safety document, will be supported." (Page 45)

Summary

2.26 The proposed development will be fully compliant with all of the relevant local and national policies outlined in this chapter.

3 Existing Highway and Transport Infrastructure Context and Accessibility

3.1 This chapter of the Transport Assessment sets out the proposed site, at Old Vicarage Field and the Old Estate Yard, in the context of the local highway network and describes infrastructure and opportunities for pedestrians, cyclists and public transport users in relation to it.

Site Location

3.2 As outlined previously, the site, which totals approximately 3.38 hectares, is located on the western edge of Turners Hill, a small village in the county of West Sussex. The village is located 5.5km southwest of East Grinstead, 7km east of Crawley and 11.5km north of Haywards Heath.

3.3 The site is located to the west of Lion Lane and the north of Church Road (B2110). The western and northern boundaries of the site is shared with undeveloped, agricultural land with residential properties forming the eastern boundary. To the south of the site, Church Road (B1120) forms the southern boundary.

Site Use

3.4 The northern part of the site currently consists of grassland, with the southern section containing three existing residential properties, along with associated outbuildings and gardens. An informal car park, for use by the residents of Lion Lane, is provided in the northeast corner of the site.

3.5 The access from Lion Lane provides access and egress to a car park for the residents of Lion Lane, to the former allotments and the Public Rights of Way (PRoW) which runs to the north of the site. At present, there is currently no vehicular or pedestrian access into the wider development site from the car park, former allotments or PRoW.

3.6 Vehicular access to the site will be provided via a simple priority junction with Church Road (B2110). Due to the topography, a relatively long access road is required to accommodate the necessary gradient transitions. This access road will also incorporate a pedestrian footway, ensuring safe and convenient pedestrian connectivity from Church Road into the site.

Local Highway Network

3.7 The B2110 runs approximately west to east from Crawley to East Grinstead.

3.8 The B2110 Turners Hill Road, to the west of the site frontage, is subject to the national speed limit, but this reduces to 30mph approximately 225m west of the Turners Hill Road / Church Road / Paddockhurst Road priority junction. As such, the speed limit across the site frontage is 30mph.

3.9 50m to the east of the site the B2110 forms a crossroads with the B2028 (North Street and Selsfield Road). The B2028 runs north to south between Haywards Heath and Edenbridge.

3.10 The B2110 and B2028 provide access to the wider highway network including the M23, A22, A23 and A264 which in turn provide connections to the wider area including Crawley, Gatwick Airport, Brighton, London, Eastbourne and the M25.

3.11 The wider highway network is outlined in **Figure 3.1**.

Figure 3.1 Wider Highway Network



Source: ©OpenStreetMapContributors

3.12 The local highway network can be seen in more detail in **Figure 3.2**.

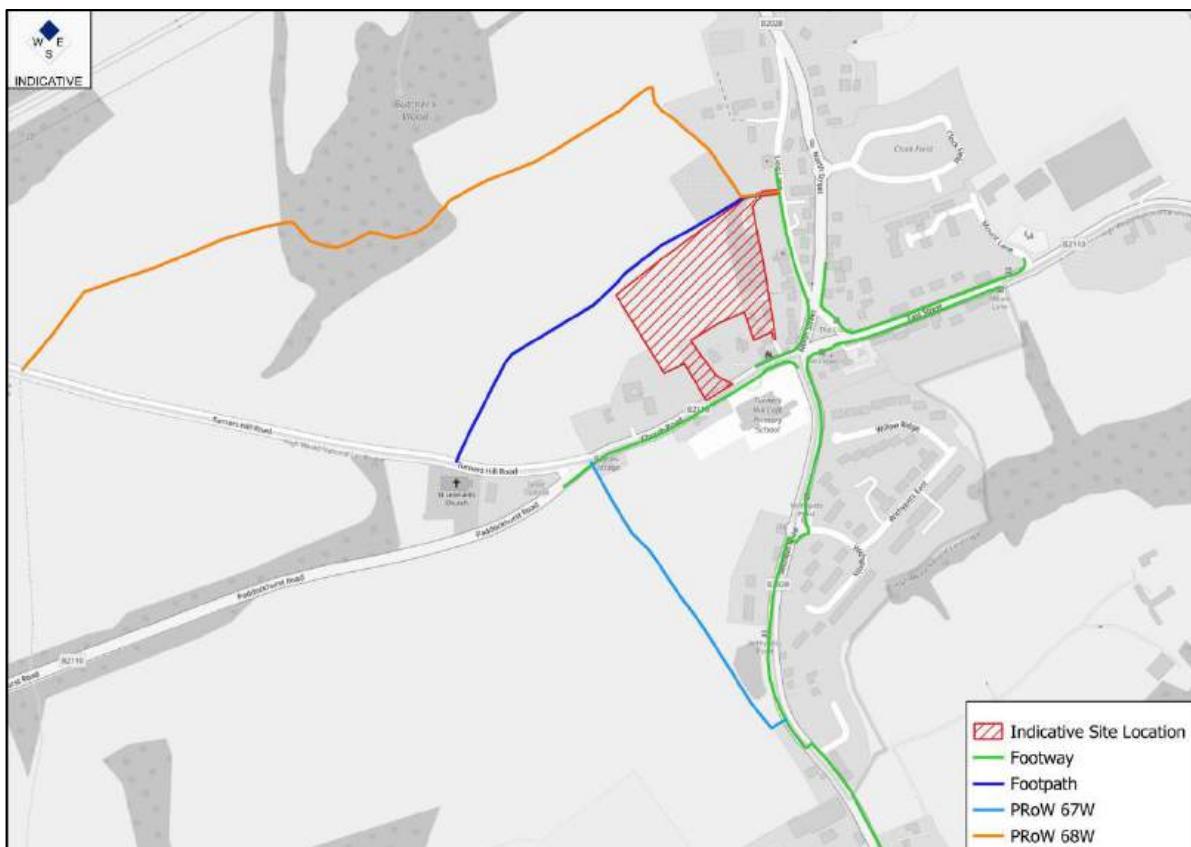
Figure 3.2 Local Highway Network

Source: ©OpenStreetMapContributors

Walking and Cycling Accessibility

Pedestrians

3.13 Within the vicinity of the site, there are multiple pedestrian footways and footpaths as presented in **Figure 3.3** below.

Figure 3.3 Pedestrian Infrastructure in the Vicinity of the Site

Source: ©OpenStreetMapContributors

3.14 There is a pedestrian footway located along the southern side of Church Road (B2110), which extends from the Turners Hill Road / Church Road / Paddockhurst Road priority junction to the Church Road / East Street / North Street / Selsfield Road crossroads. This footway has a varying width of between 1m and 1.6m.

3.15 To the east of the existing residential vehicle crossover into the Old Vicarage on Church Road (B2110), a pedestrian footway is also provided on the northern side of the carriageway, which connects to the footway on North Street. The footway along the northern side of Church Road (B2110) has a width of approximately 1.35m. To the west of the vehicle crossover, including along the majority of the site frontage, there is no pedestrian footway.

3.16 The footways along Church Road (B2110) connect the site to the centre of the village, the local bus stops and the further footways provided along North Street, Lion Lane, East Street and Selsfield Road.

3.17 There are no formal crossing facilities within 250m of the site. However, at most local junctions there are informal crossing points, which benefit from tactile paving and / or dropped kerbing, making the routes accessible in terms of pedestrian access. In addition, an informal crossing point with dropped kerbs and tactile paving is provided to the west of the Fire Station along Church Road (B2110). This crossing is provided adjacent to Turners Hill CofE Primary School.

3.18 A single formal crossing point, in the form of a pelican crossing, is provided within the village. This crossing is located to the north of the Clockfield / North Street mini-roundabout and provides access to a residential development.

3.19 A PRoW¹ runs along the northern boundary of the site. The PRoW runs from Lion Lane, through Butchers Wood to Turners Hill Road. PRoW 67W is also presented within, running between Church Road and Selsfield.

3.20 Street lighting is provided along the local roads for the convenience and safety of pedestrians.

Cycling

3.21 There are no formal cycling facilities provided within Turners Hill which would be typical for a village of this size. However, within 2km of the site cyclists can access National Cycle Route 21 (NCR 21). NCR 21 can be accessed via either Turners Hill Road or from within Crawley Down.

3.22 There is a bicycle repair shop named 'Leeli Cycles' within Turners Hill, approximately 250m from the centre of the site, on Lion Lane, that residents will be able to access if required.

3.23 NCR 21 is a long-distance cycling route that connects London to Eastbourne, within the local area it provides connections to Crawley, Three Bridges, Gatwick Airport, Horley and East Grinstead. The route of NCR 21 is outlined in **Figure 3.4**.

¹ PRoW 68W

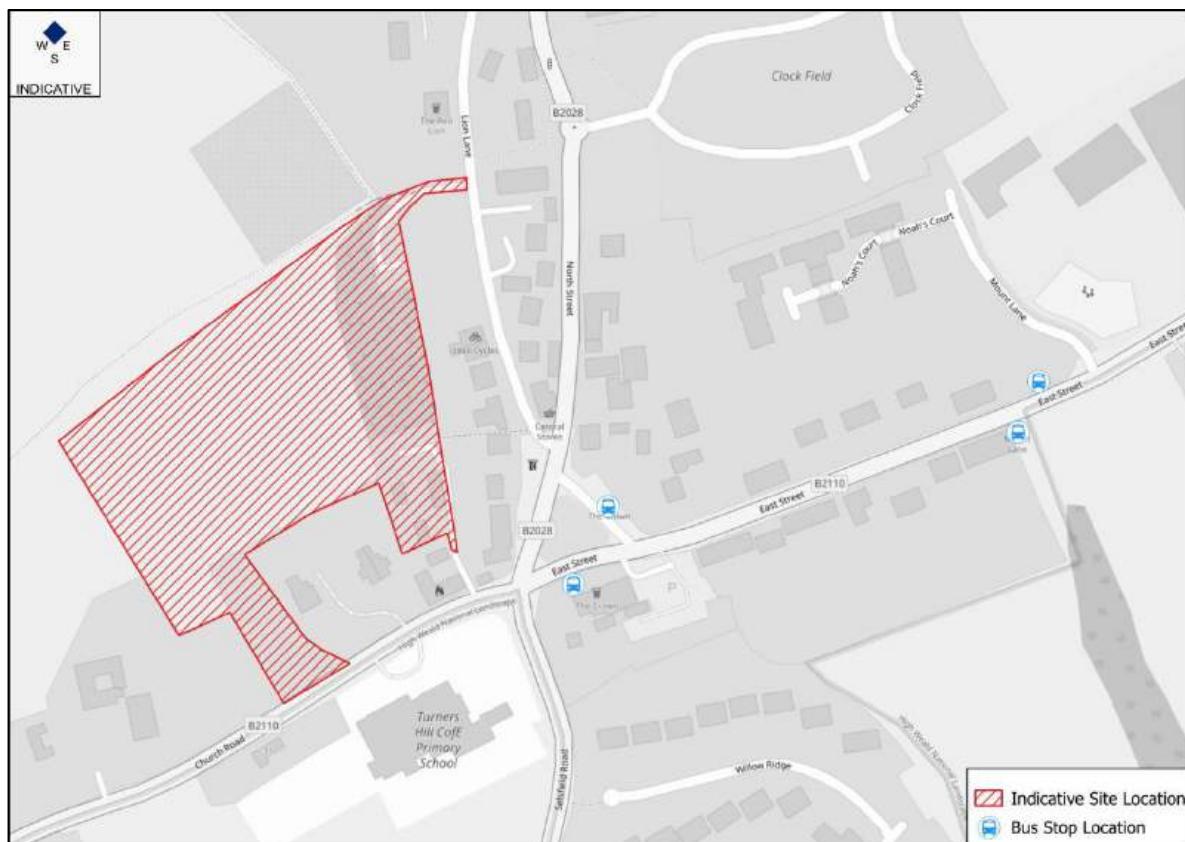
Figure 3.4 Local Cycle Routes

Source: ©OpenStreetMapContributors

Public Transport

Bus Services

3.24 There are bus stops located along East Street and North Street, within 250m of the centre of the site, with further bus stops provided throughout the village. The bus stop locations are displayed in **Figure 3.5** below.

Figure 3.5 Bus Stop Locations

Source: ©OpenStreetMapContributors

3.25 These bus stops are serviced by bus routes 84 and 272, which provide connections to Crawley, Crawley Down, Haywards Heath, Brighton, East Grinstead and Burgess Hill. In addition, route 643, which is a local school service that runs between Crawley and East Grinstead, operates from the bus stops in the village once per day in each direction.

3.26 The bus stops within the village consist simply of a flag and pole design, except for the bus stop on North Street (adjacent to the Crown Public House) which benefits from sheltered seating and timetabling information. All of the bus stops within the village benefit from the provision of timetabling information.

3.27 Table 3.1 below summarises the destinations and frequencies of the local bus routes.

Table 3.1 Summary of Local Bus Services

Route No.	Route	Service Frequency		
		Monday – Friday	Saturday	Sunday
84	Crawley – Three Bridges – Turners Hill – Sharphorne – East Grinstead	6 services per day	5 services per day	No service
	East Grinstead – Sharphorne – Turners Hill – Three Bridges – Crawley	6 services per day	5 services per day	
272	Crawley – Three Bridges – Crawley Down – Turners Hill – Haywards Heath – Princess Royal Hospital – Burgess Hill – Brighton – Royal Sussex County Hospital	9 services per day	7 services per day	No service
	Royal Sussex County Hospital – Brighton – Burgess Hill – Princess Royal Hospital – Haywards Heath – Turners Hill – Crawley Down – Three Bridges – Crawley	8 services per day	5 services per day	
643	Crabbet Park – Turners Hill – Crawley Down – Imbernorne Schools	1 service per day	No service	No service
	Imbernorne Schools – Crawley Down – Turners Hill – Crabbet Park	1 service per day		

Source: www.metrobus.co.uk

3.28 The first and last bus times of bus routes 84, 272 and 643 at the Turners Hill, opposite the crown bus stop are shown in Table 3.2 below.

Table 3.2 First and Last Bus Times

Route	Direction of Travel	Monday - Friday		Saturday	
		First Bus	Last Bus	First Bus	Last Bus
84	East Grinstead	07:36	18:29	09:54	18:29
	Crawley	07:45	17:37	08:28	17:37
272	Brighton	06:02	19:57	05:45	17:34
	Crawley	10:31	22:38	09:19	18:20
643	Imbernorne Schools	07:50	-	-	-
	Crabbet Park	15:45	-	-	-

3.29 As outlined above, the local bus route operates throughout the day, including early in the morning and late into the evening, providing local residents with travel options at unsociable hours.

Rail Services

3.30 The closest Railway Station to the site is Three Bridges, which is located approximately 6.3km west of the site. The station is located on the Brighton Mainline and Arun Valley Line and is operated by Southern. The rail services are provided by Southern and Thameslink.

3.31 In addition to Three Bridges, East Grinstead Station is located approximately 6.4km northeast of the site. The station is located on the Oxsted Line, with the station and all services being operated by Southern.

3.32 Table 3.3 provides a summary of the frequency of rail services available from both Three Bridges and East Grinstead Rail Stations.

Table 3.3 Summary of Rail Services

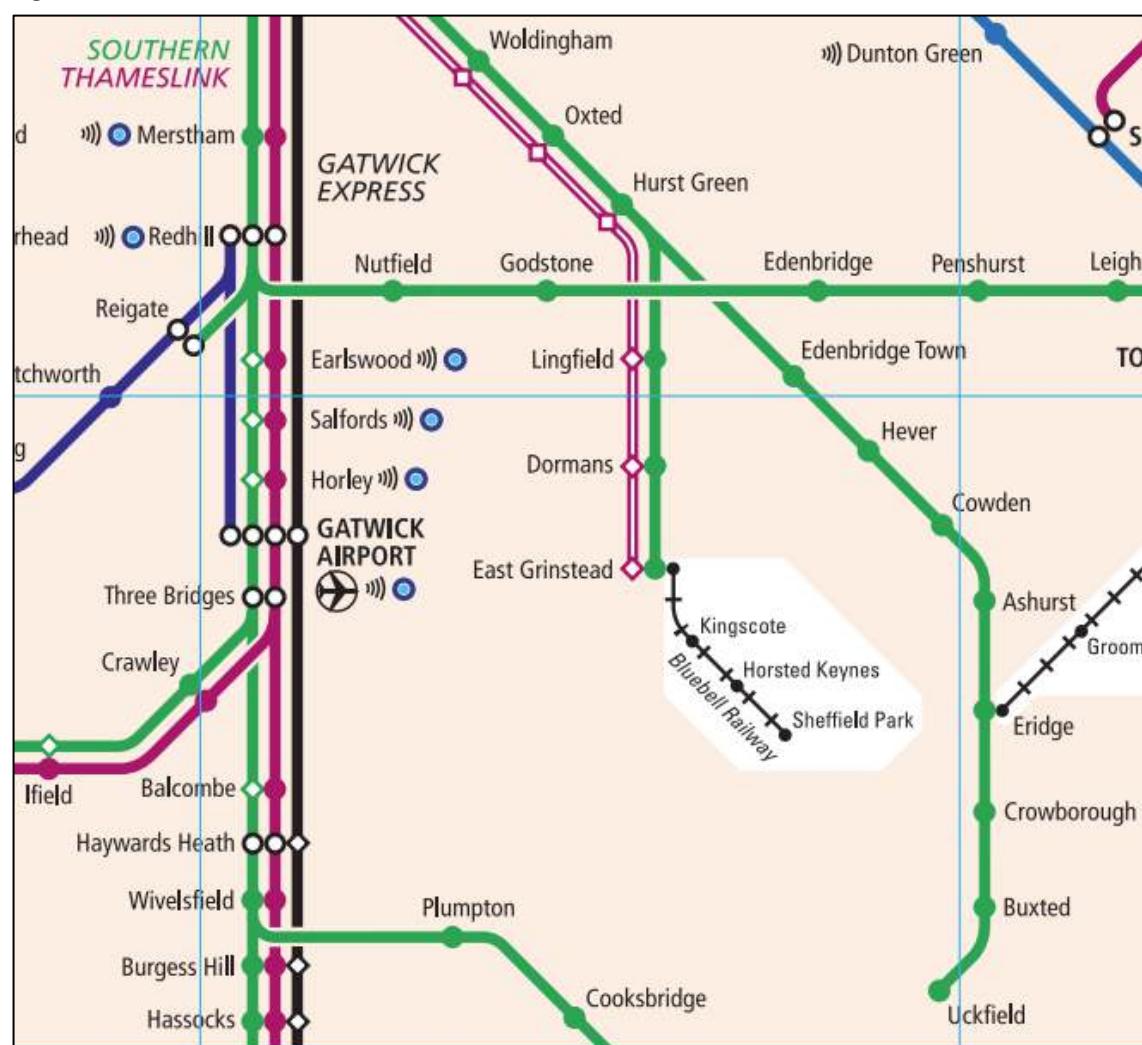
Station	Destination	Monday – Saturday Frequency (Trains Per Hour)	Sunday Frequency (Trains Per Hour)
Three Bridges	London Victoria	2	2
	London Bridge	6	6
	Bedford	2	2
	Peterborough	2	2
	Cambridge	2	2
	Brighton	4	4
	Horsham	2	2
	Bognor Regis	2	2
East Grinstead	Portsmouth	1	1
	London Victoria	2	2
	West Hamstead Thameslink	1	1
	Bedford	1	1

Source: www.nationalrail.co.uk

3.33 Both Three Bridges and East Grinstead stations are located within an acceptable cycle distance of 8km, with extensive cycle parking provided at both stations, to support sustainable journeys to / from the station. Alternatively, Three Bridges rail station is accessible via bus routes 84 and 727, while East Grinstead rail station is accessible via bus route 84.

3.34 The local rail network is illustrated in **Figure 3.6**.

Figure 3.6 Local Rail Network Plan



Source: National Rail

Local Amenities

3.35 The National Design Guide, 2019, suggests that walkable neighbourhoods should be within walking distance of local facilities, which is generally "**considered to be no more than a 10-minute walk (800m radius).**"

3.36 Manual for Streets suggests that:

"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas... However, this is not an

upper limit and... walking offers the greatest potential to replace car trips, particularly those under 2km."

3.37 The Institute of Highways and Transportations 'Providing for Journeys on Foot, 2000' suggests that walking distances will vary depending on the journey purpose and outlines these distances, which are reproduced in Table 3.4.

Table 3.4 IHT Suggested Acceptable Walking Distances

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot, 2000'

3.38 In addition, the Chartered Institute of Transportation's publication 'Planning for Walking 2015' sets out that:

"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"²

3.39 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (approximately 20 to 35 minutes)³. Sustrans has identified a maximum distance at which daily commutes could be undertaken by cycle as:

"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute."⁴

3.40 Taking all three documents into consideration, it is reasonable to allow differing distances based on age, mobility issues, journey type, nature of the local facility and local topography. The distance to local facilities and services is set out in Table 3.5.

² Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

³ Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

⁴ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Table 3.5 Local Amenities

Amenity Type	Amenity Name	Distance
Transport	Mount Lane Bus Stop	400m
	The Crown Bus Stop	250m
	Three Bridge Rail Station	6.3km
	East Grinstead Rail Station	6.4km
Shopping & Leisure Facilities	Convenience Store	250m
	Crown Public House	220m
	Turners Hill Free Church	250m
	Head Turners Hair and Beauty Salon	250m
	Bay Tree Florists	250m
	Laundrette	250m
	Leeli Cycles	250m
	Red Lion Public House	400m
	Ark Community Centre	500m
	Tuners Hill Park	500m
	Tarana Bar & Restaurant	825m
	Crawley Town Centre	7km
Educational Facilities	Turners Hill C of E Primary School	120m
	Orial High School	5km
	Sackville School	6.4km

Notes: Measured from the centre of the site.

3.41 Table 3.5 demonstrates that the site is within walking / cycling distance of the local services and facilities provided within Turners Hill, which future residents would be able to utilise.

Traffic Data

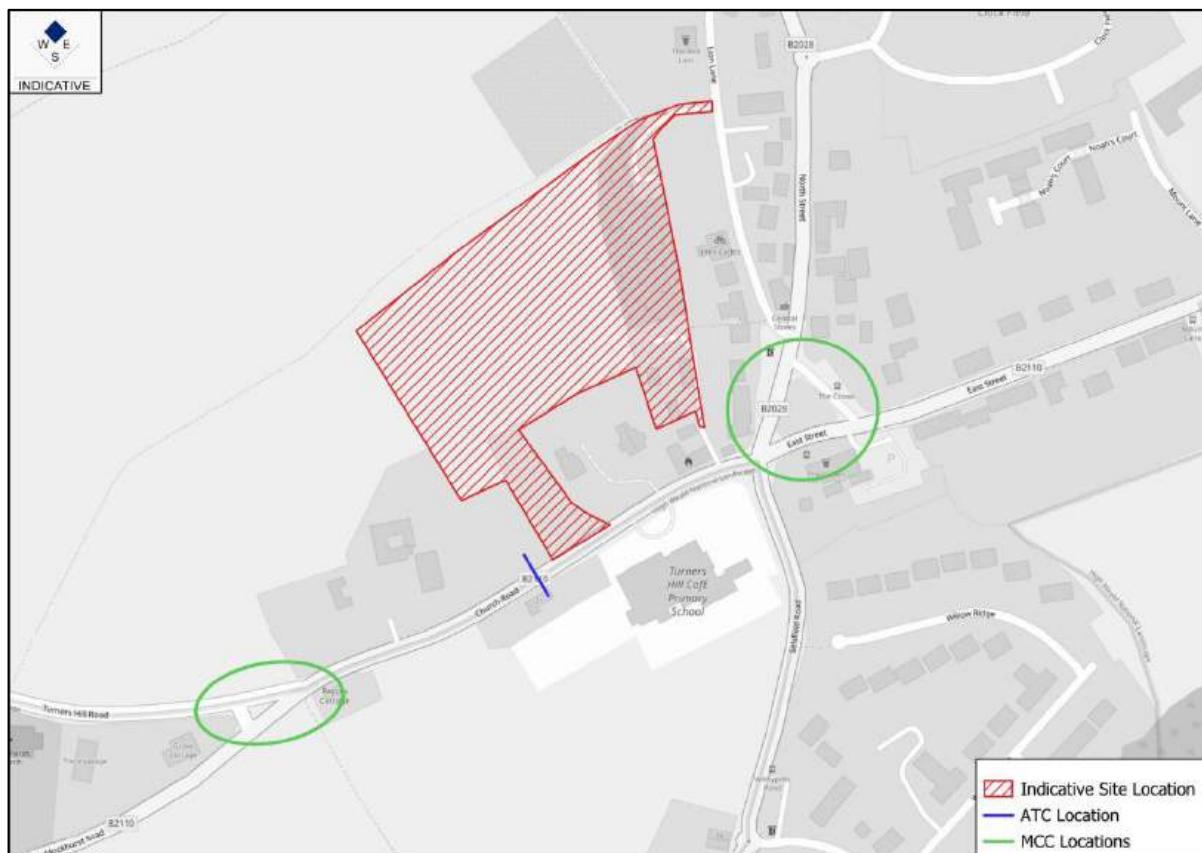
3.42 A traffic survey was conducted in March 2022 to identify the existing vehicle movements across the site frontage on Church Road. An Automatic Traffic Count (ATC) survey was conducted that recorded vehicle speeds and flows across a full week period, In addition to the ATC data a Manual Classified Count (MCC) survey was undertaken at the Turners Hill Road / Church Road / Paddockhurst Road priority junction and the Church Road, Selsfield Road, East Street, North Road junction.

3.43 The ATC surveys have been utilised to establish the daily traffic volumes along Church Road, including during the AM and PM peak hours. The results of the MCC surveys have been used to assess the queueing patterns along Church Road.

3.44 Although the traffic surveys referenced in this Transport Assessment were conducted in 2022, the data collected remains robust and is deemed suitable for assessing current and projected traffic conditions. The observed traffic patterns are considered to be broadly representative of the anticipated flows for 2025. Any changes to the highway network or surrounding area since the time of the surveys are not expected to have a material impact on the conclusions of the highway assessment contained in this report.

3.45 **Figure 3.7** presents the locations of the ATC and MCC surveys.

Figure 3.4 ATC and MCC Survey Locations



Source: ©OpenStreetMapContributors

3.46 The MCC survey was undertaken between the hours of 0700-1000 and 1600-1900 on the 10th of March 2022. The traffic surveys recorded queuing at 5-minute intervals. In relation to the MCC, the survey company noted:

"Queues have been recorded by the number of vehicles for each lane where applicable until the vehicles are out of sight. To avoid any confusion a queue is defined as a line of more than 1 vehicle that is either stationary or moving up to 4 mph and does not include vehicles "rolling" up to vehicles at the back. Queues have been recorded as the maximum queue observed in each 5-minute period as per the survey brief.

The queueing traffic on the West side of the B2110 Church Street was similar to observations seen during previous surveys, the traffic was at times slow moving / platooning with some significant gaps in between the vehicles. The queues extended past the ATC ... whilst the equipment performed better than expected you can see an over count on the HGV's when compared with the manual count, this will be a result of the slow-moving traffic past the equipment."

3.47 The queues on Church Road (B2110) were recorded to be 33 vehicles in the AM peak hour and 35 vehicles in the PM peak hour, which equates to a queue length of between approximately 205 and 215m. This would indicate that the queue from the junction would extend beyond the location of the proposed site access junction.

3.48 The full MCC results are contained within **Appendix B**.

3.49 As outlined above, the ATC was undertaken on Church Road (B2110) in order to establish the volume, type and speed of traffic, with the speeds and volume of traffic recorded presented in the following sections of this report.

Traffic Speeds

3.50 The surveys established the traffic flows and speeds along Church Lane, as summarised in Table 3.6. The full results of the survey are reproduced in **Appendix C**.

Table 3.6 ATC Speeds

Time	Direction	Average Speed (mph)	85 th Percentile Speed (mph)	Speed Limit (mph)
Total Day (0000-2400)	EB	28	33	30
	WB	26	32	
Total Day Excluding Peak Hours*	EB	28.8	33.4	30
	WB	29.7	33.8	
Total Day Excluding Peak Period**	EB	29.5	33.8	30
	WB	29.8	34.0	
Weekend	EB	29.3	34.0	30
	WB	29.7	33.9	

Source: K&M Traffic Surveys (**Appendix B**)

* = Excluding 0800-0900 and 1700-1800

** = Excluding 0700-1000 and 1600-1900

3.51 As indicated in Table 3.6, the 85th percentile traffic speeds along Church Road (B2110) are higher than the posted speed limit of 30mph in both directions during all of the scenarios considered.

Traffic Volumes

3.52 With regards to the volume of traffic, the five-day average flows have been identified and are shown in Table 3.7.

Table 3.7 5 Day Average Traffic Flows

Traffic Volumes	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	EB	WB	Two-Way	EB	WB	Two-Way	EB	WB	Two-Way
Church Road	326	640	966	377	491	869	4,547	5,627	10,164

3.53 As outlined in Table 3.7, the existing traffic flows along Church Road (B2110) equate to approximately 16 vehicle movements every minute during the traditional network peak hours.

3.54 A review of the daily variation of traffic flows along Church Road (B2110) has also been undertaken; this shows that during the AM peak, the daily variation in traffic flows is 45 vehicles while in the PM peak, the daily variation in traffic flows is 117 vehicles.

DfT Count Points

3.55 In order to gain an understanding of the traffic flows along the wider highway network, a review of Department for Transport (DfT) Road Traffic Statistics⁵ was undertaken. Two DfT count points within Turners Hill were identified. The first count point is located along Paddockhurst Road⁶, with the second on the A2028, North Street⁷.

3.56 Manual counts were undertaken at both count points in 2019, with the resultant traffic flows outlined in Table 3.8 below. The use of 2019 data is considered to be robust for two reasons, firstly manual counts, rather than estimated counts, were undertaken, and secondly, these traffic flows were the last recorded prior to the Covid-19 pandemic and as such are considered to be more representative of the 2025 baseline traffic conditions.

Table 3.8 DfT Count Points

Road	Direction	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (AADT)	
		Total Flow	HGV%	Total Flow	HGV%	Total Flow	HGV%
Paddockhurst Road	Eastbound	225	2	312	1	2,594	3
	Westbound	279	3	310	0	2,828	3
	Two-way	504	3	622	1	5,432	3
North Street	Northbound	617	3	659	1	4,208	3
	Southbound	593	3	373	1	5,185	3
	Two-way	1,210	3	1,023	1	9,393	3

3.57 The DfT count data has been included within this report to provide context on the traffic patterns in the wider area. However, this data has not been included to inform the analysis or conclusions of this Transport Assessment.

⁵ <https://roadtraffic.dft.gov.uk/#/6/55.254/-6.053/basemap-regions-countpoints>

⁶ Count Point 946455

⁷ Count Point 36287

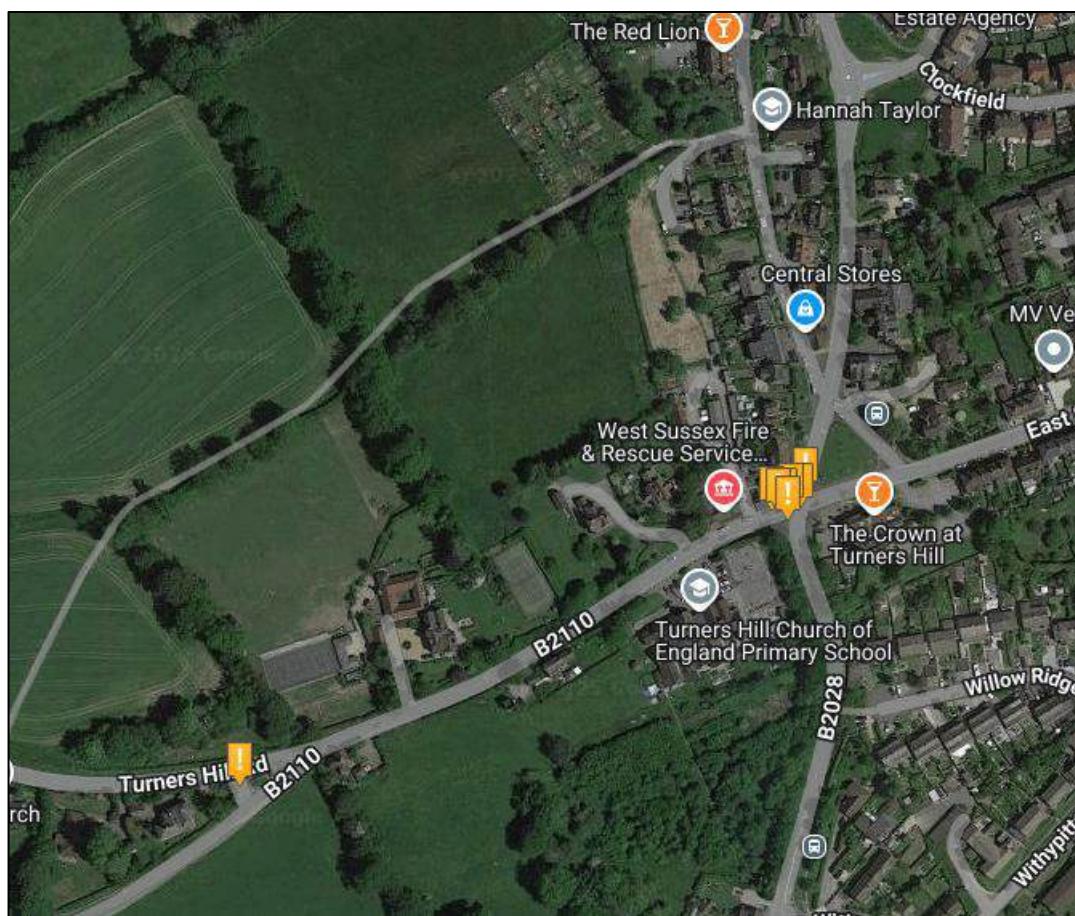
Personal Injury Accidents

3.58 Personal Injury Accident (PIA) data is collected by the police about road traffic incidents where someone is injured, the PIA data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.

3.59 PIA is recorded into three brackets depending on the severity of the incident. The three brackets are slight, serious and fatal. A definition of each is outlined below:

- **Slight:** One in which at least one person is slightly injured but no person is killed or seriously injured. A slight injury is defined as an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut, which is not judged to be severe or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
- **Serious:** One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed. Serious injury is defined as an injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
- **Fatal Accident:** One in which a person is killed.

3.60 Open-source Personal Injury Accident Data has been obtained from Crashmap for the most recently available five years (2019-2023 inclusive). The location of the accidents is shown in **Figure 3.8** below.

Figure 3.8 Personal Injury Accident Data

Source: crashmap.co.uk

3.61 The Crashmap data shows that during the last five years, there have been a total of eight injury accidents within 500m of the site, although no accidents occurred across the site frontage or at the school access. All eight recorded injuries were classified as 'slight' in severity.

3.62 Seven of these accidents took place at the Church Road / East Street / North Street / Selsfield Road crossroads. The remaining accident took place at the Turners Hill Road / Paddockhurst Road priority junction.

Summary

3.63 The site is accessible to local services and facilities through both walking and cycling and has access to frequent public transport services providing access to the local services, facilities and employment opportunities.

4 Allocation Proposals

Proposed Development

4.1 The proposed development will be situated on approximately 3.38 hectares of land formerly known as Old Vicarage Field and Old Estate Yard. The scheme proposes the construction of 40 dwellings, accompanied by the following car parking provisions:

- 77 resident parking spaces;
- A southeastern car park, comprising 20 spaces allocated for residents of Lions Lane and a village car park with 8 standard spaces and 1 designated disabled space;
- A northeastern car park, providing 13 additional spaces for Lions Lane residents; and
- 10 visitor parking spaces distributed throughout the site.

Access

Pedestrian and Cycle Access

4.2 The proposed development will include two pedestrian and cycle access points: one integrated with the main site access at the southern boundary, and a second located in the north-eastern corner of the site within the proposed Lions Lane residents' car park.

4.3 Within the site, additional footways and footpaths will be provided to link to the access points, although the majority of the internal access roads will be a shared surface.

4.4 The site masterplan is contained within **Appendix D**.

Vehicle Access

4.5 Vehicle access to the site will be via a new simple priority junction onto Church Road (B2110) as outlined in TPA drawing **2202-008/PL101(A)**, which is contained in the Drawing Appendix at the end of this report. The access road will have an initial width of 5.5m, with radii of 6m. Furthermore, 'Keep Clear' markings are to be introduced at the junction to ensure that any queueing at Church Road / East Street / North Street / Selsfield Road crossroads does not impact upon the operation of the proposed site access.

4.6 Double yellow lines will also be introduced onto the northern side of Church Road and into the site. To prevent parking in this area, which could be an issue, especially at school pick-up and drop of times.

4.7 Due to the topography of the site, the proposed access road is likely to have a maximum gradient of 10%, although the carriageway at the junction with Church Road (B2110) will be kept as flat as possible for the first 6m to 12m. Further details in relation to the gradient will be provided during the detailed design stage.

4.8 A long-section along the proposed access road is presented in TPA drawing **2202-008/PL102(A)**, which is contained in the Drawing Appendix at the end of this report.

4.9 Visibility splays from the site access junction are shown also on drawing **2202-008/VS101(A)**, which is also contained in the Drawing Appendix. As demonstrated, visibility splays of 2.4m x 59m are achievable, which is in keeping with the speeds recorded in the ATC that were outlined in Chapter 3.

4.10 Within the site, the internal roads will be shared surfaced. The route between the main access and the village / southern Lion Lane resident's car park will have a width of 5.5m, while the internal loop road will have a width of 4.8m. A width of 4.8m is suitable to allow two cars to pass⁸, whilst also allowing access by a fire tender or refuse collection vehicle, as demonstrated later in this chapter. The presence of driveways and visitor parking spaces along the internal loop road will allow cars to pass fire and refuse collection vehicles if required. Refuse collection will only occur once a week and as such any delay resulting from this process is likely to be minimal.

4.11 Swept path analysis of a large car accessing and egressing the site is provided in TPA drawing **2202-008/SP101(A)**. The drawing demonstrates that the proposed access can accommodate regular vehicle movements to and from the site without requiring encroachment on the opposite side of the carriageway.

Servicing Vehicle Access

4.12 Refuse collection will take place from within the site. Swept path analysis of a refuse vehicle entering the site access and then servicing the internal roads are contained in TPA drawings:

- **2202-008/SP102(A)**, for a refuse vehicle at the site access.
- **2202-008/SP103(A)** for a refuse vehicle on site.

4.13 Bin stores will be provided at each unit, with residents required to move the bins to the kerbside on collection days. The residents of the flats will utilise larger communal waste bins, these will be located in a bin store conveniently located within the ground floor of the block of flats.

⁸ Figure 7.1 (Illustrative Carriageway Widths) of Manual for Streets. Dft.

Emergency Vehicle Access

4.14 Emergency vehicles will be able to access the site from Church Road (B2110). Swept path analysis of a Fire Appliance entering and turning on-site is provided in TPA drawings:

- **2202-008/SP104(A)**, for a fire appliance through the site access.
- **2202-008/SP105(A)**, for a fire appliance on site.

4.15 These drawings are all located in the Drawing Appendix at the end of this report and confirm the operational efficiency of the site and that a fire tender can get to within 45m of all habitable rooms as required by Building Regulations.

Parking

Vehicle Parking

4.16 Crawley Down and Turners Hill falls within the Mid Sussex District with the parking standards covered by the West Sussex Guidance on Parking Standards. Within this, Mid Sussex is split into Parking Behaviour Zones ranging from Zone 1 to Zone 5.

4.17 The proposed development site lies within Parking Behaviour Zone (PBZ) 2 and follows the guidance for new residential developments displayed in below:

Table 4.1 Car Parking Standards

Number of Bedrooms	Number of Habitable Rooms	PBZ2 – Spaces per Dwelling
1	1 to 3	1.4
2	4	1.7
3	5 to 6	2.1
4+	7 or more	2.7

Source: West Sussex County Council Guidance on Parking at New Developments (September 2020)

Residential Parking

4.18 The proposed development is considered to be compliant with the parking standards outlined in **Chapter 3** as a total of 74 allocated residential car parking spaces are being provided on-site. The preferred WSCC requirement is 80.4 car parking spaces; however, the proposed car parking level is within the 10% buffer that is deemed acceptable within the WSCC guidance.

4.19 Furthermore, the supporting Travel Plan (which is being submitted as part of the application) encourages the use of sustainable transport and discourages car use, and therefore the proposed car parking provision is considered to be suitable.

4.20 In addition to the allocated residential parking, the development will provide a total of 10 standard visitor parking spaces dispersed around the site.

4.21 The development will provide both active and passive EV charging points, with a total of 40 spaces (one per dwelling) having active provision and all remaining spaces, including the visitor spaces, having passive provision. In line with the guidance from WSCC.

4.22 The complete ON Architecture Parking Strategy Plan is contained within **Appendix E**, illustrating the full parking provision for the proposed development site.

Village Car Park

4.23 In accordance with the neighbourhood plan allocation requirement, an eight-space community car park with an additional disabled visitor space, in line with national guidance, will be provided in the southeastern corner of the site and accessed via the new site access.

4.24 As agreed with WSCC, the village car park will also have one active electric vehicle charging point, with the remaining seven spaces being provided with passive provision. The provision of EV charging in the village car park is subject to the agreement of the Parish Council, who will be responsible for its ownership, management and maintenance.

4.25 The eight-space village car park is conveniently located to provide access to the centre of the village and the services provided within close proximity. Therefore, on-street parking in the local area should be reduced.

Lion Lane – Resident Car Park

4.26 A new 20 space car park for the existing residents of Lion Lane is being provided in the southeastern corner of the site adjacent to the village car park. In addition, the existing car park located in the northeastern corner of the site will be improved and formalised for the existing residents of Lion Lane. The improved and formalised car park will provide 13 parking spaces, which is the same as is already provided.

4.27 1 EV parking space will be provided in each car park.

Cycle Parking

4.28 The minimum cycle parking standards for residential development within West Sussex are outlined in Table 4.2.

Table 4.2 Cycle Parking Standards

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
	5+ rooms (3+ beds)	2 spaces
	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)
	4+ rooms (3+ bed)	1 space

4.29 The proposed development is in compliance with the cycle parking standards outlined above in Table 4.2. A total of 65 residential cycle parking spaces are being provided on-site, as set out in Table 4.3 below

Table 4.3 Cycle Parking Provision

Tenure	Number of Bedrooms	Housing Type	Quantity	Cycle Parking Space per Unit	Total Provision
Affordable	1	Flat	6	0.5	3
Shared Ownership	2	House	5	1	5
	3	House	1	2	2
Private	2	House	1	1	1
	3	House	22	2	44
	4	House	5	2	10
Total			40	Total	65

4.30 For the houses on-site, cycle parking will be provided either within either a shed or garage, while for the flats a communal cycle store is being provided. This will ensure that all residents have secure, covered and accessible cycle parking.

Travel Plan

4.31 A travel plan will be operated within the proposed development. A framework Travel Plan has been submitted alongside this Transport Assessment, with the production of the final Travel Plan to be subject to a suitably worded planning condition.

Pedestrian Crossing of Church Road

4.32 In pre-application discussions with the Parish Council the possibility of providing a controlled pedestrian crossing of Church Road was discussed. However, due to the presence of the lay-by on the southern side of the road, it is not possible to provide this crossing close to the desire line than the existing un-controlled crossing which is located immediately to the west of the fire-station. However, we would welcome further discussion in relation to facilitating safe crossing of Church Road.

Road Safety Audit

4.33 Once the highway works have been agreed with the highway authority a Stage 1 Safety Audit will be commissioned to ensure that safe access into the site can be achieved.

5 Trip Generation

5.1 This chapter of the Transport Assessment will outline the forecast vehicles trips that may be generated by the proposed development and the impact it will have on the local highway network.

5.2 As outlined previously the two existing dwellings that are located on-site will be retained and as such, no trip rates or generation for these is proposed, although they will be included in the Junction Capacity Analysis.

Trip Rates

5.3 The Trip Rate Information Computer System v.7.10.4, also known as TRICS, has been utilised to locate survey information from sites of similar land use and size. These trip rates have been used to provide a forecast of the number of vehicles that may be attracted to the proposed site.

5.4 To determine the likely trip generation for the residential aspects of the development, the following selection criteria were used to find similar sites within the TRICS database, which included:

- Land Use Class: 03 – Residential;
- Sub Land Use: A – Houses Privately Owned;
- Located within Southeast and East England;
- Vehicle surveys;
- Weekday Surveys;
- Located within “Neighbourhood Centre” and “Edge of Town” locations; and,
- Surveyed within the last ten years.

5.5 The TRICS database yielded a total of 12 sites, however 2 sites were manually de-selected as they were not considered suitable due to the surveys being conducted during the pandemic. The site selection is summarised in Table 5.1.

Table 5.1 TRICS Site Selection – Proposed Residential

TRICS Ref.	Location	Survey Date	Number of Dwellings
CT-03-A-01	Stotfold	22/06/22	46
ES-03-A-09	Newhaven	13/03/23	47
ES-03-A-13	Heathfield	18/03/24	36
HC-03-A-31	Liphook	07/10/22	44
NF-03-A-05	Holt	19/09/19	40
NF-03-A-25	Gorleston-on-Sea	21/09/21	55
NF-03-A-37	Dereham	27/09/22	44
NF-03-A-40	Near Norwich	11/10/16	57
SC-03-A-10	Ash	14/09/22	32
SF-03-A-06	Kentford	22/09/17	38
WS-03-A-07	Near Horsham	19/10/17	57
WS-03-A-16	Bracklesham Bay	09/11/22	58

5.6 A summary of the trip rates is displayed in Table 5.2, with the Full TRICS Output Report contained in **Appendix F**.

Table 5.2 Vehicle Trip rates

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate per dwelling	0.179	0.332	0.511	0.291	0.164	0.455	2.365	2.378	4.743

Source: TRICS version 7.8.4

5.7 Based on Table 5.2 above, Table 5.3 below outlines the likely trip generation of the proposed site, consisting of 40 residential dwellings.

Table 5.3 Total Vehicles (40 Dwellings)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	7	13	20	12	7	18	95	95	190

5.8 As shown in Table 5.3, the proposed residential development is anticipated to have a total trip generation of 20 two-way vehicular movements during the AM peak hour, 18 two-way vehicular movements during the PM peak hour and a total daily flow of 190 two-way vehicle movements.

5.9 As noted previously, the development will provide an eight-space car park for use by local residents. This is likely to result in a number of vehicle trips over the course of the day although the actual number of trips is likely to vary from day-to-day.

5.10 There are likely to be very limited peak hour movements resulting from the proposed car park and as such, no trip generation is proposed. However, to support the Junction Capacity Analysis undertaken at the site access, some peak hour movements will be assessed.

5.11 It is also important to note that the majority of trips to / from the car park are likely to be diverted trips that already exist on the local highway network and as such, the impact of these will be limited.

5.12 The proposed development will also provide a new 23 space car park for the existing residents of Lion Lane, however, this car park will only cater for the existing residents and therefore no trips would be generated on the wider highway network.

Development Traffic Distribution

5.13 In order to further review the likely impact, an assessment of Office for National Statistics (ONS) census data⁹ was used to establish the distribution of vehicle trips onto the local road network. Journey to work data from the ONS dataset WF01BEW (Location of usual residence and place of work) for MSOA West Sussex 002. This approach and the subsequent trip distribution was agreed upon by WSCC within their Pre-Application (**Appendix A**).

⁹ ONS Dataset WU

5.14 Based on this data, traffic from the proposed development, which includes the residents car park, has been allocated across two routes, these being the Church Road (East) and Church Road (West). The percentage allocated along each route is outlined in Table 5.4.

Table 5.4 Distribution of Trips

Destination	Percent of Residents
Church Road East (B2110)	37.2%
Church Road West (B2110)	62.8%

Source: ONS

Table 5.5 Trip Distribution during Peak Periods

	East		West	
	Arrive	Depart	Arrive	Depart
AM Peak 08:00-09:00	3	5	4	8
PM Peak 17:00-18:00	4	3	8	4
Daily	35	35	60	60

5.15 As shown in Table 5.5 above, the proposed development is likely to generate approximately one vehicle movement every 20 minutes along the B2028 (N) (North Street), one vehicle movement every 60 minutes along the B2110 (E) (East Street) and one vehicle movement every six minutes along the B2110 (W) (Church Road and Turners Hill Road) during the peak hours.

5.16 The AM and PM proposed development traffic flows are presented in **Figure 5.1** and **Figure 5.2**, respectively, and are contained within the Figures Appendix.

5.17 Although, the trips into and out of the car parks are not new trips on the wider highway network, they would be diverted into and out of the access junction. Therefore, to support the Junction Capacity Analysis undertaken at the site access, additional movements will be assessed, with the following assumptions made:

- An additional 12 dwellings have been assessed to account for the proposed 20 space car park located in the southwest corner of the site for the residents of Lion Lane.
- Eight arrivals and four departures have been added between 0830 and 0845, and four arrivals and eight departures have been added between 0845 and 0850 to reflect the potential use of the village car park during the school drop-off period; and

- Outside of the school drop-off time, three arrivals and three departures have been added to each 15-minute time segment to account for the use of the village car park.
- Trips outside the peak hours have been determined using the profile of trips throughout the day identified from the TRICS database.

5.18 With these assumptions, the total trips using the site access junction would be as presented in Table 5.6.

Table 5.6 Total Vehicles (40 Dwellings and Car Parks)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
40 Dwellings	7	13	20	12	7	18	95	95	190
Residents Car Park Traffic	2	4	6	3	2	5	29	29	57
Village Car Park – School drop off	12	12	24	0	0	0	24	24	48
Village Car park – other uses	8	8	16	12	12	24	29	29	55
Total	29	37	66	27	21	47	177	177	350

5.19 During the AM peak hour (08:00-09:00), the proposed site access is expected to accommodate approximately 1 vehicle movement a minute, while during the PM peak hour (17:00-18:00), this reduces to less than 1 vehicle movement a minute. Across an average day, the access would serve an average of approximately 1 vehicle movement every 2 minutes. These flow rates indicate a relatively low level of traffic using the site access during the peak hours and across the day.

6 Future Traffic Scenarios

6.1 This chapter of the Transport Assessment considers the future year scenarios for which the capacity of the local highway network will be assessed.

Background Traffic Growth

6.2 To determine the background growth that is anticipated in the area, the TEMPro 8.1 software has been used to simulate background traffic growth for the morning and evening peak periods on the local highway network surrounding the proposed development.

6.3 There has been no confirmed completion date for the site, so the future traffic scenarios have been produced for 2030, 5-years from the application.

6.4 Growth factors for 'Mid Sussex 002' mid-super output area have been derived for car drivers only. These local factors have been adjusted using the National Traffic Model ("NTM") (NRTP 2022 Core) for minor roads. Table 6.1 displays the growth factors for the proposed site.

Table 6.1 TEMPro Growth Factors 2022-2030

	Local Growth		NTM Adjusted
	Origin	Destination	
Weekday Morning Peak	1.0462	1.0545	1.0619
Weekday Afternoon Peak	1.0531	1.048	1.0621

Source: TEMPro 8.1

Committed Development

6.5 There are currently no committed developments within the vicinity of the site that can be included in this Transport Assessment.

Total Forecast Traffic Flows

6.6 The 2030 Total Forecast traffic flows introduce the traffic flows associated with the proposed development and comprise a sum of the total forecast base traffic flows and the development traffic flows.

6.7 **Figure 5.1** and **Figure 5.2**, which are contained within the Figures Appendix, display the following traffic flow diagrams:

- **Forecast Base 2030 AM / PM** – 2022 traffic grown to 2030;
- **Proposed Development AM / PM Traffic Flows** – Generated traffic flows of the proposed site; and
- **Total Forecast 2030 AM / PM** – The combined 2030 traffic + the proposed development traffic.

Modelling Assumptions

6.8 In order to assess the impact on the new site access priority junction, a PICADY model has been produced in Junctions 11.

7 Junction Capacity Analysis

7.1 This chapter of the Transport Assessment summarises the results of the future year capacity analysis to understand the impact on the proposed development on the operation of the local highway network.

7.2 The modelling results, which assume free-flow traffic conditions along Church Road (B2110), are summarised in Table 7.1 below, with the full output report contained within **Appendix G**.

Table 7.1 Junction Capacity Analysis – Proposed Site Access

Arm	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Max Queue	Max Delay	Max RFC	Max Queue	Max Delay	Max RFC
2030 Baseline + Proposed Development						
Site Access	0	8.50	0.04	0	7.70	0.02
Church Road	0	4.95	0.02	0	4.82	0.02
2030 Baseline + Proposed Development + Village Car Park						
Site Access	0.1	9.17	0.09	0.1	8.15	0.05
Church Road	0.1	5.06	0.05	0.1	4.88	0.04

Source: Junctions 11 Report (contained in **Appendix G**)

7.3 As outlined in Table 7.1 above, the proposed site access will have minimal impact on Church Road. Maximum delays of approximately 9 seconds can be expected at the site access junction, and an RFC values below 0.09 across the entire site access junction. This impact to the local highway network is considered negligible and unlikely to cause any implications across the local and wider highway network.

8 Summary and Conclusions

8.1 Transport Planning Associates (TPA) has been commissioned by Elvia Homes Eastern to provide transport planning consultancy services in relation to the proposed development of land at Old Vicarage Field and Old Estate Yard, on Church Road in Turners Hill.

8.2 The site comprises Old Vicarage Field and Old Estates Yard, both of which are identified within the Turners Hill Neighbourhood Plan 2014-2031. The proposed development will replace the existing field and estate yard with a residential development consisting of 40 dwellings, with vehicular access provided via a new priority junction on Church Road. Two existing dwellings will be retained, although their vehicular access will be realigned from Church Road to within the proposed site. Pedestrian access to these dwellings will remain at their existing location onto Church Road, and the existing crossover at this location will be re-installed as pavement.

8.3 In addition, the development will deliver appropriate access for vehicles, pedestrians and cyclists, along with landscaping, an eight-space car park, and the improvement and formalisation of two existing car parks currently used by existing residents of the village. Collectively, these improvements to the two existing car parks will provide a total of 33 parking spaces for residents of Lion Lane. At present, access to the southern car park is gained via the eastern side of the fire station; however, this will be reconfigured as part of the development to provide access through the site instead.

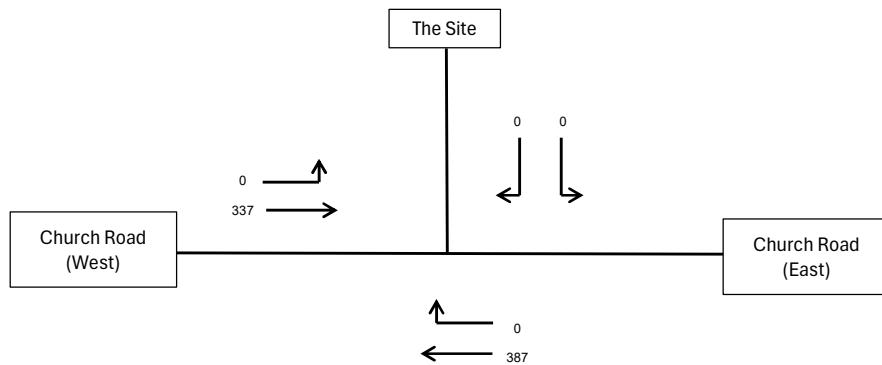
8.4 The proposed development will have minimal impact on Church Road. A total of 20 two-way movements can be expected during the morning peak hour (08:00-09:00) and 18 during the evening peak hour (17:00-18:00). A daily total of 190 two-way movements are anticipated for the proposed development.

8.5 The junction modelling demonstrates that the proposed site access will operate well within capacity, with minimal delays and very low levels of traffic demand. As such, the associated impact on the local and wider highway network is anticipated to be negligible. The modelling scenarios are robust and incorporate a range of additional assumptions to account for vehicle movements associated with the proposed residential parking spaces, the dedicated car parking provision for Lion Lane residents, and the village car park, which is expected to experience peak usage during school drop-off periods.

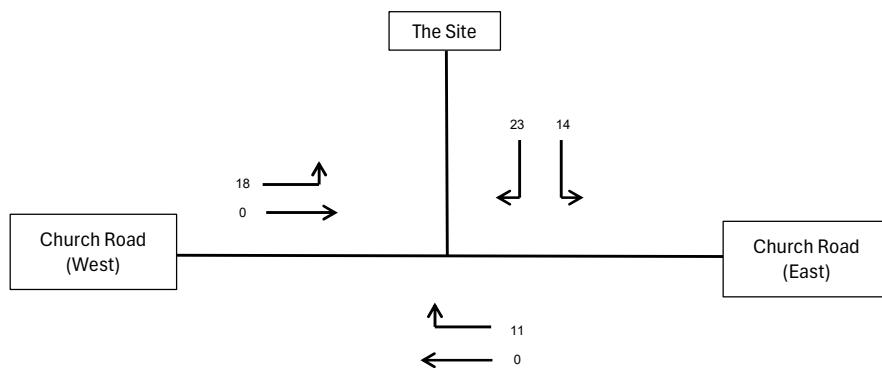
Report Conclusions

8.6 This Transport Assessment concludes that the development proposal will have minimal impact on the local highway network. As such, it is considered that there are no transport or highway reasons for refusal of this application.

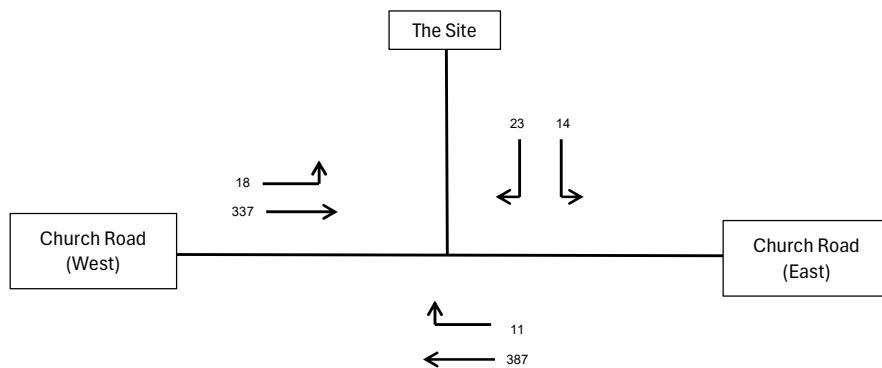
FIGURES



Forecast Base 2030 AM



Proposed Development AM Traffic Flows



Total Forecast 2030 AM

Bristol
Cambridge
London
Welwyn Garden City



No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

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AM Traffic Flows at the Proposed Site Access

Date:	Status:	Scale:
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12/05/25	INFORMATION	NTS
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Church Road, Turners Hill

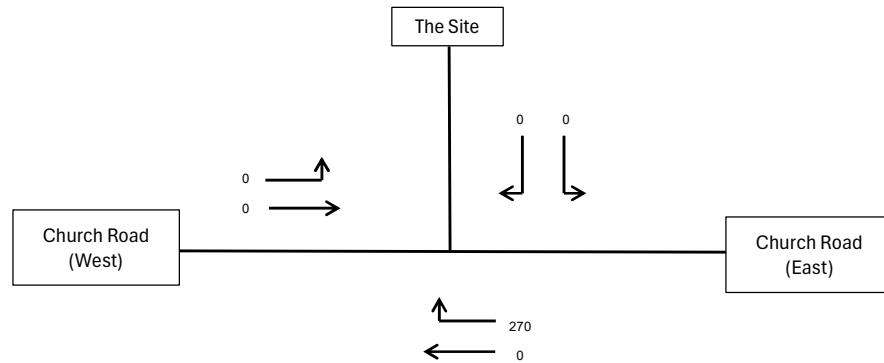
Prepared By:	Checked By:	Approved By:
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GM	IB	IB
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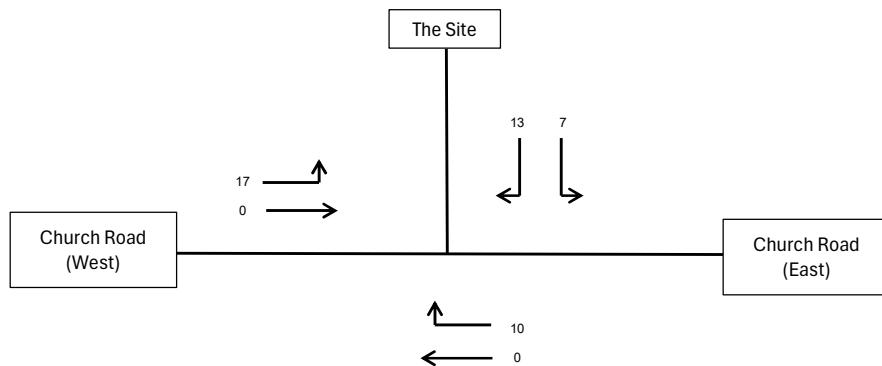


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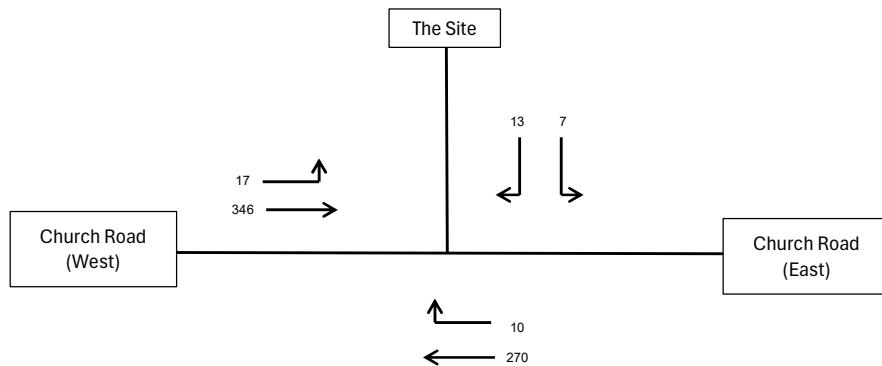
2202-008	5.1	-
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Forecast Base 2030 PM



Proposed Development PM Traffic Flows



Total Forecast 2030 PM

Bristol
London
Wokingham
Wokingham
Garden City



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PM Traffic Flows at the Proposed Site Access

Date:	Status:	Scale:
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12/05/25	INFORMATION	NTS
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Church Road, Turners Hill

Prepared By:	Checked By:	Approved By:
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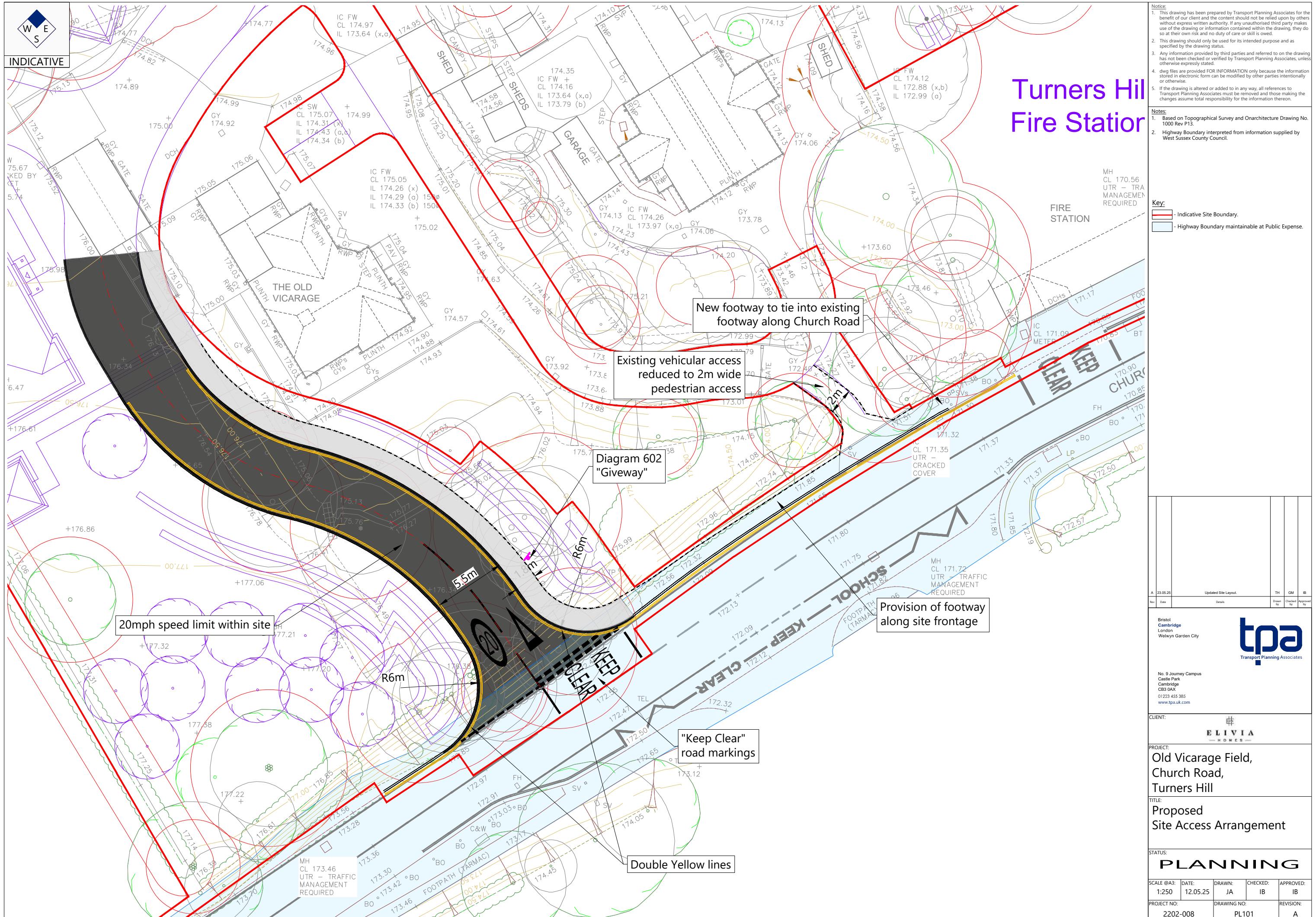
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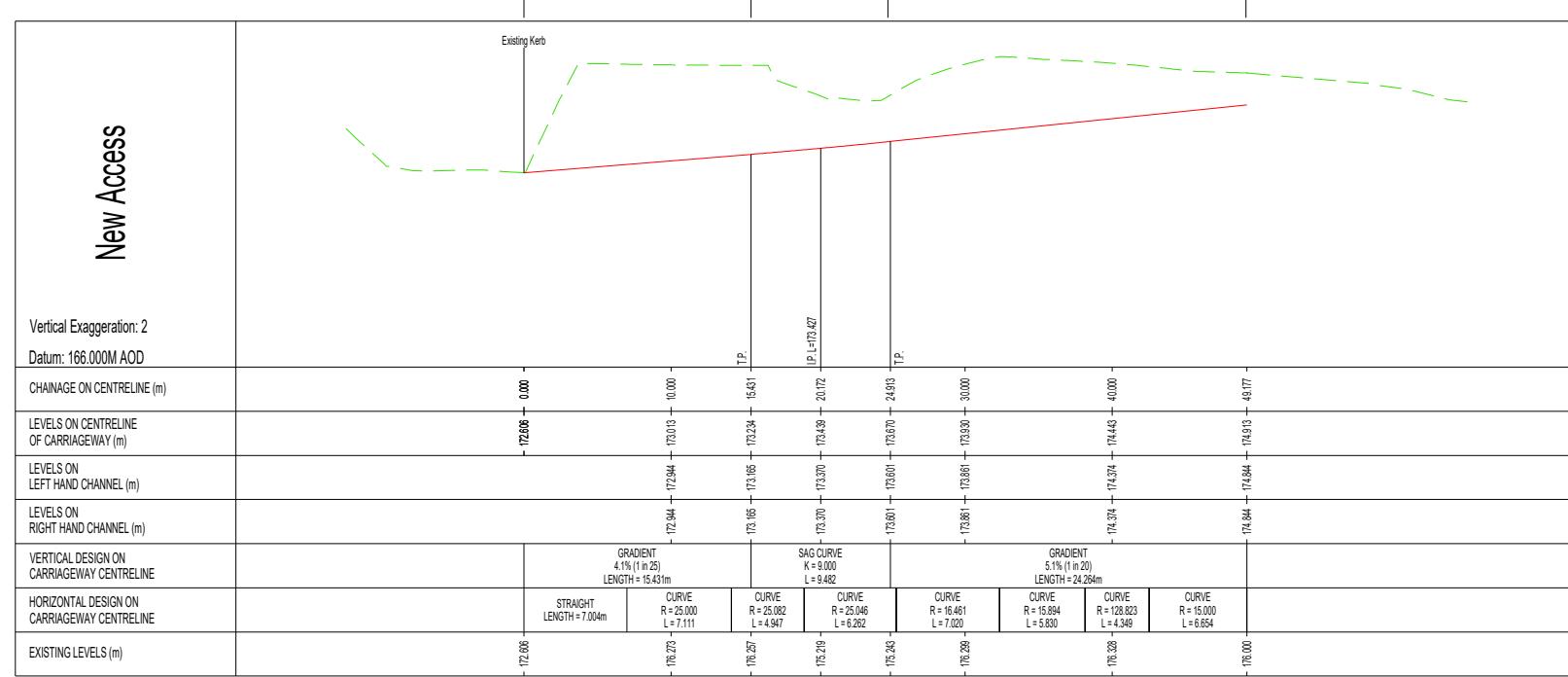
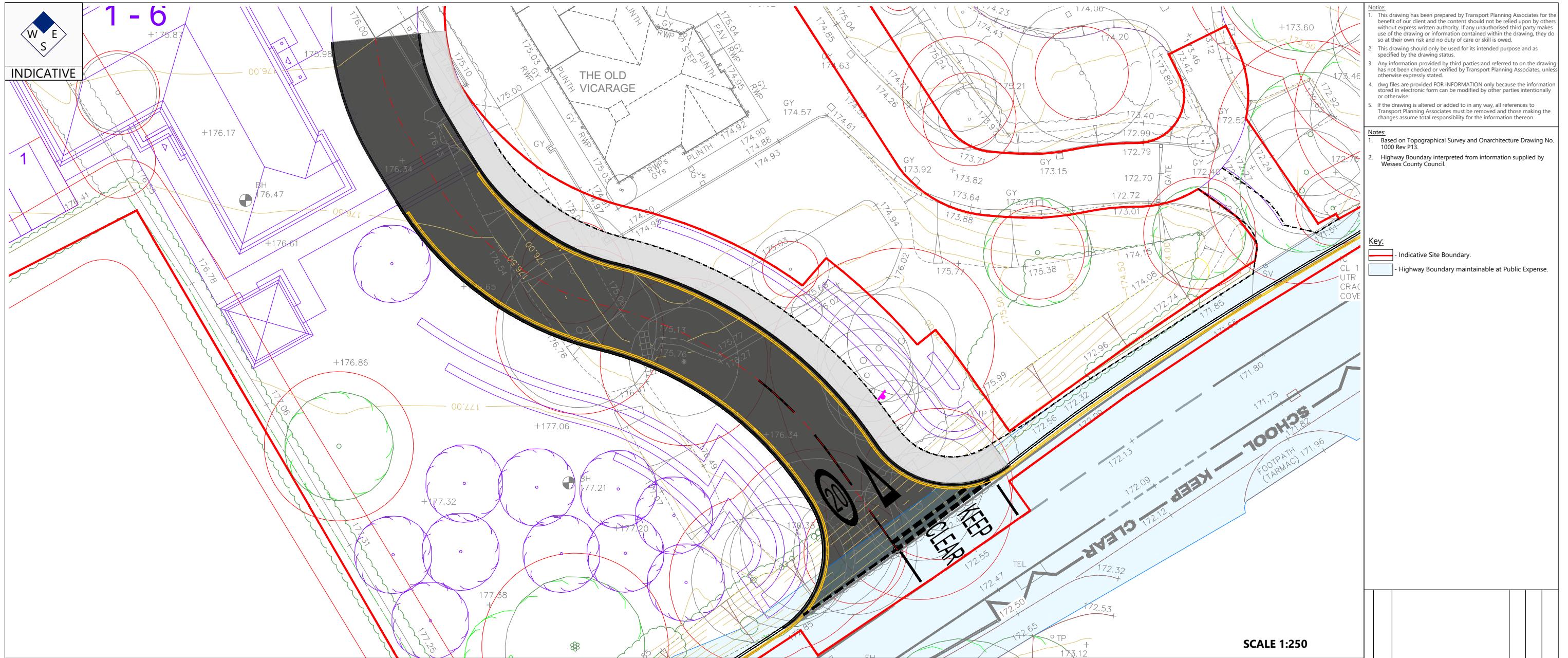


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DRAWINGS





SCALE
HORIZONTAL 1:500
VERTICAL 1:250

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Based on Topographical Survey and Onarchitecture Drawing No. 1000 Rev P13.
Highway Boundary interpreted from information supplied by
Wessex County Council.

- Indicative Site Boundary.
- Highway Boundary maintainable at Public Expense.

25	Updated Site Layout.	TH	GM	IB
26	Details	Present	Checked	Approved

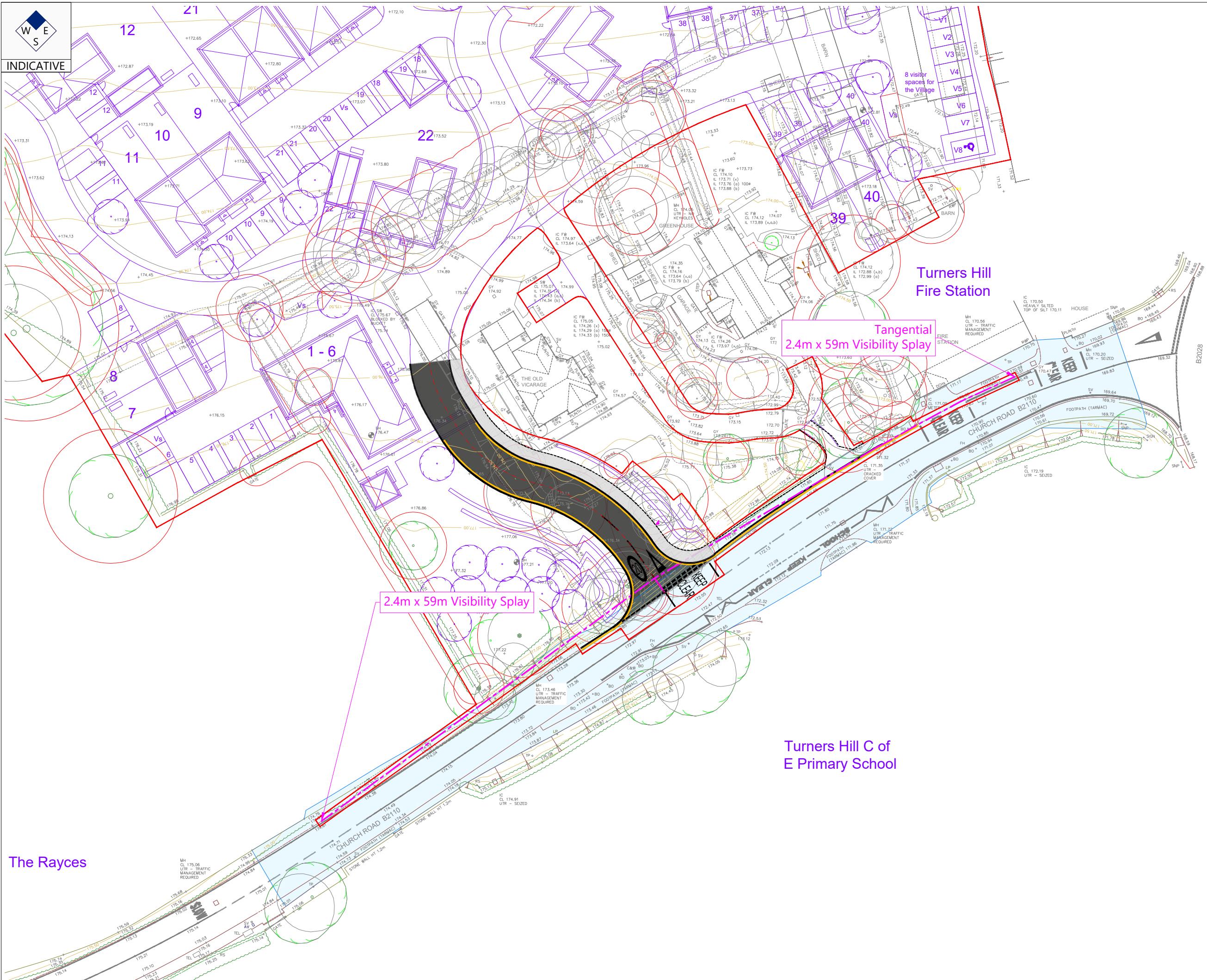
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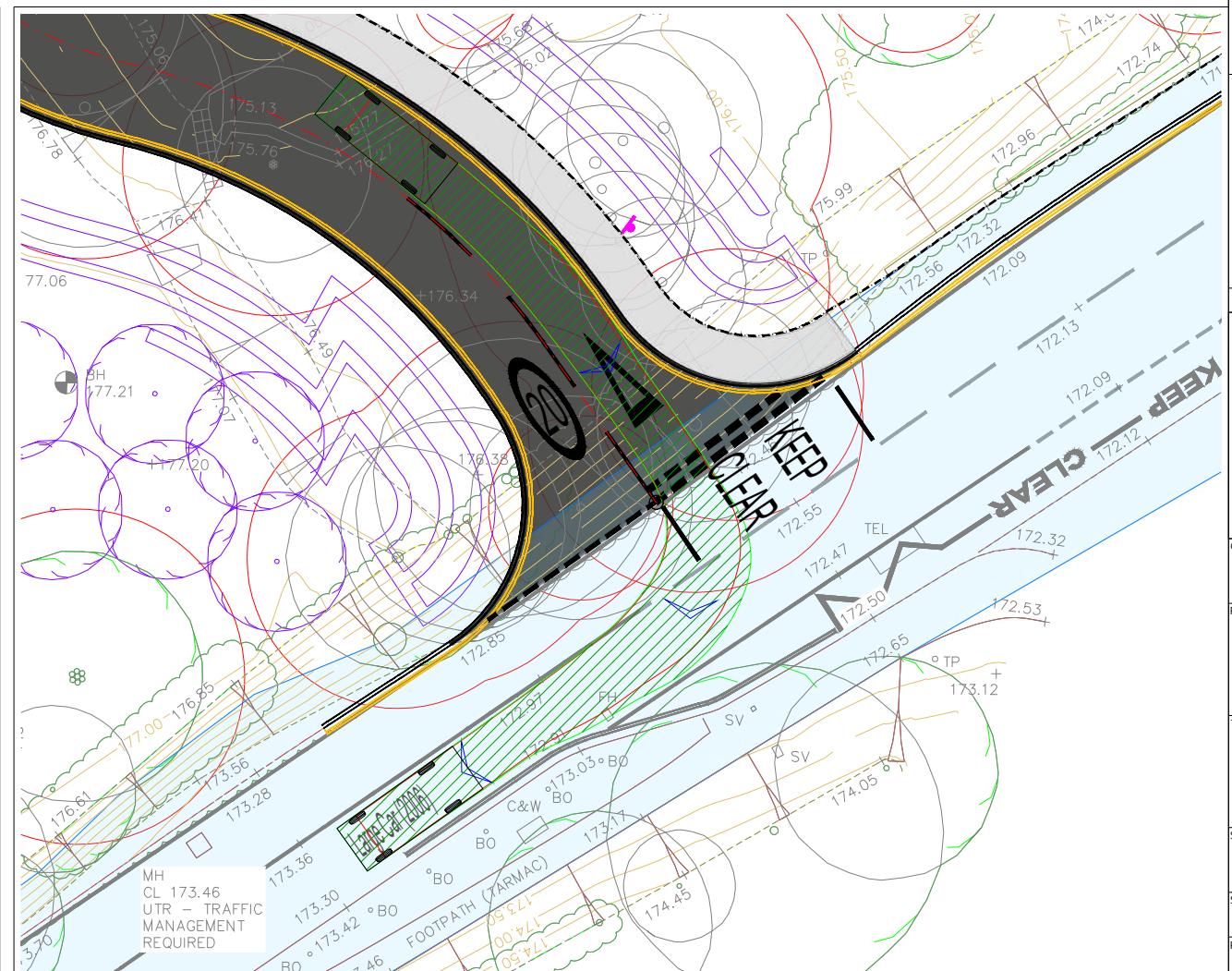
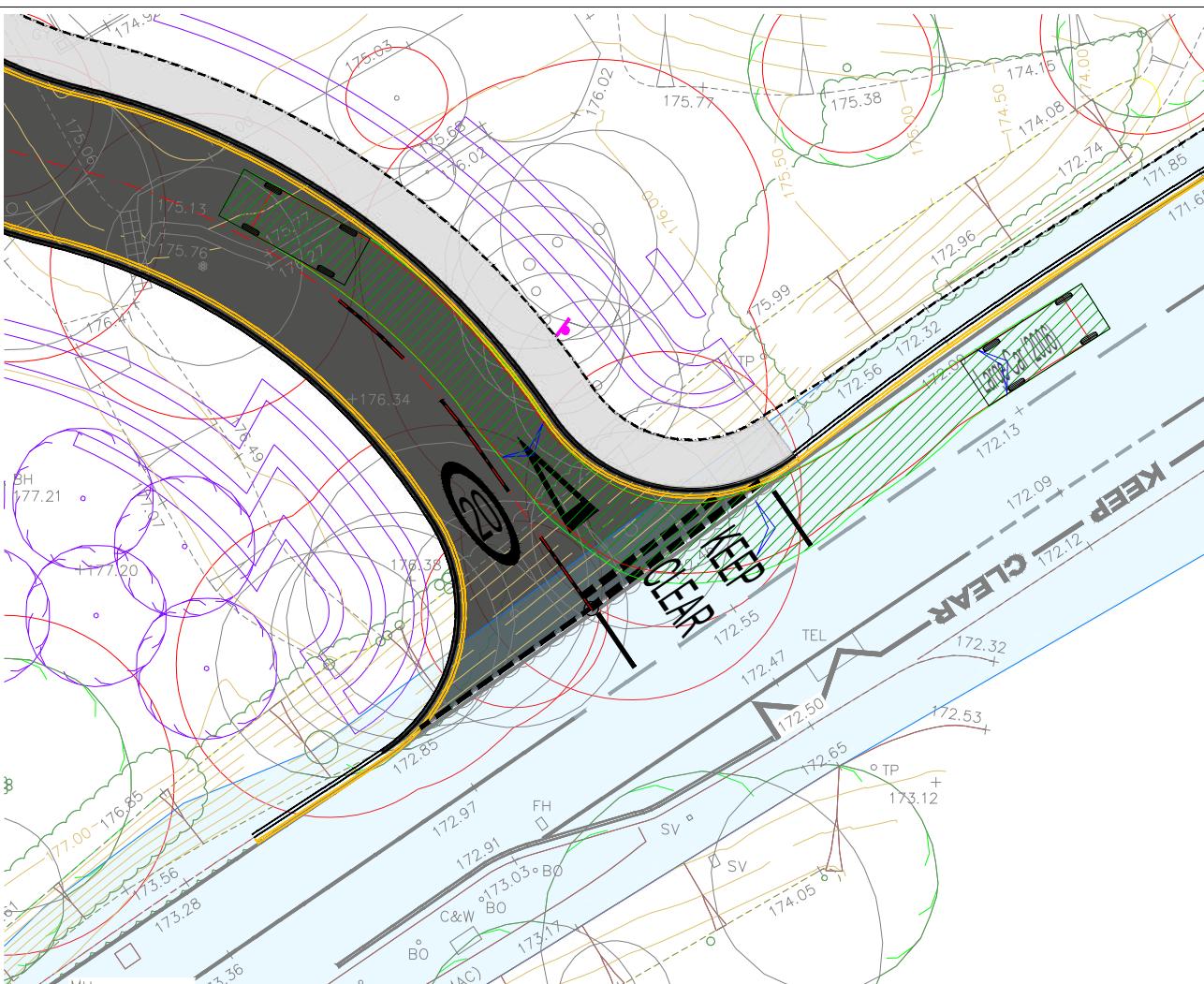
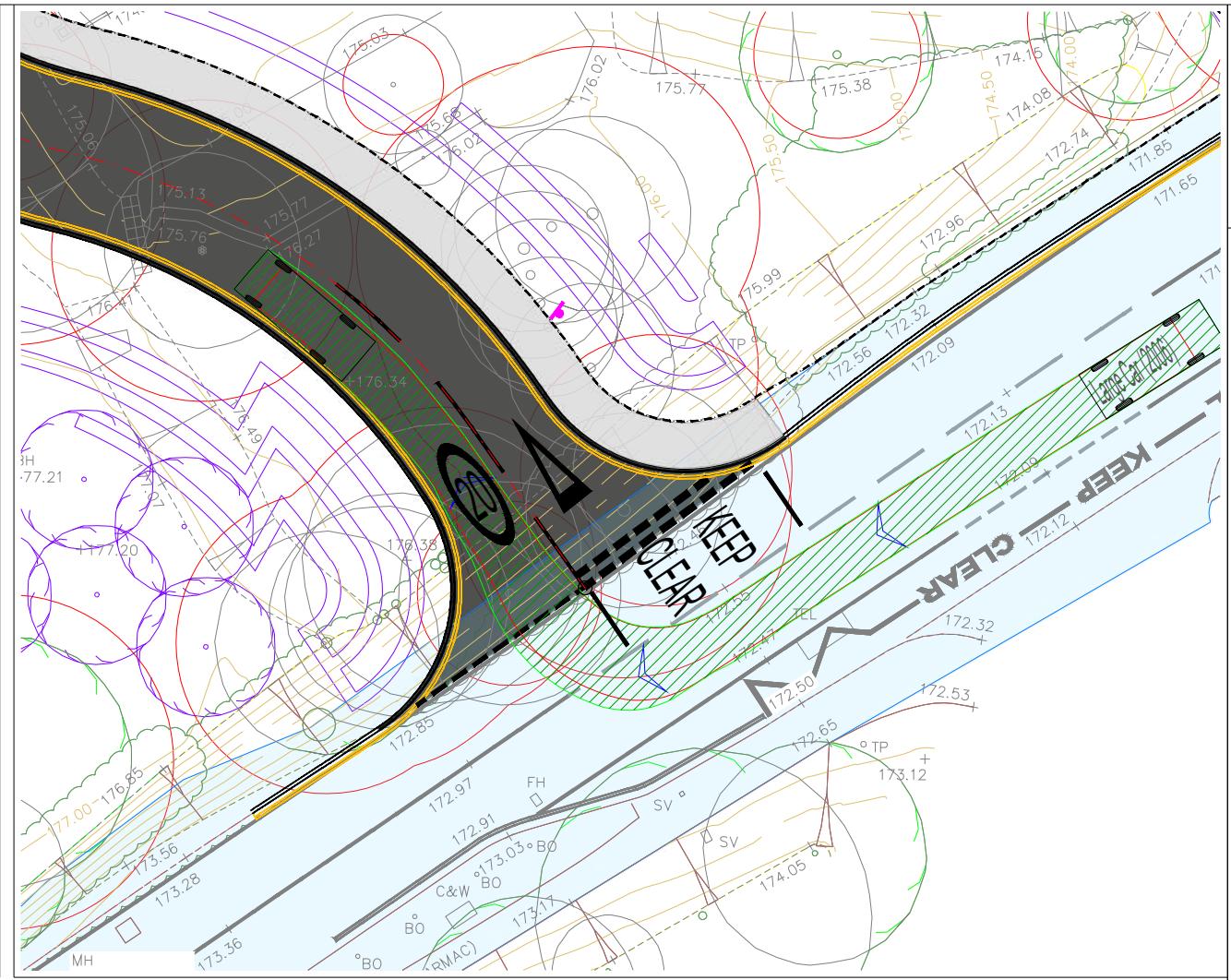
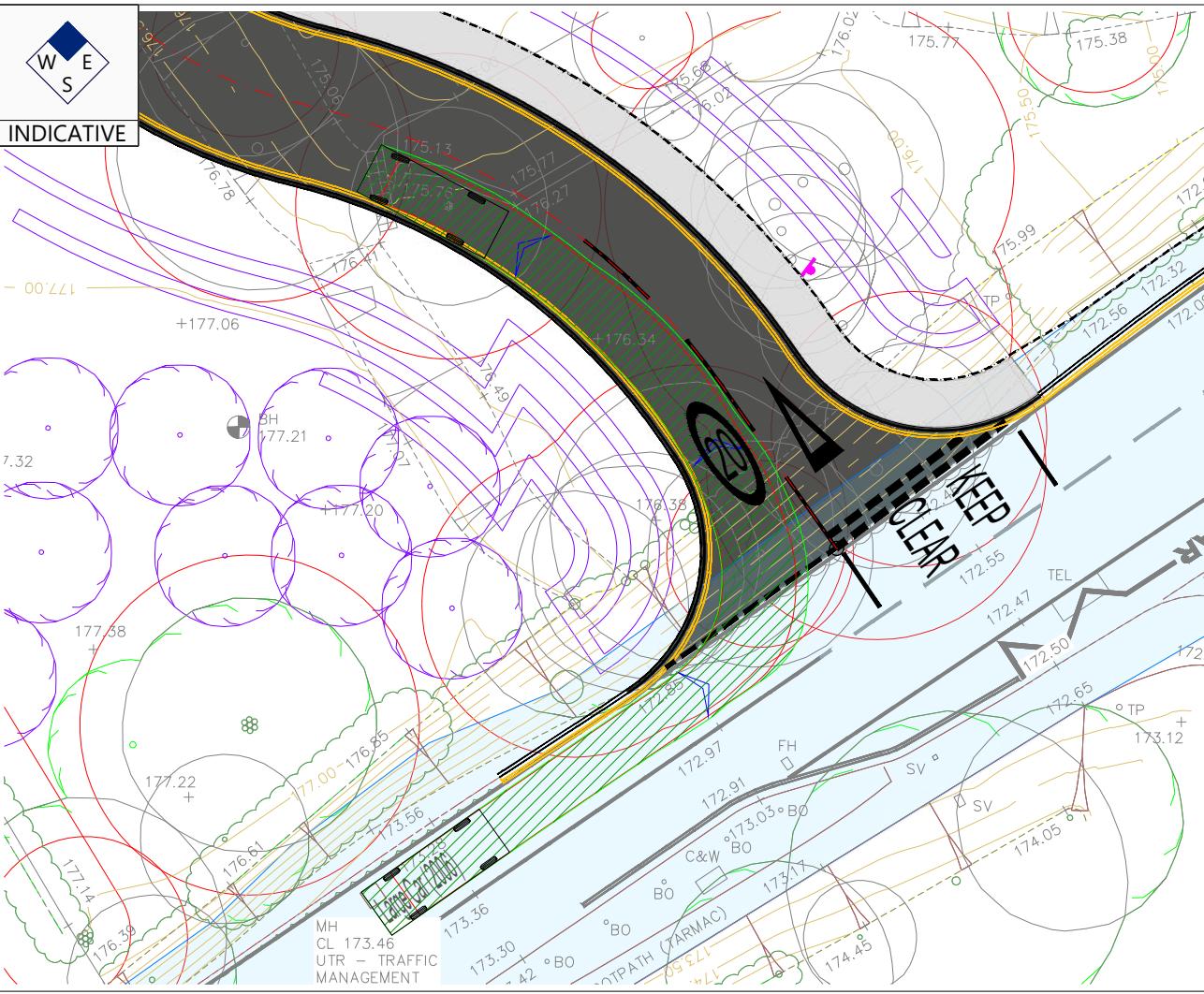
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A	23.05.25	Updated Site Layout.	TH	GM	IB
Rev	Date	Details	Drawn by	Checked by	Approved by
<p>Bristol Cambridge London Welwyn Garden City</p> <p>tpa Transport Planning Associates</p> <p>No. 9 Journey Campus Castle Park Cambridge CB3 0AX 01223 455 385 www.tpa.uk.com</p>					
<p>CLIENT: ELIVIA HOMES</p>					
<p>PROJECT: Old Vicarage Field, Church Road, Turners Hill</p>					
<p>TITLE: Proposed Site Access Arrangement Visibility Plan</p>					
<p>STATUS: PLANNING</p>					
SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:	
1:500	12.05.25	JA	IB	IB	
PROJECT NO:	DRAWING NO:	REVISION:			
2202-008	VS101	A			



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Notes:
 1. Based on Topographical Survey and Onarchitecture Drawing No. 1000 Rev P13.
 2. Highway Boundary interpreted from information supplied by Wiltshire Council.
 3. Swept Path Analysis of a Large Car (AutoTrack Vehicle Reference No. 100004).

Key:
 Indicative Site Boundary.
 Highway Boundary maintainable at Public Expense.

	Large Car (2006)
Overall Length	5.07m
Overall Width	1.82m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Ground Clearance	1.17m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.90m

Swept Path Key:
 Swept path - Wheel Pathway.
 Swept path - Vehicle Overhang.

A 23.05.25	Updated Site Layout.	TH	GM	IB
Rev	Date	Details	Drawn by	Checked by

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CLIENT:

ELIVIA
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PROJECT:
 Old Vicarage Field,
 Church Road,
 Turners Hill

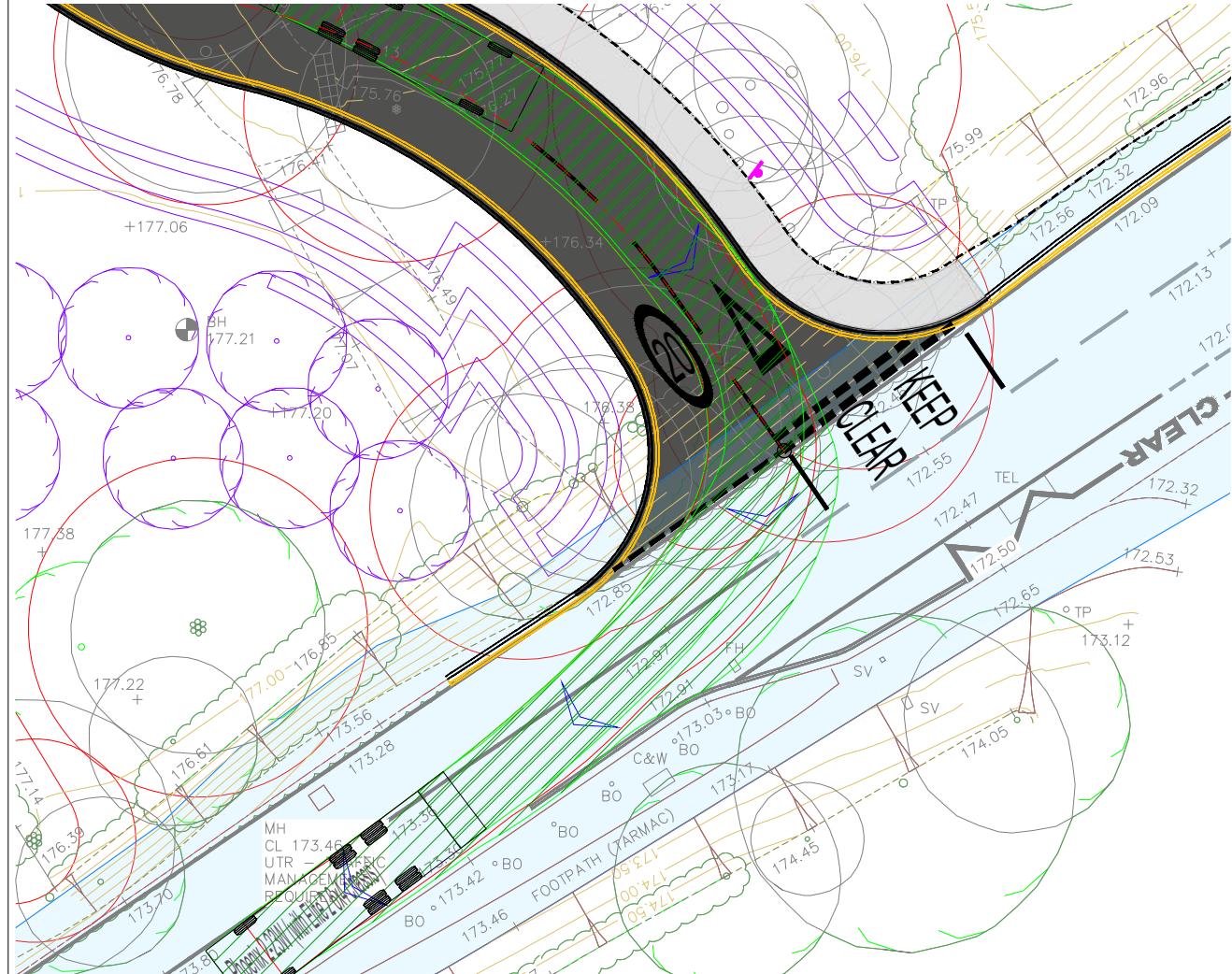
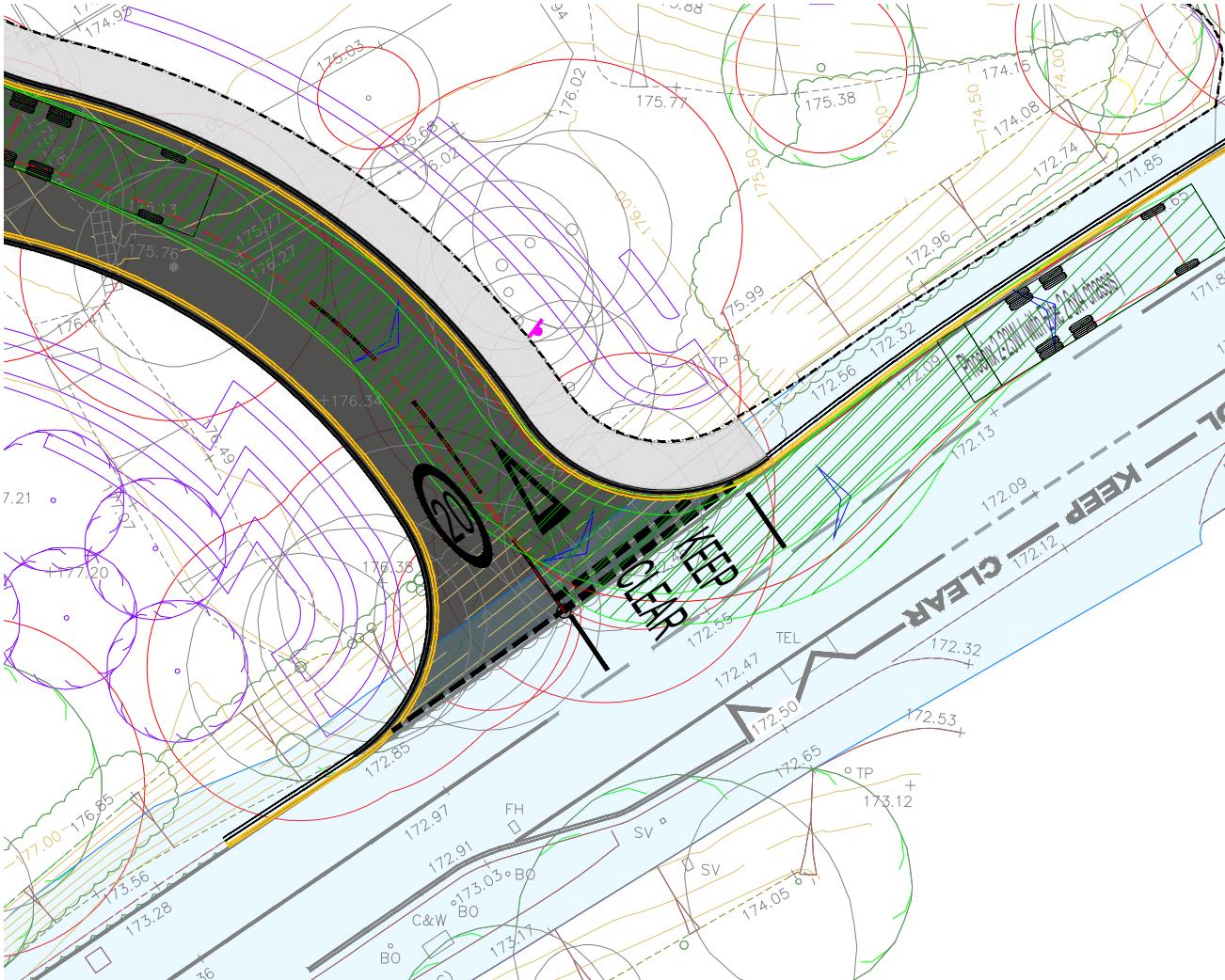
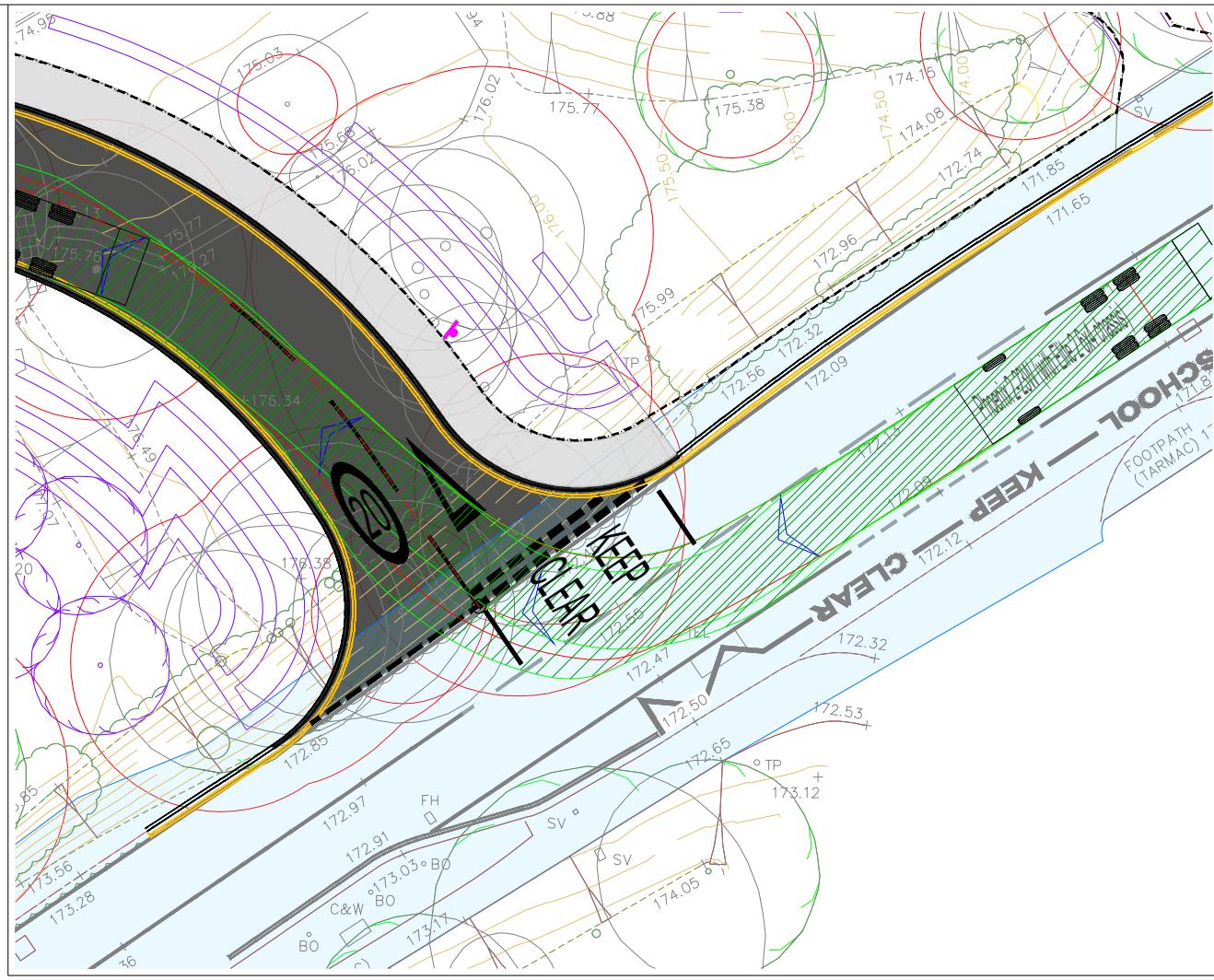
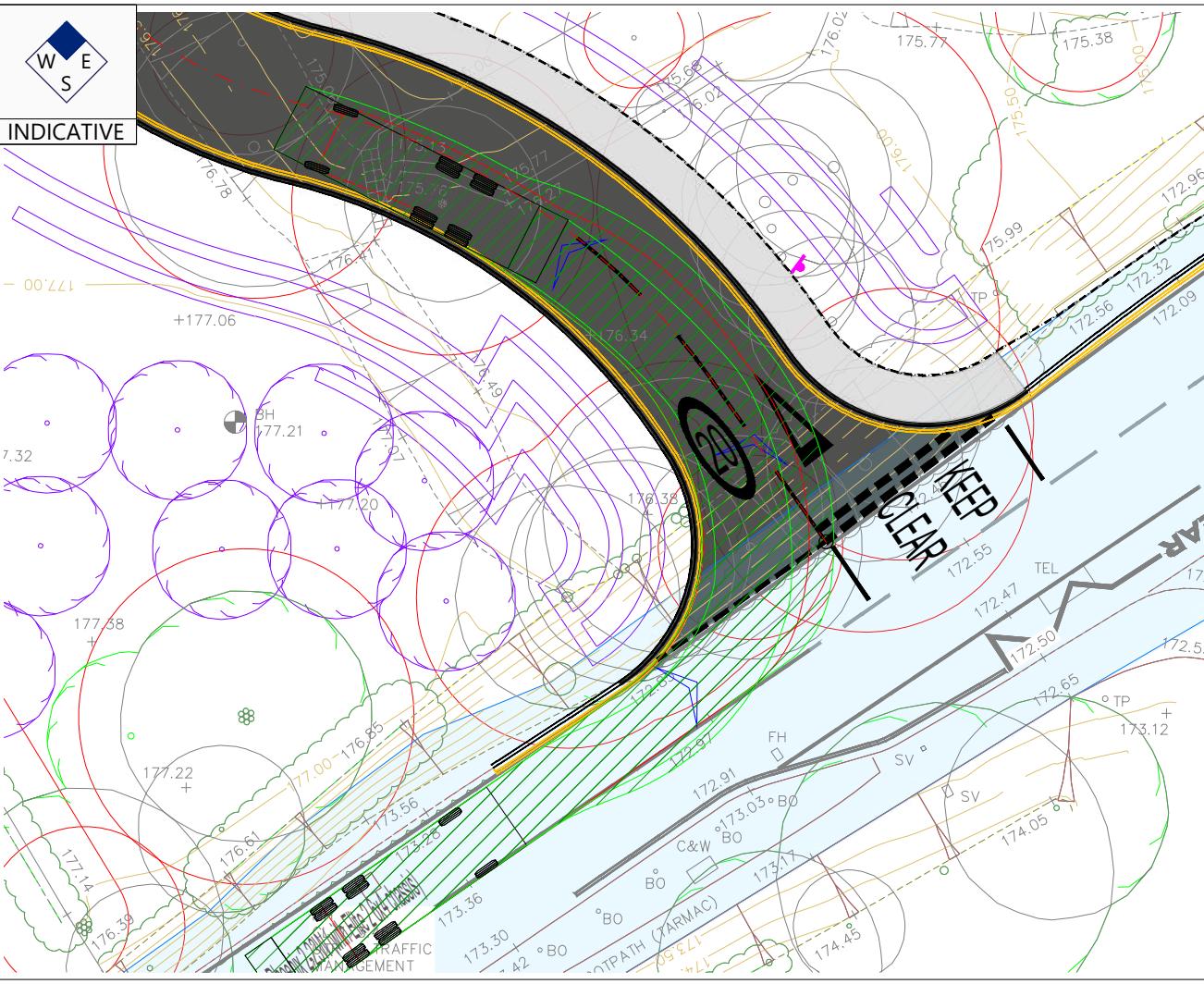
TITLE:
 Swept Path Analysis of a
 Large Car
 - Site Access Arrangement

STATUS:

PLANNING

SCALE @A3: 1:250 DATE: 09.05.25 DRAWN: JA CHECKED: IB APPROVED: IB

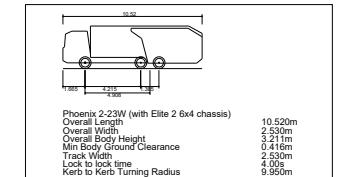
PROJECT NO: 2202-008 DRAWING NO: SP101 REVISION: A



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Notes:
 1. Based on Topographical Survey and Onarchitecture Drawing No. 1000 Rev P13.
 2. Highway Boundary interpreted from information supplied by Wiltshire Council.
 3. Swept Path Analysis of a 10.5m (3 Axle) Refuse Vehicle (AutoTrack Vehicle Reference No. N/A).

Key:
 - Indicative Site Boundary.
 - Highway Boundary maintainable at Public Expense.



Swept Path Key:
 - Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.

A	23.05.25	Updated Site Layout.	TH	GM	IB
Rev	Date	Details	Drawn by	Checked by	Approved by

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 01223 455 385
 www.tpa.uk.com

CLIENT:

ELIVIA
 HOMES

PROJECT:
 Old Vicarage Field,
 Church Road,
 Turners Hill

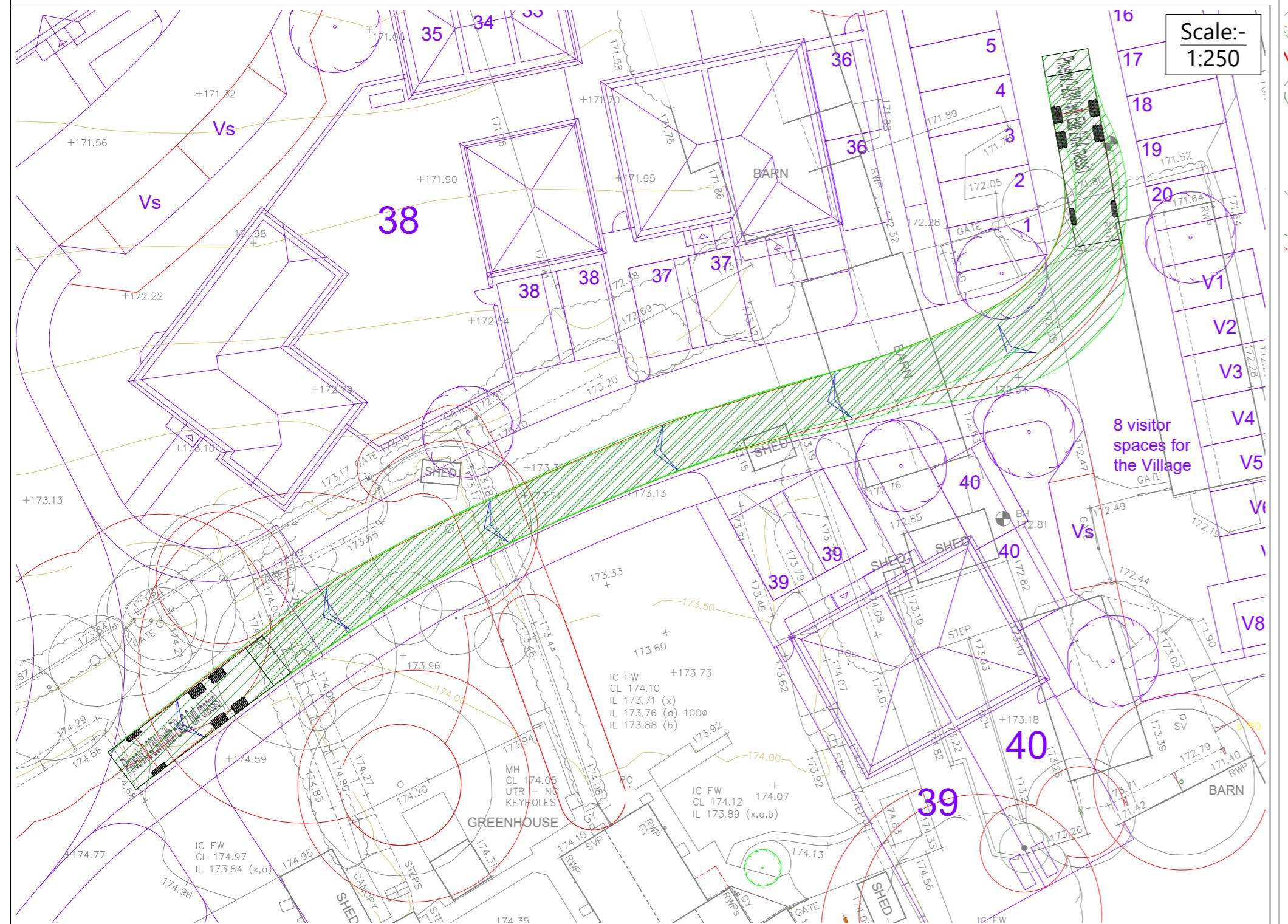
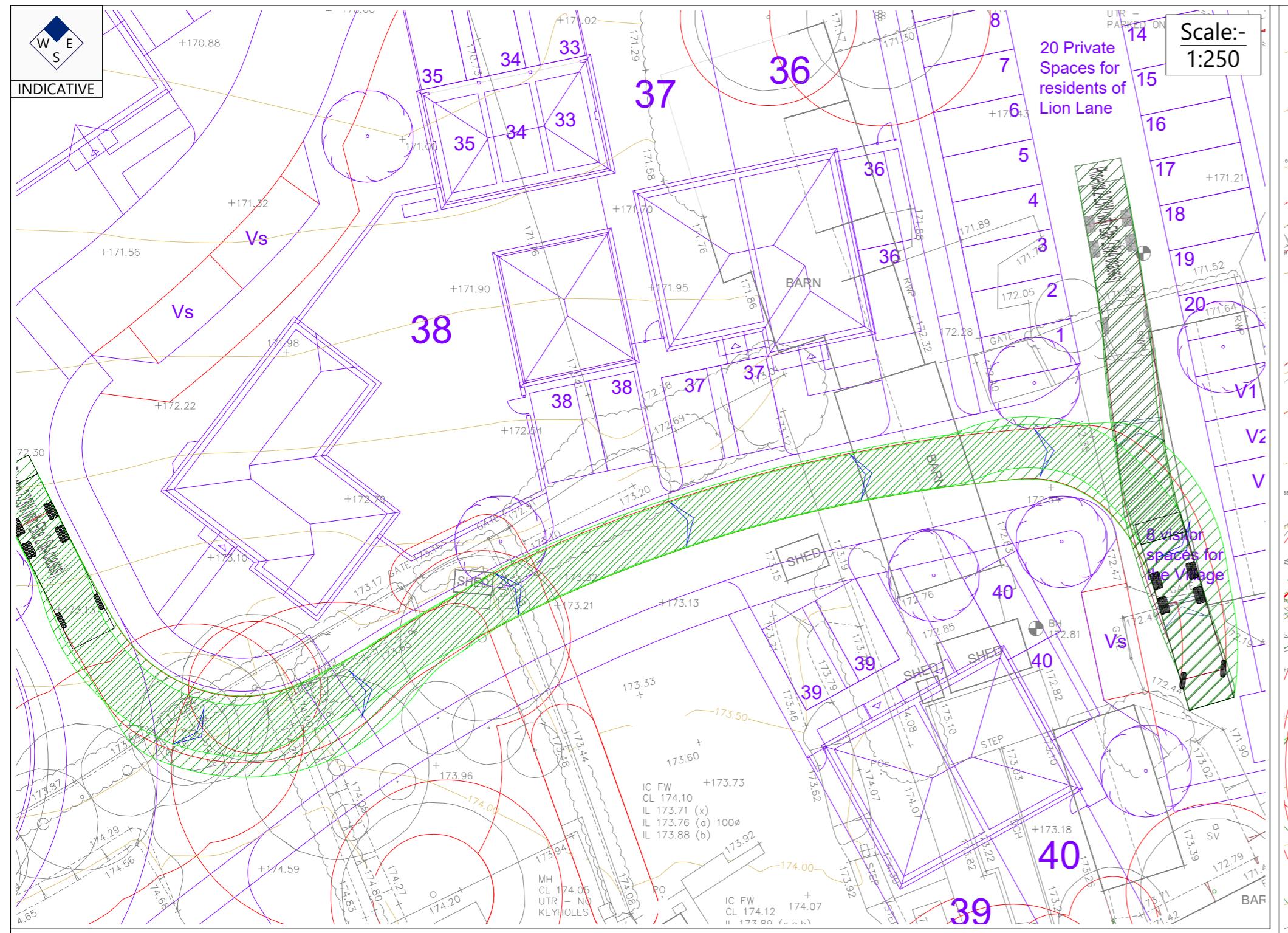
TITLE:
 Swept Path Analysis of a
 10.5m Refuse Collection Vehicle
 - Site Access Arrangement

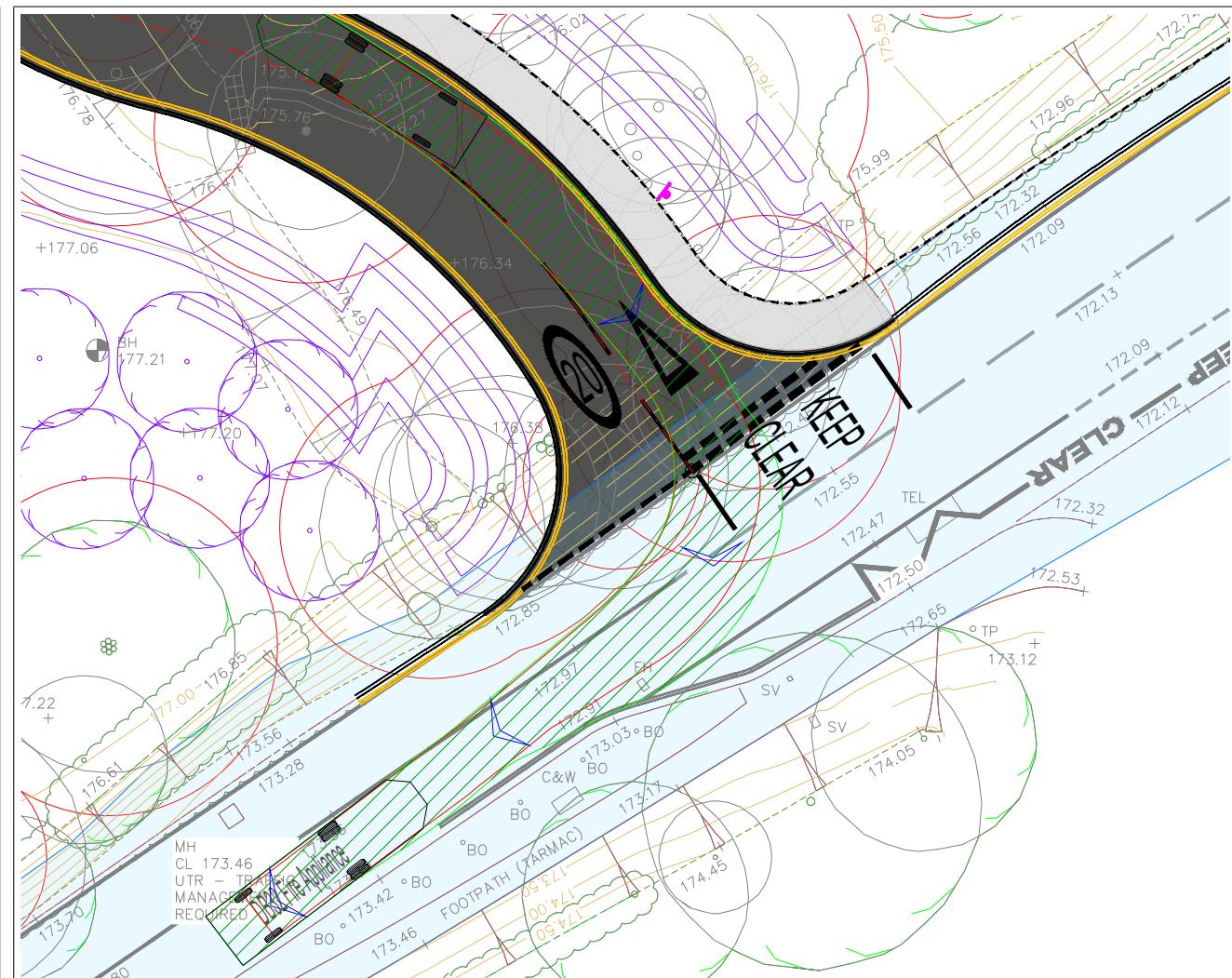
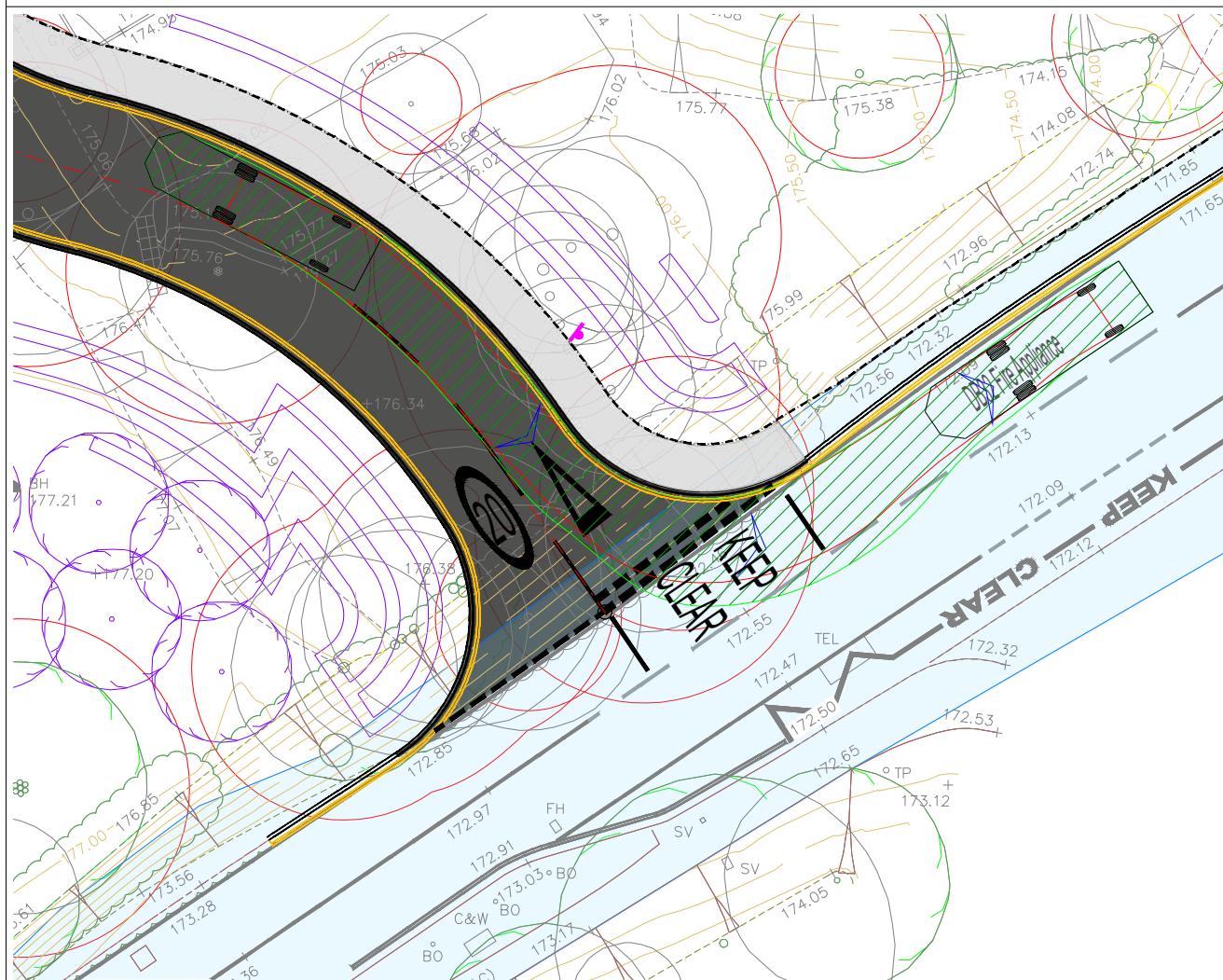
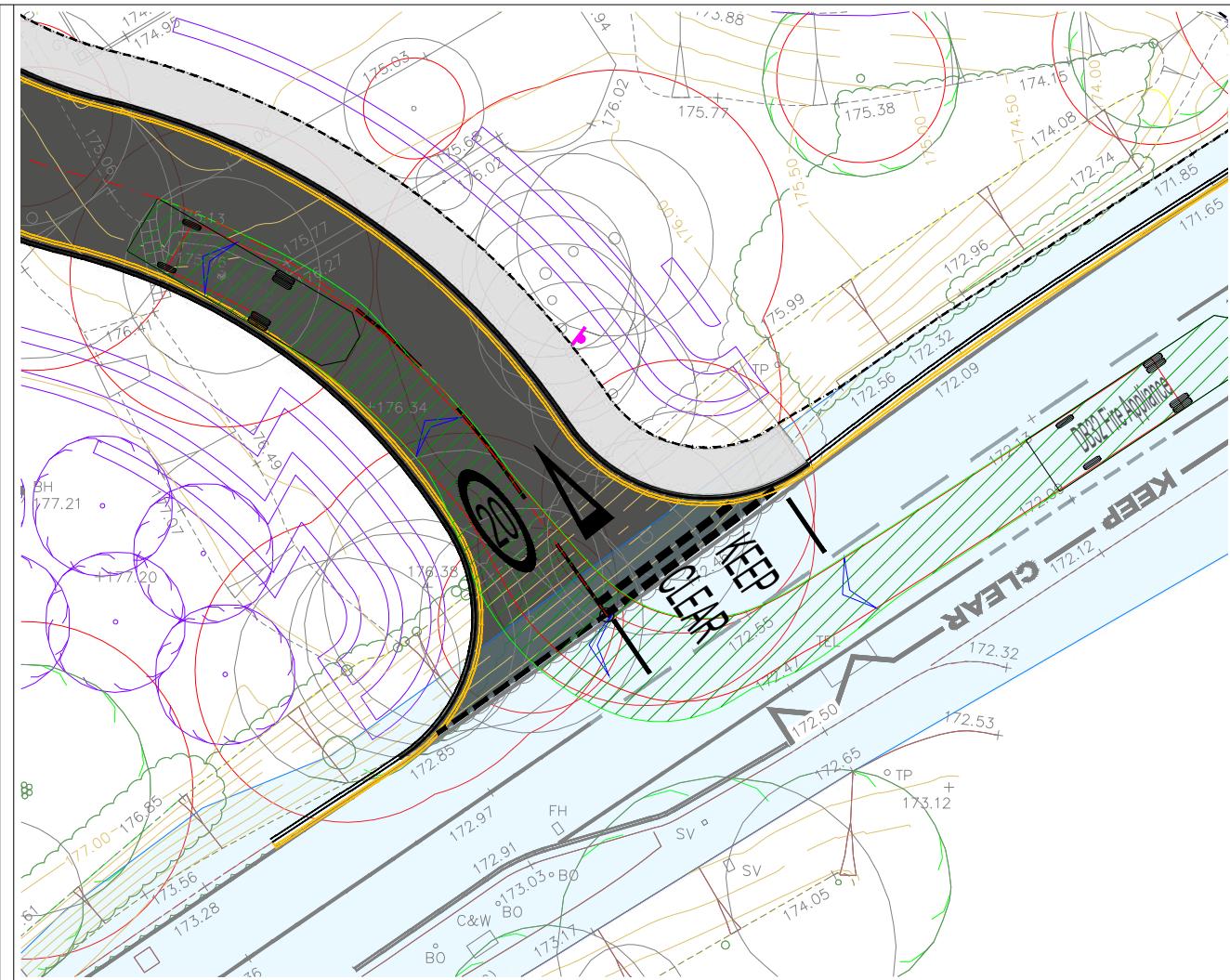
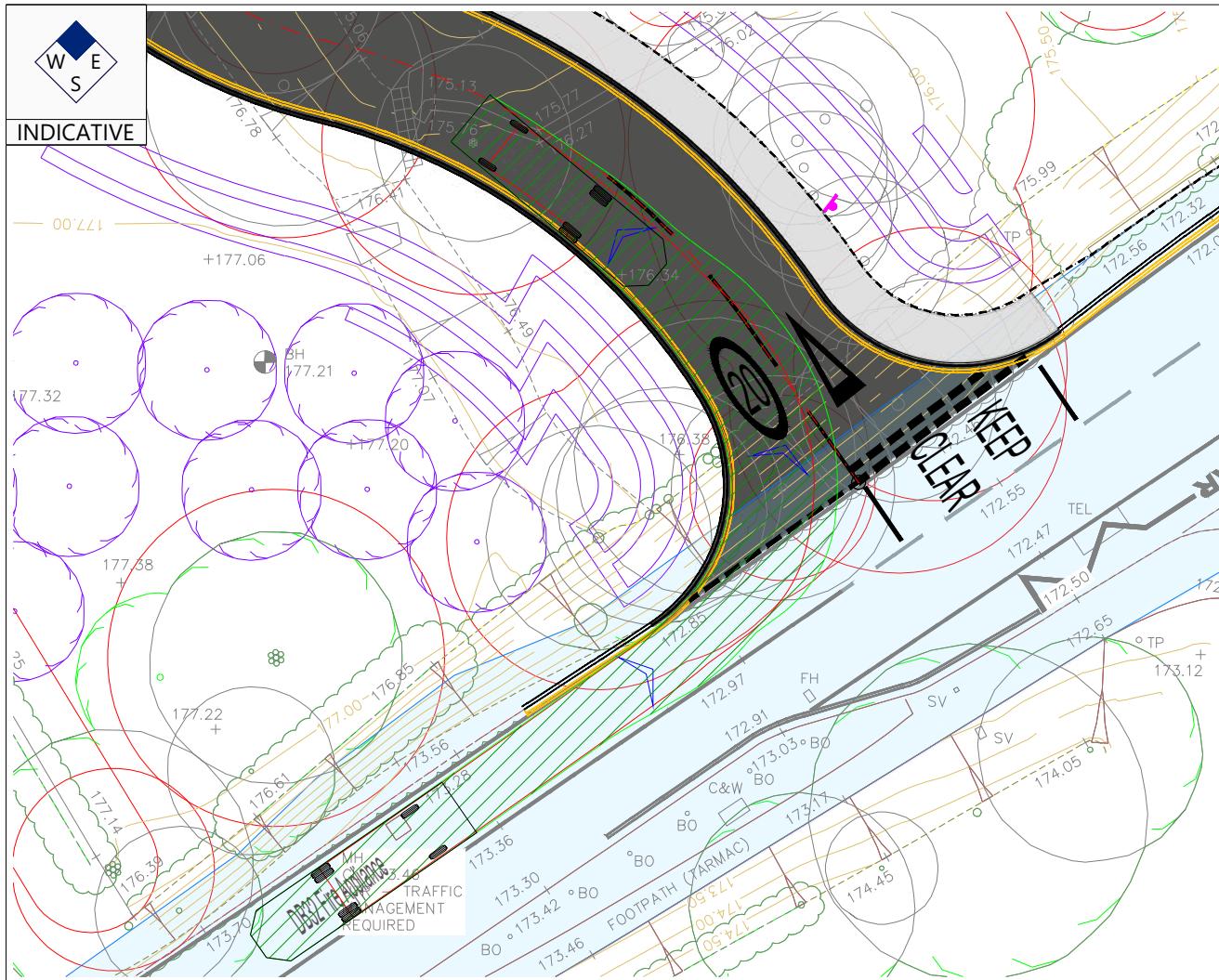
STATUS:

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SCALE @A3: 1:250 DATE: 12.05.25 DRAWN: JA CHECKED: IB APPROVED: IB

PROJECT NO: 2202-008 DRAWING NO: SP102 REVISION: A





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- Based on Topographical Survey and Onarchitecture Drawing No. 1000 Rev P13.
- Highway Boundary interpreted from information supplied by Wessex County Council.
- Swept Path Analysis of a 8.6m Fire Tender Vehicle (Autotrack Vehicle Reference No. N/A).

y:

- Indicative Site Boundary.
- Highway Boundary maintainable at Public Expense.

Swept Path Key:

05.25	Updated Site Layout.	TH	GM	IB
Date:	Overall:	Drawn	Checked	Approved

Bristol
Cambridge
London
Welwyn Garden City

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385

tpa

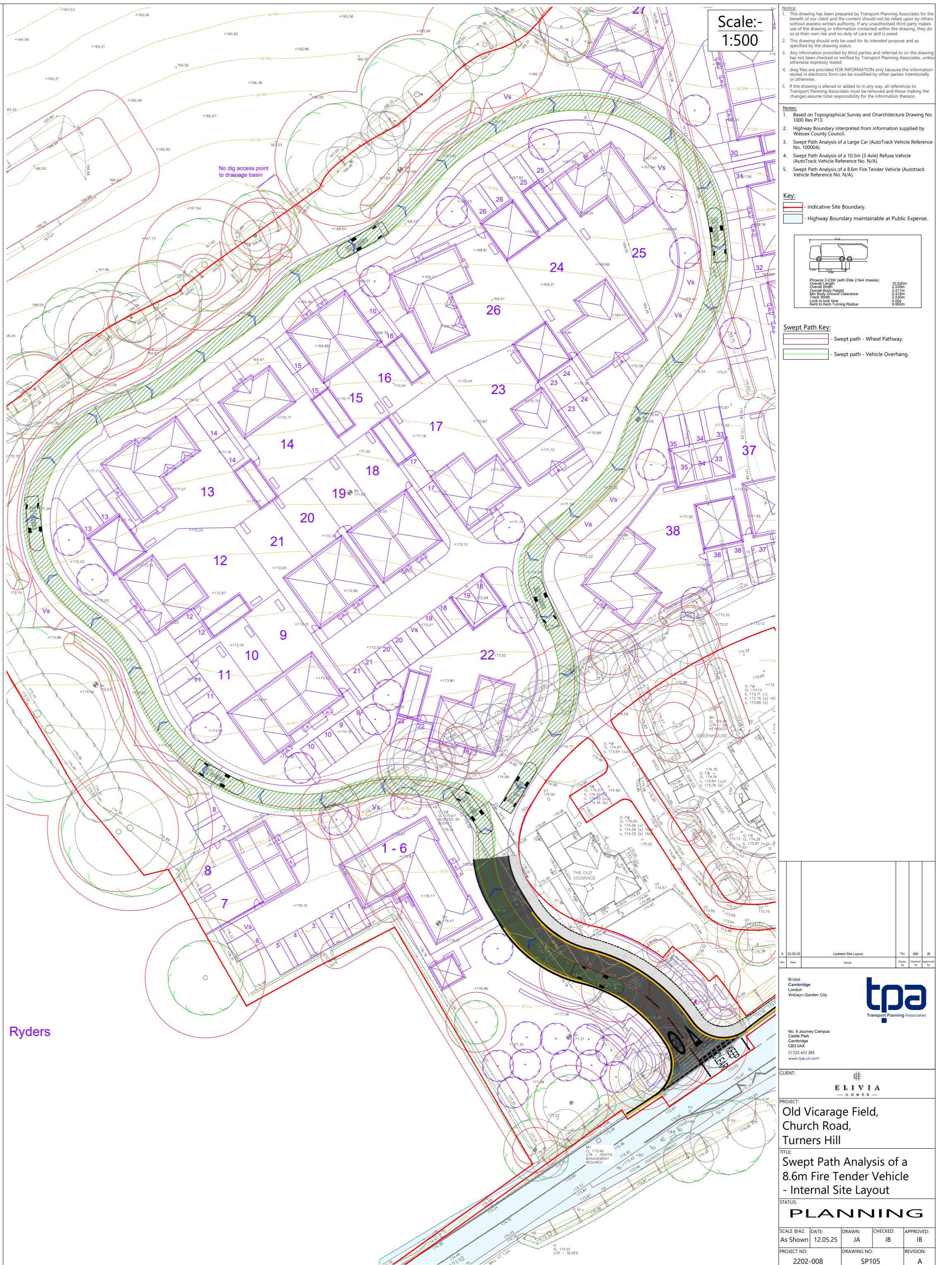
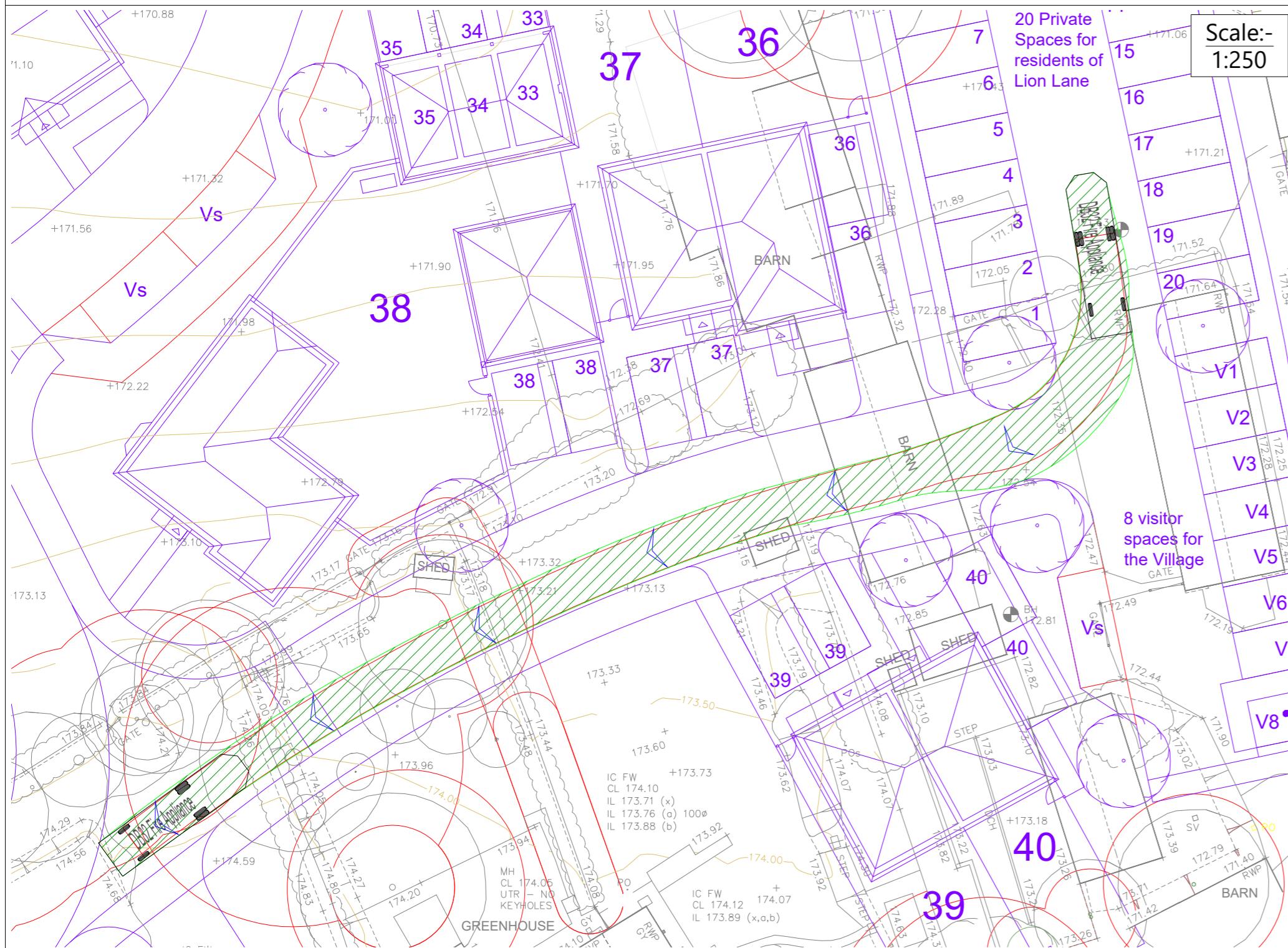
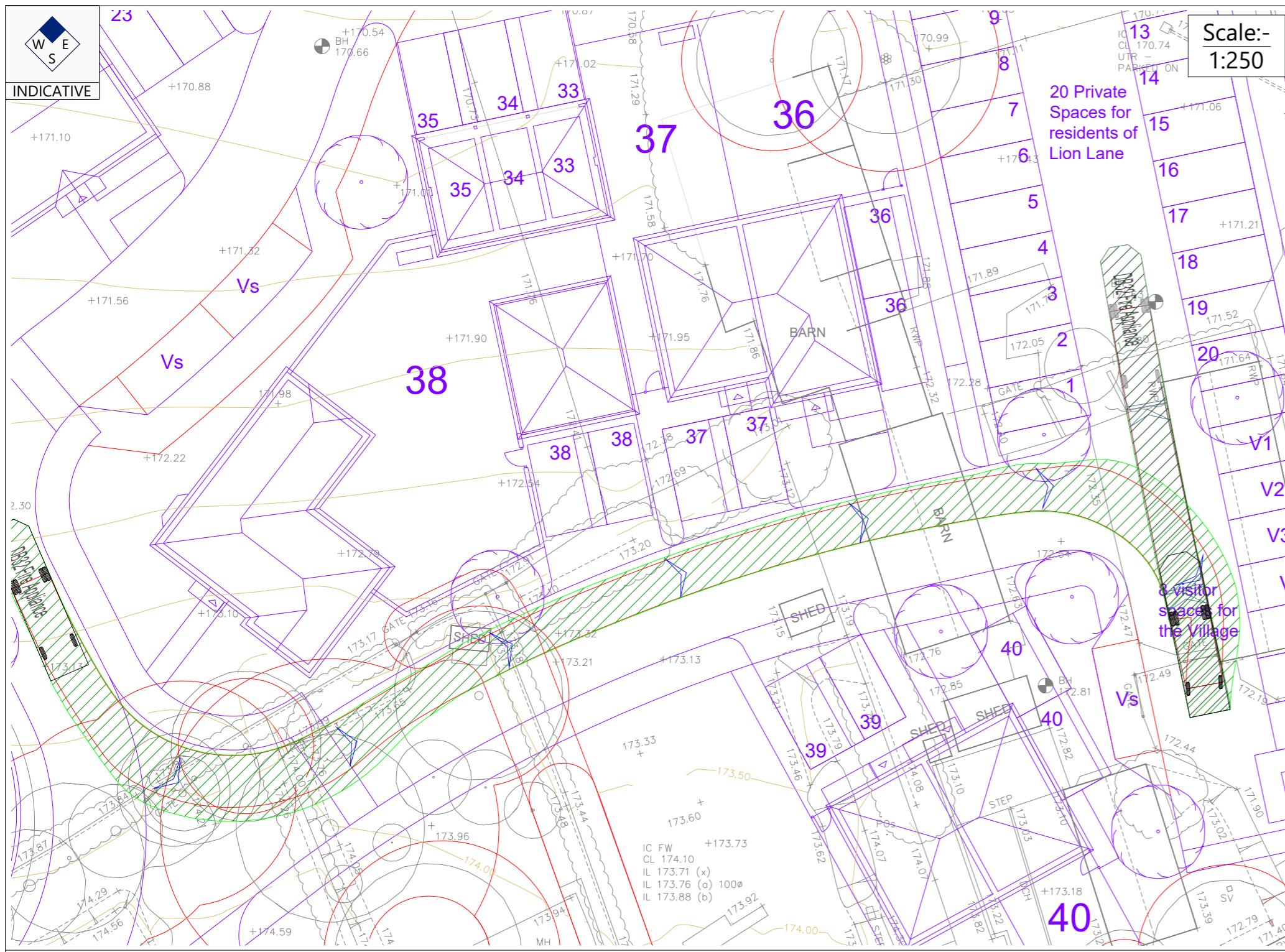
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Swepť Path Analysis of a 6m Fire Tender Vehicle Site Access Arrangement

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REF ID: A3@:	DATE:	DRAWN:	CHECKED:	APPROVED:
2:250	09.05.25	JA	IB	IB
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2202-008	SP104		A	



APPENDIX A

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation:TPA UK FAO:tom.wilkins@tpa.uk.com
FROM:	WSCC - Highways Authority
DATE:	28 April 2022
LOCATION:	Old Vicarage Field, Church Road, Turners Hill, RH10 4PA
SUBJECT:	Internal Reference: PRE--31-22 The proposed development is for the provision of approximately 31 residential dwellings, along with suitable access for vehicles, pedestrians and cyclists as well as landscaping. In addition, the two existing dwellings on site will be retained. As part of the proposals, a 20-space car park for use by local residents will be provided in the southeastern corner of the site. Furthermore, it is proposed that the existing car park in the northeastern corner of the site, used by residents of Lions Lane, will be improved and formalised.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a / see comments below

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Old Vicarage Field, Church Road, Turners Hill, RH10 4PA.

The advice below has been prepared by means of a desktop study, using the information and plans submitted with this request, and a meeting with TPA on Thursday 28th April, 2022.

I refer to your request for pre-application advice and would provide the following site specific comments.

New Access

31 dwellings will be provided with a proposed mix of private and social housing. A New access created from Church Road will be created and provide a width of 5.5m. This is in line with Manual for Streets (Mfs) guidance for a 30mph road and

allows two cars to pass each other freely. Visibility has also been provided at 2.4m x 43m visibility splays, which are acceptable for a 30mph road.

Gradients may be an issue as the lie of the land is higher here, but the first 6-12m will be flat. Details of how this will be managed will be required at detail design stage.

It is also useful to know that at some point in the future there is a village enhancement scheme which will see a reduction in the speed limit here to 20mph and the introduction of mini roundabout which will help with the flow of traffic around the village.

A 2m wide footway is proposed outside the front of the development and will wrap around the eastern kerb of the new access. This terminates a few metres into the access, and we would like to see this tied into the proposed new access road. If this is going to be a shared surface layout.

As this is going to be submitted as a full application, we would expect to see a pedestrian strategy, as discussed. The site is proposing several footway links and is very walkable, and this is supported.

Access Road

Consideration over the extent of the shared surface and how it will be tied into the proposed footway will need to be considered further once more detail is submitted. The use of a shared surface past the initial access point of 6-12m could be considered.

WSCC preference is to use blocks for shared surfacing. Pigmented asphalt creates all sorts of problem e.g., statutory undertakers will not re-instate their trenches with pigmented asphalt.

Other Access points

Other access points already existing are the crossover access into the two existing dwellings this will be stopped up. However, this will remain as a pedestrian access for these dwellings.

The applicant will be required to progress this, and the re-instatement works will form part of a s278 agreement along with the new access, and footway works.

Footway/Cycleway/PROW

The applicant should submit a pedestrian strategy to show how the development will provide new routes but also how it will link into the existing village.

Plans show a 2m pedestrian path linking into the site from Church Road, a potential footpath for access to the school and linking into the fronting of the site.

Consideration has been given to the crossing of children at this point. Whilst there is not enough room for a refugee island the applicant should include details of how this will link into the new footway and school crossing, either providing new dropped kerbs or linking these into the existing infrastructure.

Railings are a necessary inclusion on the footway here and ideally these will be off set to provide a dog leg facing oncoming traffic. All proposed off-site highway improvements here such as railings, dropped kerbs etc should be provided in a drawing which can be included in the s278 highway works.

There is also an access into a car park at the back of the houses on Lions Lane, this links to PROW and extends across the top of the vicarage field site linking into the Tulleys Farm Pumpkin field. If not already planned, we would consider it beneficial if a footpath link was created into his PROW from the site. We have discussed two points of access, one in the middle eastern boundary of the site and one to the north. This would provide access into the countryside, including Butchers Wood and will also enable pedestrians a quieter access route to the facilities on Lions Lane such as convenience store, pub, florists etc without needing to walk along church lane, north street.

An additional footpath will run from north to south along the eastern edge of the development linking into the fire station car park; and also the proposed new footway outside the school. This will need to be at least 2m, preferably 3m in width to allow cyclists to share this route.

Stage 1 Road Safety Audit and Designers response

To be submitted at full application stage in line with GG119 guidance.

Car Park

A 20-space car park to serve local shops, schools and community facilities, details of access to this are required, and generally an access design to a 20mph speed limit will be accepted. Spaces should be laid out 2.4 x 4.8, also disabled spaces made larger should be provided 5% =1 space. Gradients should be a consideration when locating these disabled spaces.

EVC

WSCC car parking guidance for new residential developments suggests that for 2023, 41% of all spaces should provide for EVC charging. These should be active, and all remaining spaces connected in a passive capacity.

This car park should have at least 1 space connected with the remaining provided ready for connection later.

Car parking within the development

WSCC standards, depending on mix of housing provided. The site is within PBZ 2

1 bed - 1.4

2 bed - 1.7

3 bed - 2.1

4 bed - 2.7

EVC changing of 41% of all spaces applies, if houses have driveways, then there would be an expectation for all houses with driveways to have an EVC charging point.

Lion Lane Car Park

This is an existing car park which does not form part of the development but will be enhanced as part of the development. As such EVC charging would be welcomed here in either an active or passive capacity and would help to encourage the transition to all electric vehicles in the future.

Cycle parking

Provide in sheds in gardens or garages if garages these need to be larger to accommodate.

Trip generation and modelling

TRICS data used to create a trip rate has been reviewed and is accepted.

(Approx. 127 daily trips, 62 in /65 out)

The 20-space car park has not been included as it is not expected to be used that much in the peak hours.

Whilst unlikely to create a significant increase WSCC would still like to see several trips included as part of the assessment as it is likely that any car trips to the school will utilise this car park daily.

The school may have travel to school data or a recent travel plan to help assist with this number, especially the morning peak.

Trip distribution

Census data used is accepted and it is acknowledged the most popular routes are B2110 to the west (63%) and B2028 to the North. (24%). Potentially adding on an additional movement every 20 minutes to the north and 1 every 7 minutes to the west.

Modelling of the junction using junctions 10 will be undertaken, using 2022 and 2027, future year five years. This is acceptable as we are assuming all committed development will be in TEMPRO

TEMPRO Growth factors

WSCC are happy to accept these, you may wish to check with MSDC planners on the outcome of planning application DM/20/2877 regarding the crematorium planning application.

Transport Statement/Travel Plan

We welcome the provision of a travel plan for this site and is in line with the councils targets to become net zero by 2030.

WSCC are now requesting a Travel Plan Auditing Fee to cover the resource costs of assessing and auditing Travel Plans through the planning process, and as part of the 5-year monitoring period. Therefore, WSCC as the Highway Authority would look to secure a contribution of £1,500 through a S106 contribution, or unilateral undertaking, whichever is more appropriate.

This will be advised again at full application stage.

Swept paths

Plans showing that the access to be useable by a refuse vehicle, and there is space on site for a refuse/fire appliance to enter, turn and exit in forward gear will be required, with any full application.

Alison Meeus Planning Services

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed 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.

- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmrb/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

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.

APPENDIX B

Junction: 1A

Approach: B2028 North

To North Street								To B2028 (S)										
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	9	4	0	0	1	14			0	1	31	22	0	0	0	54
07:15 - 07:30	0	0	8	3	0	0	1	12			0	0	35	13	0	0	0	48
07:30 - 07:45	0	0	26	4	1	1	0	32			0	1	55	18	2	0	1	77
07:45 - 08:00	0	0	36	11	1	1	1	50			0	1	66	18	2	2	0	89
Hourly Total	0	0	79	22	2	2	3	108			0	3	187	71	4	2	1	268
08:00 - 08:15	0	0	54	7	3	0	1	65			0	0	66	18	0	0	1	85
08:15 - 08:30	0	0	62	17	0	1	0	80			0	0	70	21	1	0	0	92
08:30 - 08:45	0	0	73	11	1	1	0	86			0	2	63	11	5	0	0	81
08:45 - 09:00	0	0	65	2	1	3	0	71			0	0	66	15	1	0	0	82
Hourly Total	0	0	254	37	5	5	1	302	3%		0	2	265	65	7	0	1	340
09:00 - 09:15	0	0	39	4	4	1	1	49			1	0	49	13	1	0	0	64
09:15 - 09:30	0	0	39	10	0	2	0	51			0	0	35	10	0	0	0	45
09:30 - 09:45	0	0	36	7	1	4	0	48			0	0	36	15	2	1	0	54
09:45 - 10:00	0	0	33	3	2	1	0	39			2	1	41	10	2	2	1	59
Hourly Total	0	0	147	24	7	8	1	187			3	1	161	48	5	3	1	222
TOTAL	0	0	480	83	14	15	5	597			3	6	613	184	16	5	3	830
16:00 - 16:15	0	0	29	11	0	0	0	40			0	0	74	19	0	0	0	93
16:15 - 16:30	0	1	38	5	1	2	0	47			0	2	59	21	0	1	0	83
16:30 - 16:45	0	1	35	10	1	3	0	50			0	2	81	24	0	0	0	107
16:45 - 17:00	0	0	36	5	0	0	0	41	245	0%	0	2	85	19	1	0	0	107
Hourly Total	0	2	138	31	2	5	0	178			0	6	299	83	1	1	0	390
17:00 - 17:15	0	0	54	14	1	0	0	69			0	1	101	15	1	0	0	118
17:15 - 17:30	0	0	60	9	0	0	0	69			0	0	101	20	0	0	0	121
17:30 - 17:45	0	2	55	8	0	0	1	66			0	0	96	10	0	0	0	106
17:45 - 18:00	0	0	48	4	0	0	0	52			0	2	70	10	0	0	0	82
Hourly Total	0	2	217	35	1	0	1	256			0	3	368	55	1	0	0	427
18:00 - 18:15	0	0	34	5	0	0	0	39			0	1	73	7	0	0	0	81
18:15 - 18:30	0	0	36	2	0	0	0	38			0	0	54	11	0	1	0	66
18:30 - 18:45	0	1	33	0	0	0	0	34			0	0	52	4	0	0	0	56
18:45 - 19:00	0	0	26	1	0	0	0	27			0	0	40	4	0	0	0	44
Hourly Total	0	1	129	8	0	0	0	138			0	1	219	26	0	1	0	247
TOTAL	0	5	484	74	3	5	1	572			0	10	886	164	2	2	0	1064

2%

452

Junction: 1A

Approach: North Street

TIME	To B2028 (S)							To B2028 (N)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	5	0	0	0	0	5	0	0	9	1	4	0	0	14	
07:15 - 07:30	0	0	7	0	0	0	0	7	0	0	12	3	3	1	0	19	
07:30 - 07:45	0	0	19	5	0	0	0	24	0	0	14	3	1	0	0	18	
07:45 - 08:00	0	0	25	2	0	0	0	27	0	0	16	1	0	0	0	17	
Hourly Total	0	0	56	7	0	0	0	63	0	0	51	8	8	1	0	68	
08:00 - 08:15	0	0	35	1	0	0	0	36	0	0	26	4	0	2	0	32	
08:15 - 08:30	0	0	24	0	0	0	0	24	0	0	20	5	1	1	0	27	
08:30 - 08:45	0	0	17	0	0	0	0	17	0	0	20	4	1	0	1	26	
08:45 - 09:00	0	0	11	0	0	0	0	11	0	0	20	2	0	1	0	23	
Hourly Total	0	0	87	1	0	0	0	88	0%	0	0	86	15	2	4	1	108
09:00 - 09:15	0	0	6	0	0	0	0	6	0	0	24	6	0	3	0	33	
09:15 - 09:30	0	0	7	2	0	0	0	9	0	0	14	2	3	0	0	19	
09:30 - 09:45	0	0	5	1	0	0	0	6	0	0	17	0	2	3	0	22	
09:45 - 10:00	0	0	1	0	0	0	0	1	0	0	13	3	2	3	0	21	
Hourly Total	0	0	19	3	0	0	0	22		0	0	68	11	7	9	0	95
TOTAL	0	0	162	11	0	0	0	173		0	0	205	34	17	14	1	271
16:00 - 16:15	0	0	14	0	0	0	0	14		0	0	27	4	0	4	0	35
16:15 - 16:30	0	0	17	1	0	0	0	18		0	0	30	4	0	0	0	34
16:30 - 16:45	0	0	21	1	0	0	0	22		0	0	26	2	2	1	1	32
16:45 - 17:00	0	0	20	1	0	0	0	21	94	0%	0	0	34	2	0	0	36
Hourly Total	0	0	72	3	0	0	0	75		0	0	117	12	2	5	1	137
17:00 - 17:15	0	0	25	4	0	0	0	29		0	0	38	5	0	0	0	43
17:15 - 17:30	0	1	27	1	0	0	0	29		0	0	28	2	0	0	0	30
17:30 - 17:45	0	0	15	0	0	0	0	15		0	0	31	8	0	0	0	39
17:45 - 18:00	0	0	15	3	0	0	0	18		0	0	22	2	0	0	0	24
Hourly Total	0	1	82	8	0	0	0	91		0	0	119	17	0	0	0	136
18:00 - 18:15	0	0	9	1	0	0	0	10		0	0	15	2	0	1	0	18
18:15 - 18:30	0	0	8	0	0	0	0	8		0	0	16	0	0	0	0	16
18:30 - 18:45	0	0	5	0	0	0	0	5		0	0	18	1	0	0	0	19
18:45 - 19:00	0	0	2	0	0	0	0	2		0	0	16	1	0	0	0	17
Hourly Total	0	0	24	1	0	0	0	25		0	0	65	4	0	1	0	70
TOTAL	0	1	178	12	0	0	0	191		0	0	301	33	2	6	1	343

6%

148

Junction: 1A

Approach: B2028 South

TIME	To B2028 (N)							To North Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	54	18	1	0	0	73			0	0	0	0	0	0
07:15 - 07:30	0	2	62	13	1	0	0	78			0	0	0	0	0	0
07:30 - 07:45	0	1	53	15	2	0	1	72			0	0	2	0	0	1
07:45 - 08:00	0	1	48	12	1	1	1	64			0	0	4	0	0	2
Hourly Total	0	4	217	58	5	1	2	287			0	0	6	0	0	3
08:00 - 08:15	0	0	54	16	2	0	0	72			0	0	1	0	0	1
08:15 - 08:30	0	1	67	9	0	0	0	77			0	0	1	0	0	1
08:30 - 08:45	0	0	48	10	2	0	0	60			0	0	0	0	0	0
08:45 - 09:00	0	0	52	12	1	2	0	67			0	0	1	0	0	1
Hourly Total	0	1	221	47	5	2	0	276	3%		0	0	3	0	0	3
09:00 - 09:15	0	1	37	11	1	2	0	52			0	0	2	0	0	1
09:15 - 09:30	0	0	58	8	3	0	0	69			0	0	1	0	0	1
09:30 - 09:45	1	0	41	12	1	1	0	56			0	0	0	0	0	0
09:45 - 10:00	0	0	39	12	0	0	0	51			0	0	0	0	0	1
Hourly Total	1	1	175	43	5	3	0	228			0	0	3	0	0	5
TOTAL	1	6	613	148	15	6	2	791			0	0	12	0	0	5
16:00 - 16:15	0	0	57	10	0	0	0	67			0	0	2	0	0	2
16:15 - 16:30	0	4	61	13	1	0	0	79			0	0	3	0	0	3
16:30 - 16:45	0	2	44	14	0	0	1	61			0	0	0	0	0	2
16:45 - 17:00	0	2	58	12	2	0	0	74	243	1%	0	0	2	0	0	2
Hourly Total	0	8	220	49	3	0	1	281			0	0	7	0	0	9
17:00 - 17:15	0	0	48	7	0	0	0	55			0	0	3	1	0	4
17:15 - 17:30	0	1	45	6	0	0	0	52			0	0	1	0	0	1
17:30 - 17:45	0	0	56	6	0	0	0	62			0	0	1	0	0	2
17:45 - 18:00	0	0	64	6	1	0	0	71			0	0	1	0	1	2
Hourly Total	0	1	213	25	1	0	0	240			0	0	6	1	1	9
18:00 - 18:15	0	0	50	8	1	0	0	59			0	0	2	0	0	2
18:15 - 18:30	0	0	47	2	0	0	0	49			0	0	1	0	0	1
18:30 - 18:45	0	1	29	3	0	0	0	33			0	0	0	0	0	0
18:45 - 19:00	0	0	31	2	0	0	1	34			0	0	1	0	0	1
Hourly Total	0	1	157	15	1	0	1	175			0	0	4	0	0	4
TOTAL	0	10	590	89	5	0	2	696			0	0	17	1	1	3

0%

9

Junction: 1B

Approach: North Street

TIME	To East Street (E)							To East Street (W)							%		
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	9	3	0	0	0	12			0	1	0	0	0	1	
07:15 - 07:30	0	0	8	3	0	0	0	11			0	0	0	0	0	1	1
07:30 - 07:45	0	0	27	4	1	1	0	33			0	1	0	0	0	2	3
07:45 - 08:00	0	0	37	11	1	1	1	51			0	2	0	0	0	2	4
Hourly Total	0	0	81	21	2	2	1	107			0	0	3	1	0	5	9
08:00 - 08:15	0	0	55	7	3	0	0	65			0	0	0	0	0	1	1
08:15 - 08:30	0	0	65	16	0	1	0	82			0	0	0	0	0	0	0
08:30 - 08:45	0	0	70	12	1	1	0	84			0	0	0	0	0	0	0
08:45 - 09:00	0	0	66	2	1	3	0	72			0	0	0	0	0	0	0
Hourly Total	0	0	256	37	5	5	0	303	3%		0	0	0	0	0	1	1
09:00 - 09:15	0	0	43	5	4	1	1	54			0	0	0	0	0	1	1
09:15 - 09:30	0	0	40	10	0	2	0	52			0	0	0	0	0	0	0
09:30 - 09:45	0	0	36	7	1	4	0	48			0	0	0	0	0	0	0
09:45 - 10:00	0	0	33	3	2	1	1	40			0	0	0	0	0	0	0
Hourly Total	0	0	152	25	7	8	2	194			0	0	0	0	0	1	1
TOTAL	0	0	489	83	14	15	3	604			0	0	3	1	0	7	11
16:00 - 16:15	0	0	30	11	0	0	0	41			0	0	0	0	0	0	0
16:15 - 16:30	0	1	41	6	1	2	0	51			0	0	0	0	0	0	0
16:30 - 16:45	0	1	34	11	1	3	1	51			0	0	0	0	0	1	1
16:45 - 17:00	0	0	39	4	0	0	0	43	251	0%	0	0	0	0	0	0	2
Hourly Total	0	2	144	32	2	5	1	186			0	0	0	0	0	1	1
17:00 - 17:15	0	0	58	15	1	0	0	74			0	0	1	0	0	0	1
17:15 - 17:30	0	0	60	9	0	0	0	69			0	0	0	0	0	0	0
17:30 - 17:45	0	2	53	9	0	0	1	65			0	0	0	0	0	1	1
17:45 - 18:00	0	0	52	4	1	0	0	57			0	0	0	0	0	0	0
Hourly Total	0	2	223	37	2	0	1	265			0	0	1	0	0	1	2
18:00 - 18:15	0	0	33	4	0	0	0	37			0	0	2	0	0	0	2
18:15 - 18:30	0	0	38	2	0	0	0	40			0	0	0	0	0	0	0
18:30 - 18:45	0	1	33	0	0	0	0	34			0	0	0	0	0	0	0
18:45 - 19:00	0	1	27	1	0	0	0	29			0	0	0	0	0	0	0
Hourly Total	0	2	131	7	0	0	0	140			0	0	2	0	0	0	2
TOTAL	0	6	498	76	4	5	2	591			0	0	3	0	0	2	5

Junction: 1B

Approach: East Street East

TIME	To East Street (W)							To North Street										
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	3	20	6	3	0	0	32			0	14	1	4	0	0	19	
07:15 - 07:30	0	0	19	5	2	0	0	26			0	19	3	3	1	0	26	
07:30 - 07:45	0	1	28	11	2	0	0	42			0	30	8	1	0	0	39	
07:45 - 08:00	0	0	35	9	2	0	1	47			0	45	3	0	0	0	48	
Hourly Total	0	4	102	31	9	0	1	147			0	0	108	15	8	1	0	132
08:00 - 08:15	0	0	32	11	0	0	0	43			0	58	5	0	2	0	65	
08:15 - 08:30	1	0	27	9	2	0	1	40			0	44	5	1	1	0	51	
08:30 - 08:45	0	0	22	4	3	2	1	32			0	37	4	1	0	1	43	
08:45 - 09:00	0	0	21	10	1	0	0	32			0	31	2	0	1	0	34	
Hourly Total	1	0	102	34	6	2	2	147	5%		0	0	170	16	2	4	1	193
09:00 - 09:15	0	0	24	7	0	0	1	32			0	29	6	0	3	0	38	
09:15 - 09:30	0	0	21	8	1	2	0	32			0	21	4	3	0	0	28	
09:30 - 09:45	0	0	26	6	2	2	0	36			0	22	1	2	3	0	28	
09:45 - 10:00	0	0	33	2	2	1	1	39			0	14	3	2	4	0	23	
Hourly Total	0	0	104	23	5	5	2	139			0	0	86	14	7	10	0	117
TOTAL	1	4	308	88	20	7	5	433			0	0	364	45	17	15	1	442
16:00 - 16:15	0	0	33	11	0	0	0	44			0	41	4	0	4	0	49	
16:15 - 16:30	0	0	28	11	0	1	0	40			0	47	5	0	0	0	52	
16:30 - 16:45	0	0	40	13	0	0	1	54			0	48	3	2	1	1	55	
16:45 - 17:00	0	0	33	12	0	0	0	45	194	0%	0	53	3	0	0	0	56	
Hourly Total	0	0	134	47	0	1	1	183			0	0	189	15	2	5	1	212
17:00 - 17:15	0	2	43	13	0	0	0	58			0	61	9	0	0	0	70	
17:15 - 17:30	0	0	45	6	0	0	0	51			0	56	3	0	0	0	60	
17:30 - 17:45	0	2	34	3	0	0	1	40			0	47	8	0	0	0	55	
17:45 - 18:00	0	0	26	4	0	0	0	30			0	37	5	0	0	0	42	
Hourly Total	0	4	148	26	0	0	1	179			0	1	201	25	0	0	0	227
18:00 - 18:15	0	0	35	4	0	0	0	39			0	24	2	0	1	0	27	
18:15 - 18:30	0	0	26	2	0	0	0	28			0	25	1	0	0	0	26	
18:30 - 18:45	0	0	18	1	0	0	0	19			0	22	1	0	0	0	23	
18:45 - 19:00	0	0	21	1	0	0	0	22			0	19	1	0	0	0	20	
Hourly Total	0	0	100	8	0	0	0	108			0	0	90	5	0	1	0	96
TOTAL	0	4	382	81	0	1	2	470			0	1	480	45	2	6	1	535

3%

241 0%

Junction: 1B

Approach: East Street West

TIME	To North Street							To East Street (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	1	26	11	0	0	0	38
07:15 - 07:30	0	0	0	0	0	0	0	0	0	1	39	15	0	1	0	56
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	30	15	1	0	0	46
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	66	19	4	0	0	89
Hourly Total	0	0	1	0	0	0	0	1	0	2	161	60	5	1	0	229
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	63	13	1	0	0	77
08:15 - 08:30	0	0	0	0	0	0	0	0	0	1	44	17	1	1	0	64
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	57	13	0	0	0	70
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	51	13	2	1	0	67
Hourly Total	0	0	0	0	0	0	0	0	0	1	215	56	4	2	0	278
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	36	8	0	0	0	44
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	43	8	3	1	0	55
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	43	13	0	0	0	56
09:45 - 10:00	0	0	0	0	0	0	0	0	0	1	37	10	0	0	0	48
Hourly Total	0	0	0	0	0	0	0	0	0	1	159	39	3	1	0	203
TOTAL	0	0	1	0	0	0	0	1	0	4	535	155	12	4	0	710
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	45	5	1	0	1	52
16:15 - 16:30	0	0	0	0	0	0	0	0	0	4	26	9	1	0	0	40
16:30 - 16:45	0	0	0	0	0	0	0	0	0	1	37	10	1	0	0	49
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	29	9	1	1	0	40
Hourly Total	0	0	0	0	0	0	0	0	0	5	137	33	4	1	1	181
17:00 - 17:15	0	0	0	0	0	0	0	0	0	2	41	13	0	0	0	56
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	62	4	0	0	0	66
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	54	6	0	0	0	60
17:45 - 18:00	0	0	0	0	0	0	0	0	0	2	44	9	0	0	0	55
Hourly Total	0	0	0	0	0	0	0	0	0	4	201	32	0	0	0	237
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	49	3	0	0	0	52
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	50	6	1	0	0	57
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	36	4	0	0	0	40
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	32	2	0	0	0	34
Hourly Total	0	0	0	0	0	0	0	0	0	0	167	15	1	0	0	183
TOTAL	0	0	0	0	0	0	0	0	0	9	505	80	5	1	1	601

2%

222 1%

Junction: 1C
 Approach: B2028 North

TIME	To East Street							To B2028 (S)							To Church Road							1				
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	1	0	0	0	0	1	0	1	26	19	0	0	0	46	0	0	10	3	0	0	0	0	13	
07:15 - 07:30	0	0	0	1	0	0	0	1	0	0	28	11	0	0	0	39	0	0	14	1	0	0	0	0	15	
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	39	17	2	0	1	59	0	1	34	6	0	0	0	0	41	
07:45 - 08:00	0	0	8	0	0	0	0	8	0	1	41	16	2	2	0	62	0	0	42	4	0	0	0	0	46	
Hourly Total	0	0	10	1	0	0	0	11	0	2	134	63	4	2	1	206	0	1	100	14	0	0	0	0	115	
08:00 - 08:15	0	0	0	1	0	0	0	1	0	0	48	17	0	0	0	65	0	0	53	1	0	0	0	1	55	
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	54	18	1	0	0	73	0	0	43	3	0	0	0	0	46	
08:30 - 08:45	0	0	1	0	0	0	0	1	0	2	43	10	5	0	0	60	0	0	33	0	0	0	0	0	33	
08:45 - 09:00	0	0	0	1	0	0	0	1	0	0	43	13	1	0	0	57	0	0	34	1	0	0	0	0	35	
Hourly Total	0	0	1	2	0	0	0	3	0%	0	2	188	58	7	0	0	255	3%	0	0	163	5	0	0	1	169
09:00 - 09:15	0	0	2	0	0	0	0	2	1	0	37	12	1	0	0	51	0	0	16	2	0	0	0	0	18	
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	33	8	0	0	0	41	0	0	9	4	0	0	0	0	13	
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	30	13	2	1	0	46	0	0	10	3	0	0	0	0	13	
09:45 - 10:00	0	0	0	0	0	0	0	0	2	1	33	8	2	2	1	49	0	0	10	2	0	0	0	0	12	
Hourly Total	0	0	2	0	0	0	0	2		3	1	133	41	5	3	1	187		0	0	45	11	0	0	0	56
TOTAL	0	0	13	3	0	0	0	16		3	5	455	162	16	5	2	648		0	1	308	30	0	0	1	340
16:00 - 16:15	0	0	1	1	0	0	0	2		0	0	66	16	0	0	0	82		0	0	21	1	0	0	0	22
16:15 - 16:30	0	0	0	0	0	0	0	0	0	2	55	19	0	1	0	77	0	0	21	4	0	0	0	0	25	
16:30 - 16:45	0	0	0	0	0	0	0	0	0	2	65	24	0	0	0	91	0	0	33	1	0	0	0	0	34	
16:45 - 17:00	0	0	0	0	0	0	0	0	0	1	0%	0	2	76	18	0	0	96	408	0%	0	0	33	1	1	35
Hourly Total	0	0	1	1	0	0	0	2		0	6	262	77	0	1	0	346		0	0	108	7	1	0	0	116
17:00 - 17:15	0	0	0	0	0	0	0	0	0	1	90	14	1	0	0	106	0	0	34	4	0	0	0	0	38	
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	95	18	0	0	0	113	0	1	35	2	0	0	0	0	38	
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	83	10	0	0	0	93	0	0	28	1	0	0	0	0	29	
17:45 - 18:00	0	0	1	0	0	0	0	1	0	1	63	12	0	0	0	76	0	1	21	1	0	0	0	0	23	
Hourly Total	0	0	2	0	0	0	0	2		0	2	331	54	1	0	0	388		0	2	118	8	0	0	0	128
18:00 - 18:15	0	0	0	0	0	0	0	0	0	1	66	7	0	0	0	74	0	0	15	1	0	0	0	0	16	
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	47	8	0	1	0	56	0	0	14	1	0	0	0	0	15	
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	48	7	0	0	0	55	0	0	7	0	0	0	0	0	7	
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	40	4	0	0	0	44	0	0	2	0	0	0	0	0	2	
Hourly Total	0	0	4	0	0	0	0	4		0	1	201	26	0	1	0	229		0	0	38	2	0	0	0	40
TOTAL	0	0	7	1	0	0	0	8		0	9	794	157	1	2	0	963		0	2	264	17	1	0	0	284

 0%
 140 1%
 38



Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 1C
Approach: East Street

TIME	To B2028 (S)							To Church Road							To B2028 (N)							%				
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	1	1	1	0	0	3	0	3	19	6	2	0	0	30	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	2	0	0	0	1	3	0	0	18	4	2	0	0	24	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	1	6	1	0	0	1	9	0	0	22	10	2	0	0	34	0	0	0	0	0	0	1	1	1	
07:45 - 08:00	0	0	3	1	2	0	1	7	0	0	33	9	0	0	1	43	0	0	0	0	0	0	0	1	1	
Hourly Total	0	1	12	3	3	0	3	22	0	3	92	29	6	0	1	131	0	0	0	0	0	0	2	2		
08:00 - 08:15	0	0	1	0	0	0	1	2	0	0	33	11	0	0	0	44	0	0	1	0	0	0	0	0	1	
08:15 - 08:30	0	0	1	0	0	0	0	1	1	0	26	8	2	0	1	38	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	2	1	0	1	0	4	0	0	20	3	3	1	1	28	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	2	2	0	0	0	4	0	0	17	8	1	0	0	26	0	0	1	0	0	0	0	1	0	
Hourly Total	0	0	6	3	0	1	1	11	9%	1	0	96	30	6	1	2	136	5%	0	0	2	0	0	0	2	
09:00 - 09:15	0	0	3	1	0	0	1	5	0	0	23	6	0	0	1	30	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	2	3	1	0	0	6	0	0	19	5	0	2	0	26	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	4	0	0	1	0	5	0	0	19	6	2	1	0	28	0	0	1	0	0	0	0	1	0	
09:45 - 10:00	0	0	5	0	1	1	1	8	0	0	27	2	1	0	0	30	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	14	4	2	2	2	24		0	0	88	19	3	3	1	114		0	0	1	0	0	0	1	
TOTAL	0	1	32	10	5	3	6	57		1	3	276	78	15	4	4	381		0	0	3	0	0	0	2	5
16:00 - 16:15	0	0	5	1	0	0	0	6	0	0	25	10	0	0	0	35	0	0	2	0	0	0	0	0	2	
16:15 - 16:30	0	0	5	1	0	0	0	6	0	0	23	11	0	1	0	35	0	0	0	0	0	0	0	0	0	
16:30 - 16:45	0	0	2	0	0	0	1	3	0	0	36	13	0	0	0	49	0	0	1	0	0	0	0	1	2	
16:45 - 17:00	0	0	7	1	0	0	0	8	18	0%	0	0	27	11	0	0	0	38	178	0%	0	0	0	0	0	
Hourly Total	0	0	19	3	0	0	1	23		0	0	111	45	0	1	0	157		0	0	3	0	0	0	1	4
17:00 - 17:15	0	0	3	2	0	0	0	5	0	0	37	11	0	0	0	50	0	0	2	0	0	0	0	0	2	
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	44	6	0	0	0	50	0	0	0	0	0	0	0	0	0	
17:30 - 17:45	0	0	1	0	0	0	1	2	0	0	34	3	0	0	1	40	0	0	0	0	0	0	0	0	0	
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	23	4	0	0	0	27	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	11	2	0	0	1	14		0	4	138	24	0	1	1	167		0	0	2	0	0	0	0	2
18:00 - 18:15	0	0	4	2	0	0	0	6	0	0	32	2	0	0	0	34	0	0	1	0	0	0	0	0	1	
18:15 - 18:30	0	0	5	0	0	0	0	5	0	0	20	2	0	0	0	22	0	0	1	0	0	0	0	0	1	
18:30 - 18:45	0	0	4	0	0	0	0	4	0	0	13	1	0	0	0	14	0	0	1	0	0	0	0	0	1	
18:45 - 19:00	0	0	2	1	0	0	0	3	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	0	1	
Hourly Total	0	0	15	3	0	0	0	18		0	0	83	5	0	0	0	88		0	0	4	0	0	0	0	4
TOTAL	0	0	45	8	0	0	2	55		0	4	332	74	0	1	1	412		0	0	9	0	0	0	1	10

Junction: 1C
 Approach: B2028 South

TIME	To Church Road							To B2028 (N)							To East Street											
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	1	48	10	0	0	0	59	0	0	48	14	0	0	0	62	0	0	2	2	0	0	0	4		
07:15 - 07:30	0	0	49	11	0	0	0	60	0	2	57	15	1	0	0	75	0	0	1	1	0	0	0	2		
07:30 - 07:45	0	0	92	21	0	0	0	113	0	1	52	14	0	0	0	67	0	0	5	0	1	0	0	6		
07:45 - 08:00	0	1	73	23	0	0	0	97	0	1	45	10	1	1	1	59	0	0	7	1	0	0	0	8		
Hourly Total	0	2	262	65	0	0	0	329	0	4	202	53	2	1	1	263	0	0	15	4	1	0	0	20		
08:00 - 08:15	0	0	82	17	2	0	0	101	0	0	51	15	2	0	0	68	0	0	3	1	0	0	0	4		
08:15 - 08:30	0	0	70	5	0	0	0	75	0	1	60	8	0	0	0	69	0	0	3	2	0	0	0	5		
08:30 - 08:45	0	0	75	7	3	1	0	86	0	0	40	10	2	0	0	52	0	0	3	2	0	0	0	5		
08:45 - 09:00	0	2	61	12	1	0	0	76	0	0	37	9	1	2	0	49	0	0	6	2	0	0	0	8		
Hourly Total	0	2	288	41	6	1	0	338	2%	0	1	188	42	5	2	0	238	3%	0	0	15	7	0	0	22	
09:00 - 09:15	0	1	49	8	0	0	0	58	0	1	32	10	1	2	1	47	0	0	7	1	0	0	0	8		
09:15 - 09:30	0	0	41	10	0	0	0	51	0	0	50	7	3	0	0	60	0	0	2	1	0	1	0	4		
09:30 - 09:45	0	0	36	2	1	0	0	39	0	0	32	7	1	1	0	41	0	0	4	0	0	0	0	4		
09:45 - 10:00	0	1	38	5	1	0	0	45	0	0	32	11	0	0	0	43	0	0	7	3	0	0	0	10		
Hourly Total	0	2	164	25	2	0	0	193		0	1	146	35	5	3	1	191		0	0	20	5	0	1	0	26
TOTAL	0	6	714	131	8	1	0	860		0	6	536	130	12	6	2	692		0	0	50	16	1	1	0	68
16:00 - 16:15	0	1	43	14	0	1	0	59		0	0	45	10	0	0	0	55		0	0	5	0	0	0	0	5
16:15 - 16:30	0	0	60	11	0	0	0	71		0	4	54	9	0	0	0	67		0	1	4	2	1	0	0	8
16:30 - 16:45	0	0	34	19	0	0	0	53		0	2	36	11	0	0	1	50		0	0	5	0	0	1	0	6
16:45 - 17:00	0	0	43	14	1	0	0	58	238	0%	0	2	46	11	2	0	0	61	192	1%	0	0	2	1	0	4
Hourly Total	0	1	180	58	1	1	0	241		0	8	181	41	2	0	1	233		0	1	16	3	2	1	0	23
17:00 - 17:15	0	0	44	20	0	0	0	64		0	0	39	8	0	0	0	47		0	0	1	0	0	0	0	1
17:15 - 17:30	0	1	48	13	0	0	0	62		0	0	33	4	0	0	0	37		0	0	6	0	0	0	0	6
17:30 - 17:45	0	1	40	13	0	0	0	54		0	0	44	2	0	0	1	47		0	0	1	1	0	0	0	2
17:45 - 18:00	0	0	47	8	0	0	0	55		0	0	50	5	1	0	0	56		0	0	8	0	0	0	0	8
Hourly Total	0	2	179	54	0	0	0	235		0	0	166	19	1	0	1	187		0	0	16	1	0	0	0	17
18:00 - 18:15	0	0	27	6	0	0	0	33		0	0	40	7	1	0	0	48		0	0	9	0	0	0	0	9
18:15 - 18:30	0	1	29	7	0	0	0	37		0	0	39	2	0	0	0	41		0	0	4	0	1	0	0	5
18:30 - 18:45	0	1	25	4	0	0	0	30		0	1	23	2	0	0	0	26		0	0	5	0	0	0	0	5
18:45 - 19:00	0	1	14	3	0	0	0	18		0	0	26	2	0	0	1	29		0	0	4	0	0	0	0	4
Hourly Total	0	3	95	20	0	0	0	118		0	1	128	13	1	0	1	144		0	0	22	0	1	0	0	23
TOTAL	0	6	454	132	1	1	0	594		0	9	475	73	4	0	3	564		0	1	54	4	3	1	0	63

0%

13 8%

Junction: 1C
 Approach: Church Road

TIME	To B2028 (N)							To East Street							To B2028 (S)							1								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL						
07:00 - 07:15	0	0	9	2	1	0	0	12	0	1	24	8	0	0	0	33	1	0	20	12	0	0	0	33	5%	1578.00				
07:15 - 07:30	0	0	2	0	0	0	0	2	0	1	37	13	0	1	0	52	0	0	20	22	0	0	0	42						
07:30 - 07:45	0	0	2	2	2	0	1	7	0	0	29	15	0	0	0	44	0	0	20	14	0	1	0	35						
07:45 - 08:00	0	0	7	2	0	0	1	10	0	0	49	18	4	0	0	71	0	1	14	11	0	0	0	26						
Hourly Total	0	0	20	6	3	0	2	31	0	2	139	54	4	1	0	200	1	1	74	59	0	1	0	136						
08:00 - 08:15	0	0	3	1	0	0	0	4	0	0	59	12	1	0	0	72	0	0	13	8	0	1	0	22						
08:15 - 08:30	0	0	8	1	0	0	0	9	0	1	42	16	1	1	0	61	0	0	29	5	0	2	0	36						
08:30 - 08:45	0	0	10	0	0	0	0	10	0	0	51	10	0	0	0	61	0	0	17	6	2	1	0	26						
08:45 - 09:00	0	0	14	3	0	0	0	17	0	0	45	10	2	1	0	58	0	0	17	11	0	0	0	28						
Hourly Total	0	0	35	5	0	0	0	40	0%	0	1	197	48	4	2	0	252	2%	0	0	76	30	2	4	0	112				
09:00 - 09:15	0	0	7	1	0	0	0	8	0	0	27	8	0	0	0	35	0	0	23	11	1	1	0	36						
09:15 - 09:30	0	0	8	2	0	0	0	10	0	0	41	8	3	0	0	52	0	0	26	11	1	0	0	38						
09:30 - 09:45	1	0	10	3	0	0	0	14	0	0	39	11	0	0	0	50	0	0	24	10	1	0	0	35						
09:45 - 10:00	0	0	7	1	0	0	1	9	0	1	30	7	0	0	0	38	0	0	24	6	0	0	0	30						
Hourly Total	1	0	32	7	0	0	1	41		0	1	137	34	3	0	0	175		0	0	97	38	3	1	0	139				
TOTAL	1	0	87	18	3	0	3	112		0	4	473	136	11	3	0	627		1	1	247	127	5	6	0	387				
16:00 - 16:15	0	0	12	1	0	0	0	13		0	0	38	5	1	0	1	45		0	1	31	11	0	0	0	43				
16:15 - 16:30	0	0	10	3	1	0	0	14	0	3	21	7	0	0	0	31	0	0	32	8	0	0	0	40						
16:30 - 16:45	0	0	7	4	0	0	1	12	0	1	33	10	0	0	0	44	0	1	44	4	0	0	0	49						
16:45 - 17:00	0	0	14	1	0	0	0	15	58	0%	0	0	27	8	1	0	0	36	203	0%	0	0	32	7	0	0	0	39	157	1%
Hourly Total	0	0	43	9	1	0	1	54		0	4	119	30	2	0	1	156		0	2	139	30	0	0	0	171				
17:00 - 17:15	0	0	11	0	0	0	0	11		0	2	40	12	0	0	0	54		0	0	35	3	1	0	0	39				
17:15 - 17:30	0	1	12	2	0	0	0	15		0	0	51	4	0	0	0	55		0	0	28	9	0	0	0	37				
17:30 - 17:45	0	0	13	4	0	0	0	17		0	0	53	5	0	0	0	58		0	0	37	5	0	0	0	42				
17:45 - 18:00	0	0	15	1	1	0	0	17		0	2	38	8	0	0	0	48		0	0	47	5	1	1	0	54				
Hourly Total	0	1	51	7	1	0	0	60	2%	0	4	182	29	0	0	0	215	0%	0	0	147	22	2	1	0	172	2%	1587.00		
18:00 - 18:15	0	0	12	0	0	0	0	12		0	0	39	3	0	0	0	42		0	0	43	6	0	0	0	49				
18:15 - 18:30	0	0	8	0	0	0	0	8		0	0	44	7	0	0	0	51		0	0	42	5	0	0	0	47				
18:30 - 18:45	0	0	5	1	0	0	0	6		0	0	30	4	0	0	0	34		0	0	38	0	0	0	0	38				
18:45 - 19:00	0	0	5	1	0	0	0	6		0	0	29	2	0	0	0	31		0	0	30	3	0	0	0	33				
Hourly Total	0	0	30	2	0	0	0	32		0	0	142	16	0	0	0	158		0	0	153	14	0	0	0	167				
TOTAL	0	1	124	18	2	0	1	146		0	8	443	75	2	0	1	529		0	2	439	66	2	1	0	510				

Junction: 2

Approach: Church Road

TIME	To Paddockhurst Road							To Turners Hill Road										
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	2	28	13	1	0	0	44			0	2	47	6	1	0	0	56
07:15 - 07:30	0	0	44	7	2	0	0	53			0	0	38	8	0	0	0	46
07:30 - 07:45	0	1	72	21	0	0	0	94			0	0	76	16	1	0	0	93
07:45 - 08:00	0	1	78	21	0	0	0	100	181		0	0	65	15	0	0	1	81
Hourly Total	0	4	222	62	3	0	0	291			0	2	226	45	2	0	1	276
08:00 - 08:15	0	0	95	10	0	0	1	106	197		0	0	70	19	2	0	0	91
08:15 - 08:30	0	0	76	7	2	0	1	86	165		1	0	69	9	0	0	0	79
08:30 - 08:45	0	0	54	8	3	2	0	67	131		0	0	57	3	3	0	1	64
08:45 - 09:00	0	1	48	11	0	0	0	60	135		0	1	63	9	2	0	0	75
Hourly Total	0	1	273	36	5	2	2	319	2%		1	1	259	40	7	0	1	309
09:00 - 09:15	0	1	37	15	0	0	0	53	110		0	0	50	6	0	0	1	57
09:15 - 09:30	0	0	35	13	0	2	0	50			0	0	36	3	0	0	0	39
09:30 - 09:45	0	0	33	5	1	1	0	40			0	0	32	8	1	0	0	41
09:45 - 10:00	0	1	41	4	1	0	0	47			0	0	34	5	1	0	0	40
Hourly Total	0	2	146	37	2	3	0	190			0	0	152	22	2	0	1	177
TOTAL	0	7	641	135	10	5	2	800			1	3	637	107	11	0	3	762
16:00 - 16:15	0	0	53	11	1	0	0	65			0	1	37	14	0	1	0	53
16:15 - 16:30	0	0	53	14	0	1	0	68			0	0	50	12	0	0	0	62
16:30 - 16:45	0	0	55	18	0	0	0	73			0	0	48	15	0	0	0	63
16:45 - 17:00	0	0	58	13	1	0	0	72	282	0%	133	0	0	47	13	1	0	61
Hourly Total	0	0	219	56	2	1	0	278			0	1	182	54	1	1	0	239
17:00 - 17:15	0	1	65	13	0	0	0	79			149	0	1	47	22	0	0	70
17:15 - 17:30	0	1	66	10	0	0	0	77			152	0	1	61	13	0	0	75
17:30 - 17:45	0	1	50	3	0	0	0	54			124	0	2	52	15	0	0	70
17:45 - 18:00	0	2	37	6	0	0	0	45			110	0	0	58	7	0	0	65
Hourly Total	0	5	218	32	0	0	0	255			0	4	218	57	0	0	1	280
18:00 - 18:15	0	0	39	5	0	0	0	44			85	0	0	36	5	0	0	41
18:15 - 18:30	0	0	26	4	0	0	0	30			0	1	35	6	0	0	0	42
18:30 - 18:45	0	0	20	2	0	0	0	22			0	0	25	5	0	0	0	30
18:45 - 19:00	0	0	15	2	0	0	0	17			0	0	19	3	0	0	0	22
Hourly Total	0	0	100	13	0	0	0	113			0	1	115	19	0	0	0	135
TOTAL	0	5	537	101	2	1	0	646			0	6	515	130	1	1	1	654

2%

276 0%

Junction: 2

Approach: Paddockhurst Road

TIME	To Turners Hill Road								To Church Road							1		
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
07:00 - 07:15	0	0	0	0	0	0	0	0	1	0	26	15	1	0	0	43	109	
07:15 - 07:30	0	0	3	0	0	0	0	3	0	0	35	25	0	1	0	61	98	
07:30 - 07:45	0	0	2	0	0	0	0	2	0	0	31	22	2	0	0	55	93	
07:45 - 08:00	0	0	1	1	0	0	0	2	0	0	49	24	1	1	1	76	99	
Hourly Total	0	0	6	1	0	0	0	7	1	0	141	86	4	2	1	235	83	
08:00 - 08:15	0	0	3	0	0	0	0	3	0	1	42	11	1	1	0	56	4%	
08:15 - 08:30	0	0	6	1	0	0	1	8	0	0	53	12	0	2	0	67	76	
08:30 - 08:45	0	0	2	0	0	0	0	2	0	0	42	13	2	1	0	58		
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	34	12	1	1	0	48		
Hourly Total	0	0	14	1	0	0	1	16	0%	0	1	171	48	4	5	0	229	
09:00 - 09:15	0	0	1	1	0	0	0	2	0	0	30	13	2	1	0	46		
09:15 - 09:30	0	0	3	0	0	0	0	3	1	0	46	16	1	0	0	64		
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	45	13	0	0	0	58		
09:45 - 10:00	0	0	2	0	0	0	0	2	0	1	35	8	0	0	0	44		
Hourly Total	0	0	7	1	0	0	0	8		1	1	156	50	3	1	0	212	
TOTAL	0	0	27	3	0	0	1	31		2	2	468	184	11	8	1	676	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	1	44	12	1	0	0	58		
16:15 - 16:30	0	0	2	0	0	0	0	2	0	3	40	13	1	0	0	57		
16:30 - 16:45	0	0	4	0	0	0	0	4	0	1	47	12	0	0	0	60		
16:45 - 17:00	0	0	2	0	0	0	0	2	8	0%	1	0	44	11	1	0	0	57
Hourly Total	0	0	8	0	0	0	0	8		1	5	175	48	3	0	0	232	260
17:00 - 17:15	0	0	2	1	0	0	0	3	0	2	58	10	1	0	0	71	1%	
17:15 - 17:30	0	0	1	1	0	0	0	2	0	1	58	9	0	0	0	68		
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	55	8	0	1	0	64		
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	61	10	0	0	0	71		
Hourly Total	0	0	7	2	0	0	0	9		0	3	232	37	1	1	0	274	
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	50	6	0	0	0	56		
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	52	8	0	0	0	60		
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	41	4	0	0	0	45		
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	35	3	0	0	0	38		
Hourly Total	0	0	3	0	0	0	0	3		0	0	178	21	0	0	0	199	
TOTAL	0	0	18	2	0	0	0	20		1	8	585	106	4	1	0	705	



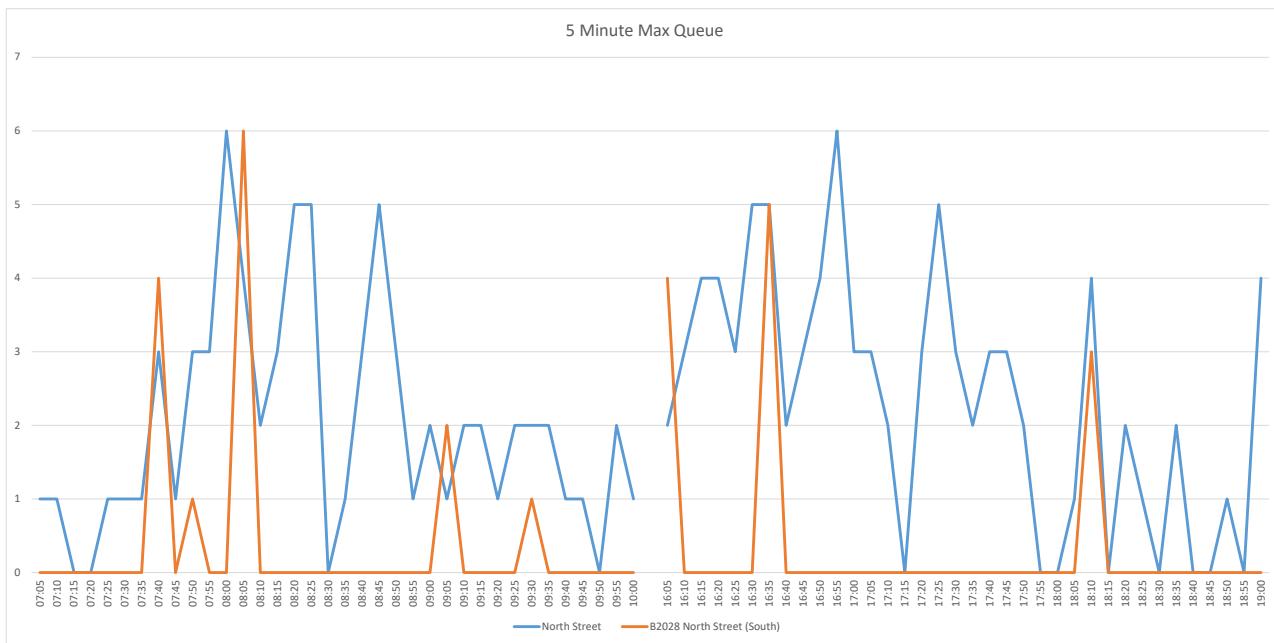
Crawley, Thursday 10th March 2022

Traffic Information Consultancy

Junction: 2
Approach: Turners Hill R

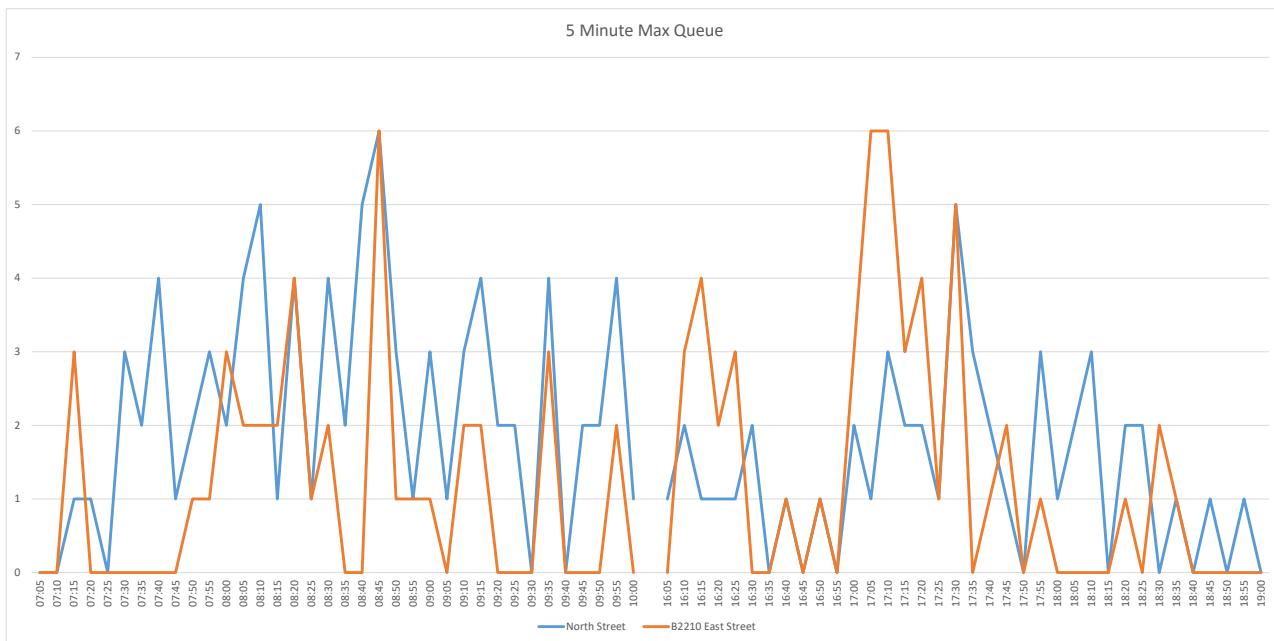
Time	North Street	B2028 North Street (South)
07:05	1	0
07:10	1	0
07:15	0	0
07:20	0	0
07:25	1	0
07:30	1	0
07:35	1	0
07:40	3	4
07:45	1	0
07:50	3	1
07:55	3	0
08:00	6	0
08:05	4	6
08:10	2	0
08:15	3	0
08:20	5	0
08:25	5	0
08:30	0	0
08:35	1	0
08:40	3	0
08:45	5	0
08:50	3	0
08:55	1	0
09:00	2	0
09:05	1	2
09:10	2	0
09:15	2	0
09:20	1	0
09:25	2	0
09:30	2	1
09:35	2	0
09:40	1	0
09:45	1	0
09:50	0	0
09:55	2	0
10:00	1	0

16:05	2	4
16:10	3	0
16:15	4	0
16:20	4	0
16:25	3	0
16:30	5	0
16:35	5	5
16:40	2	0
16:45	3	0
16:50	4	0
16:55	6	0
17:00	3	0
17:05	3	0
17:10	2	0
17:15	0	0
17:20	3	0
17:25	5	0
17:30	3	0
17:35	2	0
17:40	3	0
17:45	3	0
17:50	2	0
17:55	0	0
18:00	0	0
18:05	1	0
18:10	4	3
18:15	0	0
18:20	2	0
18:25	1	0
18:30	0	0
18:35	2	0
18:40	0	0
18:45	0	0
18:50	1	0
18:55	0	0
19:00	4	0



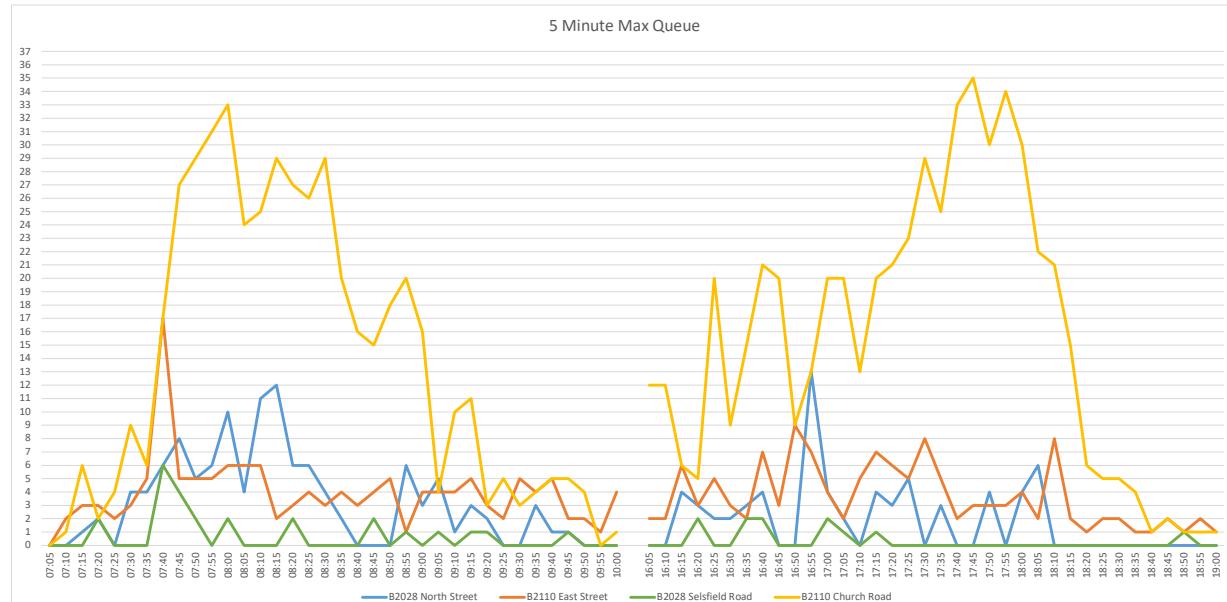
Time	North Street	B2210 East Street
07:05	0	0
07:10	0	0
07:15	1	3
07:20	1	0
07:25	0	0
07:30	3	0
07:35	2	0
07:40	4	0
07:45	1	0
07:50	2	1
07:55	3	1
08:00	2	3
08:05	4	2
08:10	5	2
08:15	1	2
08:20	4	4
08:25	1	1
08:30	4	2
08:35	2	0
08:40	5	0
08:45	6	6
08:50	3	1
08:55	1	1
09:00	3	1
09:05	1	0
09:10	3	2
09:15	4	2
09:20	2	0
09:25	2	0
09:30	0	0
09:35	4	3
09:40	0	0
09:45	2	0
09:50	2	0
09:55	4	2
10:00	1	0

16:05	1	0
16:10	2	3
16:15	1	4
16:20	1	2
16:25	1	3
16:30	2	0
16:35	0	0
16:40	1	1
16:45	0	0
16:50	1	1
16:55	0	0
17:00	2	3
17:05	1	6
17:10	3	6
17:15	2	3
17:20	2	4
17:25	1	1
17:30	5	5
17:35	3	0
17:40	2	1
17:45	1	2
17:50	0	0
17:55	3	1
18:00	1	0
18:05	2	0
18:10	3	0
18:15	0	0
18:20	2	1
18:25	2	0
18:30	0	2
18:35	1	1
18:40	0	0
18:45	1	0
18:50	0	0
18:55	1	0
19:00	0	0



Time	B2028 North Street	B2110 East Street	B2028 Selsfield Road	B2110 Church Road
07:05	0	0	0	0
07:10	0	2	0	1
07:15	1	3	0	6
07:20	2	3	2	2
07:25	0	2	0	4
07:30	4	3	0	9
07:35	4	5	0	6
07:40	6	17	6	17
07:45	8	5	4	27
07:50	5	5	2	29
07:55	6	5	0	31
08:00	10	6	2	33
08:05	4	6	0	24
08:10	11	6	0	25
08:15	12	2	0	29
08:20	6	3	2	27
08:25	6	4	0	26
08:30	4	3	0	29
08:35	2	4	0	20
08:40	0	3	0	16
08:45	0	4	2	15
08:50	0	5	0	18
08:55	6	1	1	20
09:00	3	4	0	16
09:05	5	4	1	4
09:10	1	4	0	10
09:15	3	5	1	11
09:20	2	3	1	3
09:25	0	2	0	5
09:30	0	5	0	3
09:35	3	4	0	4
09:40	1	5	0	5
09:45	1	2	1	5
09:50	0	2	0	4
09:55	0	1	0	0
10:00	0	4	0	1

16:05	0	2	0	12
16:10	0	2	0	12
16:15	4	6	0	6
16:20	3	3	2	5
16:25	2	5	0	20
16:30	2	3	0	9
16:35	3	2	2	15
16:40	4	7	2	21
16:45	0	3	0	20
16:50	0	9	0	9
16:55	13	7	0	13
17:00	4	4	2	20
17:05	2	2	1	20
17:10	0	5	0	13
17:15	4	7	1	20
17:20	3	6	0	21
17:25	5	5	0	23
17:30	0	8	0	29
17:35	3	5	0	25
17:40	0	2	0	33
17:45	0	3	0	35
17:50	4	3	0	30
17:55	0	3	0	34
18:00	4	4	0	30
18:05	6	2	0	22
18:10	0	8	0	21
18:15	0	2	0	15
18:20	0	1	0	6
18:25	0	2	0	5
18:30	0	2	0	5
18:35	0	1	0	4
18:40	0	1	0	1
18:45	0	2	0	2
18:50	0	1	1	1
18:55	0	2	0	1
19:00	0	1	0	1



5.75 PCU 14 Keep Clear (m) 240 m to Priority Junction (West)

Note: Some HGV Movement Not Accounted for

189.75 203.75 AM
201.25 215.25 PM

36.25
24.75

Queue length survey methodology by manual observation

Queues have been recorded by the number of vehicles for each lane where applicable until the vehicles are out of sight. To avoid any confusion a queue is defined as a line of more than 1 vehicle that is either stationary or moving up to 4 mph and does not include vehicles "rolling" up to vehicles at the back. Queues have been recorded as the maximum queue observed in each 5-minute period as per the survey brief.

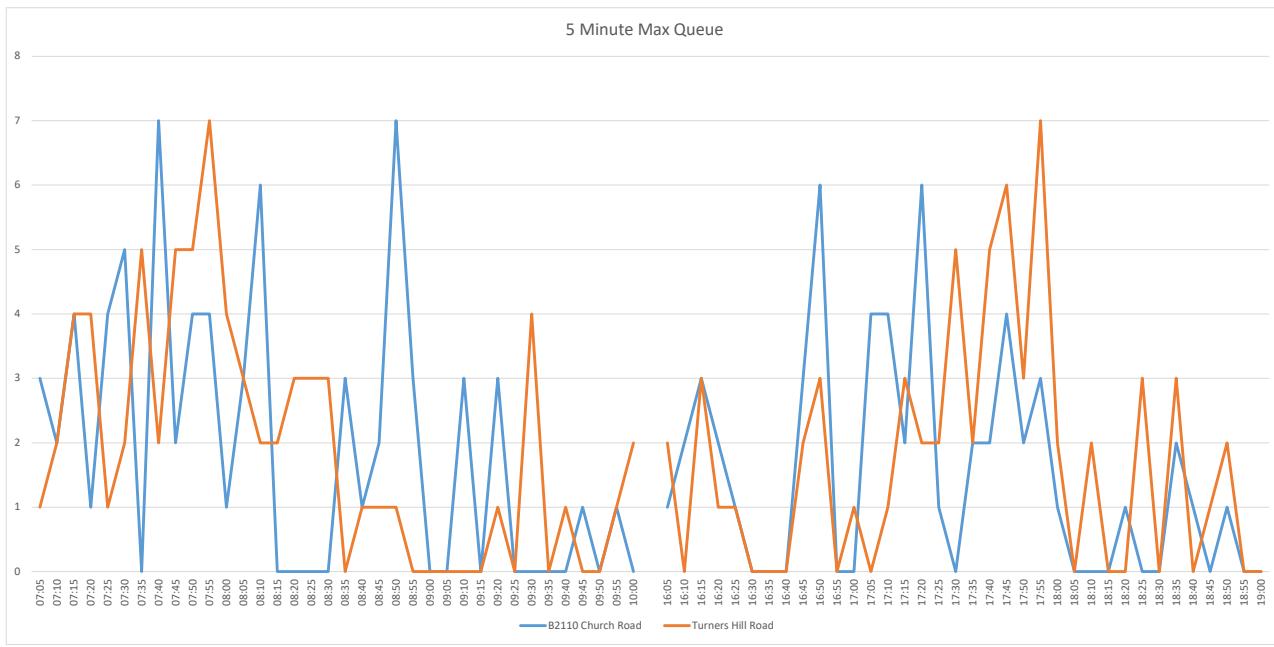
There are a couple of things to mention.

The triangular junction of East St, North St and link arm have been tabulated separately i.e., each corner is a priority T junction. You will see from the results that the left turners at Junction 1A were much higher than you'd think however this phenomenon was to avoid the queueing traffic at Junction 1C. This is a pattern we have observed previously when surveying that junction.

The queueing traffic on the West side of the B2110 Church Street was similar to observations seen during previous surveys, the traffic was at times slow moving / platooning with some significant gaps in between the vehicles. The queues extended past the ATC as I intimated during the fee quotation stage however whilst the equipment performed better than expected you can see an over count on the HGV's when compared with the manual count, this was a result of the slow-moving traffic past the equipment.

Time	B2110 Church Road	Turners Hill Road
07:05	3	1
07:10	2	2
07:15	4	4
07:20	1	4
07:25	4	1
07:30	5	2
07:35	0	5
07:40	7	2
07:45	2	5
07:50	4	5
07:55	4	7
08:00	1	4
08:05	3	3
08:10	6	2
08:15	0	2
08:20	0	3
08:25	0	3
08:30	0	3
08:35	3	0
08:40	1	1
08:45	2	1
08:50	7	1
08:55	3	0
09:00	0	0
09:05	0	0
09:10	3	0
09:15	0	0
09:20	3	1
09:25	0	0
09:30	0	4
09:35	0	0
09:40	0	1
09:45	1	0
09:50	0	0
09:55	1	1
10:00	0	2

16:05	1	2
16:10	2	0
16:15	3	3
16:20	2	1
16:25	1	1
16:30	0	0
16:35	0	0
16:40	0	0
16:45	3	2
16:50	6	3
16:55	0	0
17:00	0	1
17:05	4	0
17:10	4	1
17:15	2	3
17:20	6	2
17:25	1	2
17:30	0	5
17:35	2	2
17:40	2	5
17:45	4	6
17:50	2	3
17:55	3	7
18:00	1	2
18:05	0	0
18:10	0	2
18:15	0	0
18:20	1	0
18:25	0	3
18:30	0	0
18:35	2	3
18:40	1	0
18:45	0	1
18:50	1	2
18:55	0	0
19:00	0	0



APPENDIX C

B2110 Church Road, Crawley ATC

Site No. 574401 Site Ref. 574401

Site

Vehicle Count Report

Week Begin: 10 March 2022

Channel: Westbound

	Thu Mar 10	Fri Mar 11	Sat Mar 12	Sun Mar 13	Mon Mar 14	Tue Mar 15	Wed Mar 16	Thu Mar 17	Fri Mar 18	Sat Mar 19	Sun Mar 20	Mon Mar 21	Tue Mar 22	Wed Mar 23	Thu Mar 24
00:00	13	23	28	35	10	11	14	14	14	19	19	19	19	19	19
01:00	12	17	28	21	4	5	4	8	8	13	13	13	13	13	13
02:00	11	11	15	18	8	2	2	7	7	10	10	10	10	10	10
03:00	9	15	14	10	8	8	8	10	10	10	10	10	10	10	10
04:00	21	12	10	18	23	24	24	24	24	24	24	24	24	24	24
05:00	70	68	32	20	70	64	72	69	57	57	57	57	57	57	57
06:00	233	208	59	35	222	237	261	232	232	279	279	279	279	279	279
07:00	563	456	135	59	683	564	563	566	566	432	432	432	432	432	432
08:00	626	556	293	164	769	627	623	640	640	523	523	523	523	523	523
09:00	367	358	298	253	359	378	360	364	364	339	339	339	339	339	339
10:00	333	380	365	286	318	317	300	330	330	328	328	328	328	328	328
11:00	308	373	464	409	304	273	253	302	302	341	341	341	341	341	341
12:00	319	344	447	377	275	300	281	304	304	335	335	335	335	335	335
13:00	231	334	373	364	298	378	333	320	320	307	307	307	307	307	307
14:00	365	364	376	296	283	367	312	340	340	339	339	339	339	339	339
15:00	442	457	387	238	349	384	415	409	409	382	382	382	382	382	382
16:00	519	490	357	266	484	524	478	499	499	445	445	445	445	445	445
17:00	539	456	266	244	462	506	493	491	491	424	424	424	424	424	424
18:00	248	271	183	153	240	270	240	254	254	229	229	229	229	229	229
19:00	154	149	100	113	129	142	119	139	139	132	132	132	132	132	132
20:00	143	132	107	113	109	114	115	115	115	106	106	106	106	106	106
21:00	133	124	103	49	67	57	70	59	59	86	86	86	86	86	86
22:00	107	112	123	33	36	50	58	73	74	74	74	74	74	74	74
23:00	44	74	81	15	20	16	20	35	39	39	39	39	39	39	39
Total															
12H(7-19)	4950	4839	3044	3009	4804	4793	4616	4802	4802	4423	4423	4423	4423	4423	4423
16H(6-23)	5323	5452	4333	3779	5341	5318	4918	4378	4378	4959	4959	4959	4959	4959	4959
18H(6-24)	5714	5638	4537	3327	5397	5404	5216	5486	5486	5042	5042	5042	5042	5042	5042
24H(0-24)	5910	5805	4666	3449	5520	5515	5335	5617	5617	5173	5173	5173	5173	5173	5173
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
	626	556	464	409	769	627	623	640	640	523	523	523	523	523	523
PM Peak	17:00	16:00	12:00	12:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
	539	490	447	377	484	524	493	499	499	445	445	445	445	445	445

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Vehicle Count Report

Week Begin: 10 March 2022

Channel: Eastbound

	Thu Mar 10	Fri Mar 11	Sat Mar 12	Sun Mar 13	Mon Mar 14	Tue Mar 15	Wed Mar 16	Thu Mar 17	Fri Mar 18	Sat Mar 19	Sun Mar 20	Mon Mar 21	Tue Mar 22	Wed Mar 23	Thu Mar 24
00:00	19	31	40	41	13	14	10	4	9	12	12	12	12	12	12
01:00	13	14	23	20	3	10	4	9	8	10	10	10	10	10	10
02:00	9	13	16	14	6	5	6	8	8	10	10	10	10	10	10
03:00	10	11	10	11	4	9	6	8	9	9	9	9	9	9	9
04:00	18	23	9	11	8	12	12	15	15	13	13	13	13	13	13
05:00	39	37	18	11	29	18	22	29	29	25	25	25	25	25	25
06:00	130	111	66	27	106	129	135	122	121	101	101	101	101	101	101
07:00	353	353	130	67	331	327	337	341	341	272	272	272	272	272	272
08:00	353	383	210	111	215	338	342	326	326	279	279	279	279	279	279
09:00	349	341	272	214	289	313	295	317	317	296	296	296	296	296	296
10:00	252	288	278	305	266	274	256	267	267	274	274	274	274	274	274
11:00	297	334	365	365	243	256	272	272	272	294	294	294	294	294	294
12:00	381	329	353	327	245	245	290	290	290	327	327	327	327	327	327
13:00	326	330	397	288	245	359	263	285	285	301	301	301	301	301	301
14:00	313	326	347	268	304	300	254	299	299	302	302	302	302	302	302
15:00	372	355	353	278	318	324	355	345	345	336	336	336	336	336	336
16:00	364	365	319	265	355	395	378	371	371	349	349	349	349	349	349
17:00	382	403	284	223	395	396	311	377	377	342	342	342	342	342	342
18:00	346	321	218	180	328	344	290	326	326	290	290	290	290	290	290
19:00	215	218	158	176	216	216	205	205	205	198	198	198	198	198	198
20:00	121	141	95	104	128	131	109	126	126	118	118	118	118	118	118
21:00	101	88	76	62	72	64	79	81	81	77	77	77	77	77	77
22:00	98	79	69	38	51	60	59	69	69	65	65	65	65	65	65
23:00	51	63	70	25	28	26	42	42	42	44	44	44	44	44	44
Total															
12H(7-19)	3945	4132	3626	2890	3534	3800	3651	3814	3814	3636	3636	3636	3636	3636	3636
16H(6-23)	4515	4690	3031	3170	4016	4346	4176	4349	4349	4121	4121	4121	4121	4121	4121
18H(6-24)	4664	4832	4070	3233	4095	4422	4277	4460	4460	4239	4239	4239	4239	4239	4239
24H(0-24)	4772	4961	4186	3341	4158	4500	4346	4547	4547	4333	4333	4333	4333	4333	4333
AM Peak	08:00	08:00	11:00	11:00	07:00	08:00	08:00	08:00	08:00	09:00	09:00	09:00	09:00	09:00	09:00
	353	383	365	330	331	338	342	341	341	296	296	296	296	296	296
PM Peak	17:00	17:00	13:00	12:00	17:00	17:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00
	382	403	397	327	395	396	378	377	377	349	349	349	349	349	349

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Vehicle Count Report

Week Begin: 10 March 2022

Channel: Total Flow

	Thu Mar 10	Fri Mar 11	Sat Mar 12	Sun Mar 13	Mon Mar 14	Tue Mar 15	Wed Mar 16	Thu Mar 17	Fri Mar 18	Sat Mar 19	Sun Mar 20	Mon Mar 21	Tue Mar 22	Wed Mar 23	Thu Mar 24
00:00	32	54	68	76	23	25	33	33	33	44	44	44	44	44	44
01:00	25	31	51	41	7										



B2110 Church Road, Crawley ATC

Site No. 574401

Site Ref. 574401

Site

Classification Report

Week Begin: 10 March 2022

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 10 Mar	5910	50	5453	244	160	3
Fri 11 Mar	5805	19	5392	248	143	3
Sat 12 Mar	4666	50	4422	126	67	1
Sun 13 Mar	3449	44	3327	63	14	1
Mon 14 Mar	5520	37	5105	233	142	3
Tue 15 Mar	5515	70	5087	230	127	1
Wed 16 Mar	5335	31	4945	227	129	3
5 Day Ave.	5617	41	5196	236	140	3
7 Day Ave.	5171	43	4819	196	112	2

PCC Traffic Information Consultancy Ltd.

Site No. 574401

Site Ref. 574401

Site

Classification Report

Week Begin: 10 March 2022

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 10 Mar	4772	34	4328	231	171	8
Fri 11 Mar	4961	19	4691	156	91	4
Sat 12 Mar	4186	18	4016	85	66	1
Sun 13 Mar	3341	11	3287	26	15	2
Mon 14 Mar	4158	29	3860	136	125	8
Tue 15 Mar	4500	36	4155	190	115	4
Wed 16 Mar	4346	19	4042	182	96	7
5 Day Ave.	4547	27	4215	179	120	6
7 Day Ave.	4323	24	4054	144	97	5

PCC Traffic Information Consultancy Ltd.

Site No. 574401

Site Ref. 574401

Site

Classification F

Site No.

Week Begin: 10 March 2022

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 10 Mar	10682	84	9781	475	331	11
Fri 11 Mar	10766	38	10083	404	234	7
Sat 12 Mar	8852	68	8438	211	133	2
Sun 13 Mar	6790	55	6614	89	29	3
Mon 14 Mar	9678	66	8965	369	267	11
Tue 15 Mar	10015	106	9242	420	242	5
Wed 16 Mar	9681	50	8987	409	225	10
5 Day Ave.	10164	69	9412	415	260	9
7 Day Ave.	9495	67	8873	340	209	7

PCC Traffic Information Consultancy Ltd.



B2110 Church Road, Crawley ATC

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

Week Begin: 10 March 2022

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 >60
Thu 10 Mar	5910	33	28	5	0	8	29	109	946	2908	1618	262	22	6	1	1	0
Fri 11 Mar	5805	33	28	5	0	6	15	71	1012	2883	1553	243	21	0	1	0	0
Sat 12 Mar	4666	34	29	5	0	14	21	67	539	2248	1519	232	22	3	1	0	0
Sun 13 Mar	3449	34	29	4	0	4	19	18	301	1709	1171	200	17	5	5	0	0
Mon 14 Mar	5520	33	28	5	0	16	57	243	934	2432	1563	246	24	4	1	0	0
Tue 15 Mar	5515	34	28	5	0	9	50	105	849	2551	1639	278	30	3	0	0	1
Wed 16 Mar	5335	33	28	5	0	7	18	78	906	2615	1473	217	18	1	2	0	0
5 Day Ave.	5617	33	28	5	0	9	34	121	929	2678	1569	249	23	3	1	0	0
7 Day Ave.	5171	33	28	5	0	9	30	99	784	2478	1505	240	22	3	2	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

Week Begin: 10 March 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 >60
Thu 10 Mar	4772	32	25	8	0	657	111	162	820	1905	898	172	32	7	2	2	4
Fri 11 Mar	4961	32	26	6	0	151	78	211	1182	2261	870	174	19	8	4	1	2
Sat 12 Mar	4186	33	28	6	0	162	60	92	570	1969	1046	226	46	10	1	4	0
Sun 13 Mar	3341	34	29	5	0	0	10	38	406	1711	943	186	29	11	5	0	2
Mon 14 Mar	4158	33	26	7	0	427	62	93	699	1774	865	191	32	5	6	2	2
Tue 15 Mar	4500	33	26	7	0	474	67	120	745	1939	937	175	27	6	2	5	3
Wed 16 Mar	4346	32	26	6	0	328	72	168	855	1907	829	160	17	3	5	1	1
5 Day Ave.	4547	32	26	7	0	407	78	151	860	1957	880	174	25	6	4	2	2
7 Day Ave.	4323	33	26	6	0	314	66	126	754	1924	913	183	29	7	4	2	2

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

Week Begin: 10 March 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 >60
Thu 10 Mar	10682	33	27	6	0	665	140	271	1766	4813	2516	434	54	13	3	3	4
Fri 11 Mar	10766	33	27	5	0	157	93	282	2194	5144	2423	417	40	8	5	1	2
Sat 12 Mar	8852	34	28	5	0	176	81	159	1109	4217	2565	458	68	13	2	4	0
Sun 13 Mar	6790	34	29	5	0	4	29	56	707	3420	2114	386	46	16	10	0	2
Mon 14 Mar	9678	33	27	6	0	443	119	336	1633	4206	2428	437	56	9	7	2	2
Tue 15 Mar	10015	33	27	6	0	483	117	225	1594	4490	2576	453	57	9	2	5	4
Wed 16 Mar	9681	33	27	6	0	335	90	246	1761	4522	2302	377	35	4	7	1	1
5 Day Ave.	10164	33	27	6	0	417	112	272	1790	4635	2449	424	48	9	5	2	3
7 Day Ave.	9495	33	28	6	0	323	96	225	1538	4402	2418	423	51	10	5	2	2

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 0-400/s/40s	Bin 2 401-800/s/40s	Bin 3 801-1200/s/40s	Bin 4 1201-1600/s/40s	Bin 5 1601-2000/s/40s	Bin 6 2001-2400/s/40s
00:00	13	0	11	1	1	0	0
01:00	12	0	8	0	3	1	
02:00	11	0	9	1	1	0	
03:00	9	0	9	0	0	0	
04:00	21	0	17	1	3	0	
05:00	70	0	67	2	1	0	
06:00	233	1	220	10	2	0	
07:00	535	5	531	15	12	0	
08:00	526	3	574	20	22	1	
09:00	367	1	335	20	10	1	
10:00	333	4	295	22	12	0	
11:00	308	3	277	12	16	0	
12:00	319	2	286	16	15	0	
13:00	331	5	303	11	12	0	
14:00	365	6	332	17	10	0	
15:00	442	7	384	30	11	0	
16:00	316	1	484	20	14	0	
17:00	539	6	511	11	11	0	
18:00	248	1	241	6	0	0	
19:00	154	3	147	3	1	0	
20:00	143	1	134	6	2	0	
21:00	133	1	124	8	0	0	
22:00	107	0	100	6	1	0	
23:00	44	0	44	0	0	0	
Total							
12H(7:19)	4960	44	4563	206	145	2	
16H(6:22)	5623	50	5188	233	150	2	
18H(6:24)	5774	50	5332	239	151	2	
24H(0:24)	5910	50	5453	244	160	3	
AM Peak	08:00 626	07:00 5	08:00 574	08:00 26	08:00 22	09:00 1	
PM Peak	17:00 539	15:00 7	17:00 511	15:00 30	17:00 15	23:00 0	

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 0-400/s/40s	Bin 2 401-800/s/40s	Bin 3 801-1200/s/40s	Bin 4 1201-1600/s/40s	Bin 5 1601-2000/s/40s	Bin 6 2001-2400/s/40s
00:00	19	0	18	0	0	1	
01:00	13	0	11	1	1	0	
02:00	9	0	7	1	1	0	
03:00	10	0	9	0	1	0	
04:00	18	0	18	0	0	0	
05:00	39	0	37	1	1	0	
06:00	130	3	119	6	1	1	
07:00	353	3	294	26	27	3	
08:00	353	1	273	46	33	0	
09:00	349	1	327	18	3	0	
10:00	252	0	240	6	5	1	
11:00	257	0	239	9	9	0	
12:00	281	1	265	12	3	0	
13:00	326	1	310	8	7	0	
14:00	313	2	260	10	12	0	
15:00	372	7	341	11	13	0	
16:00	364	4	337	17	6	0	
17:00	382	8	287	44	42	1	
18:00	346	1	332	10	3	0	
19:00	215	1	211	3	0	0	
20:00	121	1	116	1	2	1	
21:00	101	0	100	1	0	0	
22:00	98	0	97	0	1	0	
23:00	51	0	51	0	0	0	
Total							
12H(7:19)	3948	29	3534	217	163	5	
16H(6:22)	4515	34	4080	228	166	7	
18H(6:24)	4664	34	4228	228	167	7	
24H(0:24)	4772	34	4328	231	171	8	
AM Peak	08:00 353	07:00 3	09:00 327	08:00 46	08:00 33	07:00 3	
PM Peak	17:00 382	17:00 8	15:00 341	17:00 44	17:00 42	20:00 1	

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 0-400/s/40s	Bin 2 401-800/s/40s	Bin 3 801-1200/s/40s	Bin 4 1201-1600/s/40s	Bin 5 1601-2000/s/40s	Bin 6 2001-2400/s/40s
00:00	32	0	29	1	1	1	
01:00	25	0	19	1	4	1	
02:00	20	0	16	2	2	0	
03:00	19	0	18	0	1	0	
04:00	39	0	35	1	3	0	
05:00	109	0	104	3	2	0	
06:00	363	4	339	16	3	1	
07:00	916	8	825	41	39	3	
08:00	979	4	847	72	55	1	
09:00	716	2	662	38	13	1	
10:00	585	4	535	28	17	1	
11:00	565	3	516	21	25	0	
12:00	600	3	551	28	18	0	
13:00	557	6	613	19	10	0	
14:00	678	8	621	27	22	0	
15:00	814	14	735	41	24	0	
16:00	883	5	821	37	20	0	
17:00	921	14	798	55	53	1	
18:00	594	2	573	16	3	0	
19:00	369	4	358	6	1	0	
20:00	264	2	250	7	4	1	
21:00	234	1	234	9	0	0	
22:00	205	0	197	6	2	0	
23:00	95	0	95	0	0	0	
Total							
12H(7:19)	8908	73	8097	423	308	7	
16H(6:22)	10138	84	9268	461	316	9	
18H(6:24)	10438	84	9560	467	318	9	
24H(0:24)	10682	84	9781	475	331	11	
AM Peak	08:00 979	07:00 8	08:00 847	08:00 72	08:00 55	07:00 3	
PM Peak	17:00 921	17:00 14	16:00 821	17:00 55	17:00 53	20:00 1	

PCC Traffic Information Consultancy Ltd.

 B2110 Church Road, Crawley ATC

Site No. 574401 Site Ref. 574401

Site Classification Report

11 Mar 2022

Channel: Westbound

	Total Volume	Min 1 Maj/Cycle	Min 2 Day/Min	Min 3 EV	Min 4 HGV	Min 5 Bus
00:00	23	0	23	0	0	0
01:00	17	0	14	0	3	0
02:00	11	0	8	0	2	1
03:00	15	0	15	0	0	0
04:00	33	0	27	1	5	0
05:00	68	0	65	2	1	0
06:00	208	1	198	7	2	0
07:00	156	2	131	19	12	0
08:00	556	5	522	17	12	0
09:00	358	0	335	11	11	1
10:00	380	1	343	19	17	0
11:00	373	2	331	23	17	0
12:00	344	0	315	20	9	0
13:00	334	2	298	25	9	0
14:00	364	2	330	19	12	1
15:00	417	1	430	15	11	0
16:00	490	2	455	26	5	0
17:00	456	1	437	11	7	0
18:00	271	0	264	6	1	0
19:00	149	0	144	4	1	0
20:00	132	0	125	5	2	0
21:00	124	0	110	11	3	0
22:00	112	0	107	4	1	0
23:00	74	0	73	1	0	0
Total						
12H(7:19)	4839	18	4483	213	123	2
16H(6:22)	5452	19	5060	240	131	2
18H(6:24)	5638	19	5240	245	132	2
24H(0:24)	5805	19	5392	248	143	3
AM Peak	08:00	08:00	08:00	11:00	11:00	09:00
	556	5	522	23	17	1
PM Peak	16:00	16:00	16:00	16:00	14:00	14:00
	490	2	455	28	12	1

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 11 Mar 2022 Channel: Eastbound

	Total Volume	Min 1 Maj/Cycle	Min 2 Day/Min	Min 3 EV	Min 4 HGV	Min 5 Bus
00:00	31	0	30	0	1	0
01:00	14	0	11	2	0	1
02:00	13	0	10	2	1	0
03:00	11	0	9	1	0	1
04:00	23	0	23	0	0	0
05:00	37	0	34	1	2	0
06:00	111	1	102	8	0	0
07:00	357	2	339	11	5	0
08:00	383	6	341	20	15	1
09:00	341	2	311	14	14	0
10:00	288	0	268	8	12	0
11:00	334	0	305	19	10	0
12:00	329	0	308	15	6	0
13:00	330	1	315	9	5	0
14:00	326	1	313	7	4	1
15:00	355	3	325	20	7	0
16:00	365	1	356	7	1	0
17:00	403	1	392	4	6	0
18:00	321	0	316	4	1	0
19:00	218	1	215	2	0	0
20:00	141	0	140	1	0	0
21:00	88	0	88	0	0	0
22:00	79	0	79	0	0	0
23:00	63	0	61	1	1	0
Total						
12H(7:19)	4132	17	3889	138	86	2
16H(6:22)	4690	19	4434	149	86	2
18H(6:24)	4832	19	4574	150	87	2
24H(0:24)	4961	19	4691	156	91	4
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00
	383	6	341	20	15	1
PM Peak	17:00	15:00	17:00	15:00	15:00	14:00
	403	3	392	20	7	1

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 11 Mar 2022 Channel: Total Flow

	Total Volume	Min 1 Maj/Cycle	Min 2 Day/Min	Min 3 EV	Min 4 HGV	Min 5 Bus
00:00	54	0	53	0	1	0
01:00	31	0	25	2	3	1
02:00	24	0	18	2	3	1
03:00	26	0	24	1	0	1
04:00	55	0	50	1	5	0
05:00	105	0	99	3	3	0
06:00	319	2	300	15	2	0
07:00	813	4	762	30	17	0
08:00	939	11	863	37	27	1
09:00	699	2	646	25	25	1
10:00	668	1	611	27	29	0
11:00	707	2	636	42	27	0
12:00	673	0	623	35	15	0
13:00	654	3	613	34	14	0
14:00	690	3	643	26	16	2
15:00	813	4	755	35	18	0
16:00	855	3	811	35	6	0
17:00	859	2	829	15	13	0
18:00	592	0	580	10	2	0
19:00	367	1	359	6	1	0
20:00	273	0	265	6	2	0
21:00	212	0	198	11	3	0
22:00	191	0	186	4	1	0
23:00	137	0	134	2	1	0
Total						
12H(7:19)	8971	35	8372	351	209	4
16H(6:22)	10142	38	9494	389	217	4
18H(6:24)	10470	38	9818	395	219	4
24H(0:24)	10766	38	10083	404	234	7
AM Peak	08:00	08:00	08:00	11:00	10:00	09:00
	939	11	863	42	29	1
PM Peak	17:00	15:00	17:00	16:00	15:00	14:00
	859	4	829	35	18	2

PCC Traffic Information Consultancy Ltd.

PCC B2110 Church Road, Crawley ATC

Site No. 574401

Site Ref. 574401

Classification Report

12 Mar 2022

Channel: Westbound

	Total Volume	Min 1 Maj/Cycle	Min 2 Car/Min	Min 3 LGV	Min 4 HGV	Min 5 Bus
00:00	28	0	27	0	1	0
01:00	28	0	26	0	2	0
02:00	15	0	15	0	0	0
03:00	14	0	14	0	0	0
04:00	12	0	12	0	0	0
05:00	32	0	31	1	0	0
06:00	59	1	51	5	2	0
07:00	135	0	135	7	2	0
08:00	232	0	275	11	7	0
09:00	298	6	272	17	3	0
10:00	365	2	349	11	3	0
11:00	464	6	442	7	8	1
12:00	447	8	424	9	6	0
13:00	373	11	348	8	6	0
14:00	376	3	361	5	7	0
15:00	387	4	367	11	5	0
16:00	357	4	342	6	5	0
17:00	366	2	356	6	3	0
18:00	183	1	178	2	2	0
19:00	120	1	115	3	1	0
20:00	107	0	99	6	2	0
21:00	103	0	99	4	0	0
22:00	123	1	116	5	1	0
23:00	81	0	78	2	1	0
Total						
12H(7:19)	3944	47	3739	100	57	1
16H(6:22)	4333	49	4103	118	62	1
18H(6:24)	4537	50	4297	125	64	1
24H(0:24)	4666	50	4422	126	67	1
AM Peak	11:00 464	11:00 6	11:00 442	09:00 17	11:00 8	11:00 1
PM Peak	12:00 447	13:00 11	12:00 424	15:00 11	14:00 7	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 12 Mar 2022 Channel: Eastbound

	Total Volume	Min 1 Maj/Cycle	Min 2 Car/Min	Min 3 LGV	Min 4 HGV	Min 5 Bus
00:00	40	0	38	1	1	0
01:00	23	0	18	3	2	0
02:00	16	0	15	0	1	0
03:00	10	0	10	0	0	0
04:00	9	0	8	0	1	0
05:00	18	0	17	1	0	0
06:00	66	0	64	1	1	0
07:00	130	1	124	3	2	0
08:00	210	0	200	5	5	0
09:00	272	2	256	7	7	0
10:00	278	1	269	3	4	1
11:00	365	0	333	19	13	0
12:00	353	1	319	15	18	0
13:00	397	2	387	7	1	0
14:00	317	5	336	4	2	0
15:00	352	1	345	5	2	0
16:00	319	1	313	4	1	0
17:00	284	3	277	3	1	0
18:00	218	0	217	1	0	0
19:00	168	0	166	1	1	0
20:00	95	1	91	1	2	0
21:00	76	0	75	0	1	0
22:00	69	0	69	0	0	0
23:00	70	0	69	1	0	0
Total						
12H(7:19)	3526	17	3376	76	56	1
16H(6:22)	3931	18	3772	79	61	1
18H(6:24)	4070	18	3910	80	61	1
24H(0:24)	4186	18	4016	85	66	1
AM Peak	11:00 365	09:00 2	11:00 333	11:00 19	11:00 13	10:00 1
PM Peak	13:00 397	14:00 5	13:00 387	12:00 15	12:00 18	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 12 Mar 2022 Channel: Total Flow

	Total Volume	Min 1 Maj/Cycle	Min 2 Car/Min	Min 3 LGV	Min 4 HGV	Min 5 Bus
00:00	68	0	65	1	2	0
01:00	51	0	44	3	4	0
02:00	31	0	30	0	1	0
03:00	24	0	24	0	0	0
04:00	21	0	20	0	1	0
05:00	50	0	48	2	0	0
06:00	125	1	115	6	3	0
07:00	265	1	250	10	4	0
08:00	503	0	475	16	12	0
09:00	570	8	528	24	10	0
10:00	643	3	618	14	7	1
11:00	829	6	775	26	21	1
12:00	800	9	743	24	24	0
13:00	770	13	735	15	7	0
14:00	772	8	697	9	9	0
15:00	740	5	712	16	7	0
16:00	676	5	655	10	6	0
17:00	550	5	532	9	4	0
18:00	401	1	395	3	2	0
19:00	288	1	281	4	2	0
20:00	202	1	190	7	4	0
21:00	179	0	174	4	1	0
22:00	192	1	185	5	1	0
23:00	151	0	147	3	1	0
Total						
12H(7:19)	7470	64	7115	176	113	2
16H(6:22)	8264	67	7875	197	123	2
18H(6:24)	8607	68	8207	205	125	2
24H(0:24)	8852	68	8436	211	133	2
AM Peak	11:00 829	09:00 8	11:00 775	11:00 26	11:00 21	11:00 1
PM Peak	12:00 800	13:00 13	12:00 743	12:00 24	12:00 24	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Min 1 Maj/Cycle	Min 2 Day/Min	Min 3 LGV	Min 4 KGV	Min 5 Bus
00:00	35	1	34	0	0	0
01:00	21	1	19	0	1	0
02:00	18	0	18	0	0	0
03:00	10	0	10	0	0	0
04:00	18	0	16	2	0	0
05:00	20	0	20	0	0	0
06:00	35	0	34	1	0	0
07:00	59	0	57	2	0	0
08:00	154	8	150	5	1	0
09:00	253	11	233	7	1	1
10:00	286	2	279	3	2	0
11:00	409	10	391	6	2	0
12:00	377	0	369	6	2	0
13:00	264	3	261	0	0	0
14:00	296	1	289	6	0	0
15:00	238	2	250	7	0	0
16:00	206	2	259	5	0	0
17:00	244	2	238	2	2	0
18:00	153	1	150	1	1	0
19:00	113	0	113	0	0	0
20:00	73	0	69	3	1	0
21:00	49	0	48	1	0	0
22:00	33	0	29	4	0	0
23:00	15	0	12	2	1	0
Total						
12H(7:19)	3000	42	2905	50	11	1
16H(6:22)	3279	42	3169	55	12	1
18H(6:24)	3327	42	3210	61	13	1
24H(0:24)	3449	44	3327	63	14	1
AM Peak	11:00 409	09:00 11	11:00 391	09:00 7	11:00 2	09:00 1
PM Peak	12:00 377	12:00 3	12:00 369	12:00 7	12:00 2	12:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 13 Mar 2022 Channel: Eastbound

	Total Volume	Min 1 Maj/Cycle	Min 2 Day/Min	Min 3 LGV	Min 4 KGV	Min 5 Bus
00:00	41	0	40	0	0	1
01:00	20	0	20	0	0	0
02:00	14	0	14	0	0	0
03:00	11	0	11	0	0	0
04:00	11	0	11	0	0	0
05:00	11	0	11	0	0	0
06:00	27	0	26	1	0	0
07:00	67	0	66	0	1	0
08:00	111	1	104	4	1	1
09:00	214	0	211	3	0	0
10:00	305	3	294	3	5	0
11:00	330	0	328	2	0	0
12:00	327	1	323	1	2	0
13:00	288	0	286	0	2	0
14:00	268	0	264	3	1	0
15:00	276	2	275	0	1	0
16:00	265	1	259	4	1	0
17:00	223	2	220	0	1	0
18:00	180	0	179	1	0	0
19:00	121	1	120	0	0	0
20:00	104	0	104	0	0	0
21:00	62	0	62	0	0	0
22:00	38	0	38	0	0	0
23:00	25	0	21	4	0	0
Total						
12H(7:19)	2856	10	2809	21	15	1
16H(6:22)	3170	11	3121	22	15	1
18H(6:24)	3233	11	3180	26	15	1
24H(0:24)	3341	11	3287	26	15	2
AM Peak	11:00 330	10:00 3	11:00 328	08:00 4	10:00 5	08:00 1
PM Peak	12:00 327	12:00 2	12:00 323	12:00 4	12:00 2	12:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 13 Mar 2022 Channel: Total Flow

	Total Volume	Min 1 Maj/Cycle	Min 2 Day/Min	Min 3 LGV	Min 4 KGV	Min 5 Bus
00:00	76	1	74	0	0	1
01:00	41	1	39	0	1	0
02:00	32	0	32	0	0	0
03:00	21	0	21	0	0	0
04:00	29	0	27	2	0	0
05:00	31	0	31	0	0	0
06:00	62	0	60	2	0	0
07:00	126	0	123	2	1	0
08:00	275	9	254	9	2	1
09:00	467	11	444	10	1	1
10:00	591	5	573	6	7	0
11:00	739	10	719	8	2	0
12:00	704	1	692	7	4	0
13:00	532	3	547	0	2	0
14:00	564	1	553	9	1	0
15:00	516	4	504	7	1	0
16:00	531	3	518	9	1	0
17:00	467	4	458	2	3	0
18:00	333	1	329	2	1	0
19:00	234	1	233	0	0	0
20:00	177	0	173	3	1	0
21:00	111	0	110	1	0	0
22:00	71	0	67	4	0	0
23:00	40	0	33	6	1	0
Total						
12H(7:19)	5865	52	5714	71	26	2
16H(6:22)	6449	53	6290	77	27	2
18H(6:24)	6560	53	6390	87	28	2
24H(0:24)	6790	55	6614	89	29	3
AM Peak	11:00 739	09:00 11	11:00 719	09:00 10	10:00 7	09:00 1
PM Peak	12:00 704	12:00 4	12:00 692	12:00 9	12:00 4	12:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Min 1 Avg/Cycle	Min 2 Avg/Min	Min 3 Avg/Min	Min 4 Avg/KM	Min 5 Avg/KM	Bus
00:00	10	1	9	0	0	0	0
01:00	4	1	3	0	0	0	0
02:00	8	0	7	1	0	0	0
03:00	8	0	6	1	1	0	0
04:00	23	0	20	1	2	0	0
05:00	70	0	69	1	0	0	0
06:00	222	0	214	8	0	0	0
07:00	335	2	630	30	17	0	0
08:00	769	2	721	22	23	0	0
09:00	359	0	325	20	14	0	0
10:00	318	4	283	16	15	0	0
11:00	304	4	270	19	10	1	0
12:00	275	3	250	11	11	0	0
13:00	278	6	246	19	6	1	0
14:00	283	1	257	18	7	0	0
15:00	349	1	323	11	14	0	0
16:00	334	4	444	27	8	1	0
17:00	462	6	445	6	5	0	0
18:00	240	1	228	8	3	0	0
19:00	129	0	124	1	4	0	0
20:00	119	1	112	5	1	0	0
21:00	67	0	62	5	0	0	0
22:00	36	0	33	2	1	0	0
23:00	20	0	20	0	0	0	0
Total							
12H(7:19)	4804	34	4426	208	133	3	
16H(6:22)	5341	35	4938	227	138	3	
18H(6:24)	5397	35	4991	229	139	3	
24H(0:24)	5520	37	5105	233	142	3	
AM Peak	08:00	11:00	08:00	07:00	08:00	11:00	
	769	4	721	30	23	1	
PM Peak	16:00	17:00	17:00	16:00	15:00	16:00	
	484	6	445	27	14	1	

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 14 Mar 2022 Channel: Eastbound

	Total Volume	Min 1 Avg/Cycle	Min 2 Avg/Min	Min 3 Avg/Min	Min 4 Avg/KM	Min 5 Avg/KM	Bus
00:00	13	0	12	0	1	0	0
01:00	3	0	3	0	0	0	0
02:00	6	0	6	0	0	0	0
03:00	4	0	4	0	0	0	0
04:00	8	0	8	0	0	0	0
05:00	35	0	38	0	1	0	0
06:00	106	0	101	5	0	0	0
07:00	331	7	290	17	17	0	0
08:00	215	4	139	33	37	2	0
09:00	289	4	245	23	16	1	0
10:00	266	2	247	12	4	1	0
11:00	243	1	227	7	7	1	0
12:00	245	1	234	4	6	0	0
13:00	245	2	231	6	5	1	0
14:00	304	2	251	3	8	0	0
15:00	318	2	308	3	5	0	0
16:00	355	1	334	8	11	1	0
17:00	395	0	381	8	6	0	0
18:00	328	1	321	6	0	0	0
19:00	176	0	173	1	1	1	0
20:00	128	0	128	0	0	0	0
21:00	72	2	70	0	0	0	0
22:00	51	0	51	0	0	0	0
23:00	28	0	28	0	0	0	0
Total							
12H(7:19)	3534	27	3248	130	122	7	
16H(6:22)	4016	29	3720	136	123	8	
18H(6:24)	4095	29	3799	136	123	8	
24H(0:24)	4158	29	3860	136	125	8	
AM Peak	07:00	07:00	07:00	08:00	08:00	08:00	
	331	7	290	33	37	2	
PM Peak	17:00	21:00	17:00	17:00	16:00	19:00	
	395	2	381	8	13	1	

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 14 Mar 2022 Channel: Total Flow

	Total Volume	Min 1 Avg/Cycle	Min 2 Avg/Min	Min 3 Avg/Min	Min 4 Avg/KM	Min 5 Avg/KM	Bus
00:00	23	1	21	0	1	0	0
01:00	7	1	6	0	0	0	0
02:00	14	0	13	1	0	0	0
03:00	12	0	10	1	1	0	0
04:00	31	0	38	1	2	0	0
05:00	89	0	97	1	1	0	0
06:00	328	0	315	13	0	0	0
07:00	1014	9	924	47	34	0	0
08:00	984	6	860	56	60	2	0
09:00	648	4	570	43	30	1	0
10:00	584	6	530	28	19	1	0
11:00	547	5	497	26	17	2	0
12:00	520	4	484	15	17	0	0
13:00	923	8	477	35	11	2	0
14:00	797	3	548	21	15	0	0
15:00	667	3	631	14	19	0	0
16:00	839	5	778	35	19	2	0
17:00	857	6	826	14	11	0	0
18:00	568	2	549	14	3	0	0
19:00	305	0	297	2	5	1	0
20:00	247	1	240	5	1	0	0
21:00	139	2	132	5	0	0	0
22:00	87	0	84	2	1	0	0
23:00	48	0	48	0	0	0	0
Total							
12H(7:19)	8338	61	7674	338	255	10	
16H(6:22)	9357	64	8658	363	261	11	
18H(6:24)	9492	64	8790	365	262	11	
24H(0:24)	9678	66	8965	369	267	11	
AM Peak	07:00	07:00	07:00	08:00	08:00	11:00	
	1014	9	924	56	60	2	
PM Peak	17:00	13:00	17:00	16:00	16:00	16:00	
	857	8	826	35	19	2	

PCC Traffic Information Consultancy Ltd.

	Total Volume	Min 1 Maj/Car	Min 2 Cycl/Min	Min 3 LGV	Min 4 HGV	Min 5 Bus	Min 6 Lus
00:00	11	0	11	0	0	0	0
01:00	5	0	3	0	2	0	0
02:00	2	0	2	0	0	0	0
03:00	8	0	7	1	0	0	0
04:00	21	0	15	2	4	0	0
05:00	64	0	59	5	0	0	0
06:00	237	2	232	3	0	0	0
07:00	534	6	515	16	7	0	0
08:00	627	5	591	19	12	0	0
09:00	378	5	351	12	10	0	0
10:00	317	4	280	14	19	0	0
11:00	273	10	235	16	12	0	0
12:00	300	7	266	18	8	1	0
13:00	283	4	248	21	10	0	0
14:00	367	5	330	19	13	0	0
15:00	384	5	348	18	13	0	0
16:00	324	6	481	29	8	0	0
17:00	606	3	481	17	5	0	0
18:00	270	4	259	5	2	0	0
19:00	142	1	135	6	0	0	0
20:00	109	1	105	3	0	0	0
21:00	57	2	52	2	1	0	0
22:00	50	0	47	2	1	0	0
23:00	16	0	16	0	0	0	0
Total							
12H(7-19)	4793	64	4403	206	119	1	
16H(6-22)	5338	70	4927	220	120	1	
18H(6-24)	5404	70	4990	222	121	1	
24H(0-24)	5515	70	5087	230	127	1	
AM Peak	08:00	11:00	08:00	08:00	10:00	11:00	
	627	10	591	19	19	0	
PM Peak	16:00	12:00	17:00	16:00	15:00	12:00	
	524	7	481	29	13	1	

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 15 Mar 2022 Channel: Eastbound

	Total Volume	Min 1 Maj/Car	Min 2 Cycl/Min	Min 3 LGV	Min 4 HGV	Min 5 Bus	Min 6 Lus
00:00	14	0	14	0	0	0	0
01:00	10	0	10	0	0	0	0
02:00	5	0	5	0	0	0	0
03:00	9	0	9	0	0	0	0
04:00	12	0	11	1	0	0	0
05:00	18	0	18	0	0	0	0
06:00	129	0	125	3	1	0	0
07:00	327	7	261	32	25	2	0
08:00	338	7	264	37	29	1	0
09:00	313	2	299	10	6	0	0
10:00	274	1	249	20	4	0	0
11:00	256	3	238	10	5	0	0
12:00	280	1	266	9	4	0	0
13:00	259	2	250	5	2	0	0
14:00	300	3	260	12	5	0	0
15:00	324	0	313	5	5	1	0
16:00	395	3	383	7	2	0	0
17:00	396	6	338	30	22	0	0
18:00	344	1	336	4	3	0	0
19:00	216	0	213	2	1	0	0
20:00	131	0	130	0	1	0	0
21:00	64	0	62	2	0	0	0
22:00	60	0	60	0	0	0	0
23:00	26	0	25	1	0	0	0
Total							
12H(7-19)	3806	36	3473	181	112	4	
16H(6-22)	4346	36	4003	188	115	4	
18H(6-24)	4432	36	4088	189	115	4	
24H(0-24)	4500	36	4155	190	115	4	
AM Peak	08:00	08:00	09:00	08:00	08:00	07:00	
	338	7	295	37	29	2	
PM Peak	17:00	17:00	16:00	17:00	17:00	15:00	
	396	6	383	30	22	1	

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 15 Mar 2022 Channel: Total Flow

	Total Volume	Min 1 Maj/Car	Min 2 Cycl/Min	Min 3 LGV	Min 4 HGV	Min 5 Bus	Min 6 Lus
00:00	25	0	25	0	0	0	0
01:00	15	0	13	0	2	0	0
02:00	7	0	7	0	0	0	0
03:00	17	0	16	1	0	0	0
04:00	33	0	26	3	4	0	0
05:00	82	0	77	5	0	0	0
06:00	366	2	357	6	1	0	0
07:00	891	13	794	50	32	2	0
08:00	965	12	858	56	41	1	0
09:00	691	7	646	22	16	0	0
10:00	591	5	529	34	23	0	0
11:00	529	13	473	26	17	0	0
12:00	530	8	532	27	12	1	0
13:00	642	6	498	26	12	0	0
14:00	667	8	610	21	18	0	0
15:00	708	5	661	23	18	1	0
16:00	919	9	864	36	10	0	0
17:00	902	9	819	47	27	0	0
18:00	614	5	595	9	5	0	0
19:00	358	1	348	8	1	0	0
20:00	240	1	235	3	1	0	0
21:00	121	2	114	4	1	0	0
22:00	110	0	107	2	1	0	0
23:00	42	0	41	1	0	0	0
Total							
12H(7-19)	8599	100	7876	387	231	5	
16H(6-22)	9684	106	8930	408	235	5	
18H(6-24)	9836	106	9076	411	236	5	
24H(0-24)	10015	106	9242	420	242	5	
AM Peak	08:00	11:00	08:00	08:00	08:00	07:00	
	965	13	855	56	41	2	
PM Peak	16:00	17:00	16:00	17:00	17:00	15:00	
	919	9	864	47	27	1	

PCC Traffic Information Consultancy Ltd.



	Total Volume	Min 1 Avg/Cycle	Min 2 Avg/Min	Min 3 Avg/Min	Min 4 Avg/Min	Min 5 Avg/Min
00:00	14	1	12	0	1	0
01:00	4	0	3	0	1	0
02:00	2	0	1	1	0	0
03:00	8	0	4	0	4	0
04:00	19	0	14	3	2	0
05:00	72	0	71	1	0	0
06:00	261	1	254	5	1	0
07:00	535	4	520	18	12	0
08:00	623	3	594	17	12	0
09:00	360	1	325	20	14	0
10:00	300	1	276	12	11	0
11:00	253	2	225	13	13	0
12:00	281	8	238	22	12	1
13:00	286	0	259	13	14	0
14:00	322	1	285	28	7	1
15:00	415	2	378	23	11	1
16:00	376	3	440	19	7	0
17:00	493	3	473	13	4	0
18:00	240	0	228	8	3	0
19:00	119	0	117	2	0	0
20:00	74	0	73	1	0	0
21:00	70	0	65	5	0	0
22:00	58	1	55	2	0	0
23:00	20	0	19	1	0	0
Total						
12H(7:19)	4614	28	4257	206	120	3
16H(6:22)	5138	29	4766	219	121	3
18H(6:24)	5216	30	4840	222	121	3
24H(0:24)	5335	31	4945	227	129	3
AM Peak	08:00 623	07:00 4	08:00 591	09:00 20	09:00 14	11:00 0
PM Peak	17:00 493	12:00 8	17:00 473	14:00 28	13:00 14	15:00 1

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 16 Mar 2022 Channel: Eastbound

	Total Volume	Min 1 Avg/Cycle	Min 2 Avg/Min	Min 3 Avg/Min	Min 4 Avg/Min	Min 5 Avg/Min
00:00	19	0	18	0	1	0
01:00	4	0	4	0	0	0
02:00	6	0	6	0	0	0
03:00	6	0	6	0	0	0
04:00	12	0	10	0	1	1
05:00	22	0	22	0	0	0
06:00	135	1	122	11	1	0
07:00	337	0	306	18	12	1
08:00	342	7	284	29	22	0
09:00	295	0	277	16	2	0
10:00	256	1	241	7	7	0
11:00	272	3	245	13	10	1
12:00	298	0	292	4	2	0
13:00	263	0	249	8	5	1
14:00	254	0	242	6	4	1
15:00	355	2	338	9	5	1
16:00	378	2	362	12	1	1
17:00	311	1	243	44	23	0
18:00	290	0	286	4	0	0
19:00	202	1	200	1	0	0
20:00	109	0	109	0	0	0
21:00	79	0	79	0	0	0
22:00	59	1	58	0	0	0
23:00	42	0	42	0	0	0
Total						
12H(7:19)	3651	16	3366	170	93	6
16H(6:22)	4176	18	3876	182	94	6
18H(6:24)	4277	19	3976	182	94	6
24H(0:24)	4346	19	4042	182	96	7
AM Peak	08:00 342	08:00 7	07:00 306	08:00 29	08:00 22	11:00 1
PM Peak	16:00 378	16:00 2	16:00 362	17:00 44	17:00 23	16:00 1

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401
Site Classification Report 16 Mar 2022 Channel: Total Flow

	Total Volume	Min 1 Avg/Cycle	Min 2 Avg/Min	Min 3 Avg/Min	Min 4 Avg/Min	Min 5 Avg/Min
00:00	33	1	30	0	2	0
01:00	8	0	7	0	1	0
02:00	8	0	7	1	0	0
03:00	14	0	10	0	4	0
04:00	31	0	24	3	3	1
05:00	94	0	93	1	0	0
06:00	396	2	376	16	2	0
07:00	900	4	835	36	24	1
08:00	965	10	875	46	34	0
09:00	655	1	602	36	16	0
10:00	556	2	517	19	18	0
11:00	525	5	470	26	23	1
12:00	579	8	530	26	14	1
13:00	596	0	560	21	19	1
14:00	676	1	528	34	11	2
15:00	770	4	716	32	16	2
16:00	856	5	811	31	8	1
17:00	804	4	716	57	27	0
18:00	530	0	515	12	3	0
19:00	321	1	317	3	0	0
20:00	183	0	182	1	0	0
21:00	149	0	144	5	0	0
22:00	117	2	113	2	0	0
23:00	62	0	61	1	0	0
Total						
12H(7:19)	8265	44	7623	376	213	9
16H(6:22)	9314	47	8642	401	215	9
18H(6:24)	9493	49	8816	404	215	9
24H(0:24)	9681	50	8987	409	225	10
AM Peak	08:00 965	08:00 10	08:00 875	08:00 46	08:00 34	11:00 1
PM Peak	16:00 856	12:00 8	16:00 811	17:00 57	17:00 27	15:00 2

PCC Traffic Information Consultancy Ltd.



B2110 Church Road, Crawley ATC

Site Ref. 574401 Site No. 5744
Site
Speed Report (Speed Limit 30 Mph)

10 Mar 2021

Channel: Westbound

PCC Traffic Information Consultancy Ltd

Site No. 574401 Site Ref. 57440
Site

10 Mar 2022

Channel: Eastbound

Total Volume	Bath Acetone	Mean	Standard Deviation	Bin 1 <10	Bin 2 <15	Bin 3 <20	Bin 4 <25	Bin 5 <30	Bin 6 <35	Bin 7 <40	Bin 8 <45	Bin 9 <50	Bin 10 <55	Bin 11 <60	Bin 12 <65	Bin 13 <70
				Bin 1 0-5	Bin 2 6-10	Bin 3 11-15	Bin 4 16-20	Bin 5 21-25	Bin 6 26-30	Bin 7 31-35	Bin 8 36-40	Bin 9 41-45	Bin 10 46-50	Bin 11 51-55	Bin 12 56-60	Bin 13 61-65
00:00	19	34	31	3	0	0	0	1	0	6	11	0	4	0	0	0
01:00	13	35	32	3	0	0	0	0	1	4	5	1	1	0	0	0
02:00	9	29														
03:00	10	40	37	3	0	0	0	0	0	1	2	5	2	0	0	0
04:00	18	35	32	3	0	0	0	0	0	6	8	4	0	0	0	0
05:00	35	31	28													
06:00	130	25	4													
07:00	353	20	10	126	13	17	45	101	44	5	1	0	0	0	0	0
08:00	353	28	16	12	182	18	17	45	77	14	0	0	0	0	0	0
09:00	349	33	28	5	0	1	3	11	81	153	83	13	3	1	0	0
10:00	252	33	28	5	0	0	2	5	47	120	61	14	3	0	0	0
11:00	257	32	28	5	0	0	2	8	40	142	54	9	2	0	0	0
12:00	231	28	5	0	0	0	6	47	140	48	10	4	2	1	0	0
13:00	226	28	5	0	1	4	6	68	157	76	13	1	0	0	0	0
14:00	313	32	27	5	0	0	0	13	77	150	60	9	3	0	1	0
15:00	372	30	23	7	0	44	8	32	104	132	45	7	0	0	0	0
16:00	364	31	25	6	0	32	14	8	86	151	65	7	0	0	1	0
17:00	382	24	13	11	0	247	22	23	38	39	10	2	0	0	0	1
18:00	346	32	25	6	0	24	19	8	64	156	64	10	1	0	0	0
19:00	345	24	9						3	21	62	13	2	1	0	0
20:00	121	33	29	4	0	0	0	1	14	71	24	8	0	0	0	3
21:00	101	34	29	5	0	0	0	0	15	50	25	7	4	0	0	0
22:00	98	34	30	4	0	0	0	0	8	52	28	7	2	1	0	0
23:00	51	34	30	4	0	0	0	0	3	22	21	5	0	0	0	0
Total																
12H(7-15)	3948	31	24	8	0	657	111	155	738	1518	644	99	18	3	2	2
16H(2-22)	4515	32	24	8	0	657	111	160	803	1796	808	142	26	4	2	4
08H(5-24)	4664	32	25	8	0	657	111	160	814	1870	857	154	28	5	2	2
24H(0-24)	4772	32	25	8	0	657	111	162	820	1905	898	172	32	7	2	4
AM Peak	08:00	03:00	03:00	08:00	-	08:00	08:00	08:00	09:00	09:00	09:00	06:00	10:00	09:00	-	-
	353	40	37	12		182	18	17	81	153	83	15	3	1	0	1
PM Peak	17:00	23:00	23:00	17:00	-	17:00	17:00	15:00	15:00	13:00	13:00	19:00	21:00	12:00	14:00	16:00
	382	34	30	11	0	247	22	32	104	157	76	13	2	1	1	0

PCC Traffic Information Consultancy Ltd

Site No. 574401 Site Ref. 574401
Site
Ground Report (Ground Limit 20.14 m)

118 2000



PCC Traffic Information Consultancy Ltd

Site No. 574401 Site Ref. 57440
Site
Speed Report (Speed Limit 30 Mph)

11 Mar 2022

Channel: Eastbound

PCC Traffic Information Consultancy Ltd

Site No. 574401 Site Ref. 57440
Site
Speed Report (Speed Limit 30 Mph)

11 Mar 2022

Channel: Total Flow

Date	Bath	Percentile			Standard Deviation												
		Mean	Standard Deviation	Median	Bin1	Bin2	Bin3	Bin4	Bin5	Bin6	Bin7	Bin8	Bin9	Bin10	Bin11	Bin12	Bin13
00:00	54	36	31	5	0	0	0	1	2	20	17	8	2	0	0	0	
01:00	31	36	31	5	0	0	0	1	1	10	5	2	0	0	0	0	
02:00	24	36	31	5	0	0	0	0	2	11	6	4	1	0	0	0	
03:00	26	35	31	4	0	0	0	0	2	9	10	4	1	0	0	0	
04:00	56	37	32	5	0	0	0	1	0	19	22	11	3	0	0	0	
05:00	102	37	31	5	0	0	0	1	6	30	45	22	1	0	0	0	
06:00	35	31	31	5	0	1	0	1	18	34	8	0	0	0	0	0	
07:00	813	29	5	0	0	5	1	122	352	243	64	6	0	1	1	0	
08:00	939	32	25	7	0	60	35	67	222	356	169	25	0	0	1	0	
09:00	699	33	29	5	0	1	1	2	103	350	210	28	1	0	1	0	
10:00	668	33	28	5	0	0	6	14	103	357	158	30	1	1	1	0	
11:00	707	33	28	5	0	0	7	4	109	364	178	14	0	0	0	0	
12:00	672	32	28	4	0	0	0	4	150	364	139	12	2	1	0	0	
13:00	624	32	27	4	0	0	0	8	163	355	126	11	0	1	0	0	
14:00	690	31	27	4	0	0	0	1	227	338	106	10	0	0	0	0	
15:00	812	29	24	6	0	70	21	60	254	332	67	8	0	0	0	0	
16:00	855	32	27	5	0	2	13	29	159	449	171	28	2	2	0	0	
17:00	859	32	27	5	0	15	6	15	163	443	192	26	0	0	1	0	
18:00	592	32	28	5	0	0	1	18	118	312	134	9	0	1	0	0	
19:00	567	28	5	0	0	1	0	18	118	312	134	9	1	0	0	0	
20:00	273	33	28	5	0	1	0	1	71	124	60	16	0	0	0	0	
21:00	212	33	29	5	0	0	0	2	37	107	49	16	1	0	0	0	
22:00	191	33	29	5	0	0	0	3	37	83	57	6	5	0	0	0	
23:00	137	34	29	5	0	0	1	2	20	66	36	9	3	0	0	0	
Total																	
12H(1-19)	8971	32	27	5	0	155	91	257	1919	4368	1889	265	13	6	5	1	2
16H(20-21)	21042	33	27	5	0	157	92	274	2120	4894	2220	348	23	6	5	1	2
16H(20-24)	10470	33	27	5	0	157	93	279	2177	5043	2313	363	31	6	5	1	2
24H(0-24)	10766	33	27	5	0	157	93	282	2194	5144	2423	417	40	8	5	1	2
AM Peak																	
09:00	04:00	04:00	08:00	-	08:00	08:00	08:00	08:00	11:00	07:00	07:00	06:00	00:00	10:00	07:00	09:00	
99%	37	32	7		60	35	67	226	364	243	64	8	2	1	1	2	
PM Peak																	
17:00	23:00	23:00	15:00	-	15:00	15:00	15:00	15:00	16:00	17:00	16:00	22:00	16:00	17:00	-		
85%	34	29	6		0	70	21	60	25	449	192	28	5	2	1	0	

PCC Traffic Information Consultancy Ltd

PCC B2110 Church Road, Crawley ATC

Site Ref. 574401 Site No. 574401

Site

Speed Report (Speed Limit 30 Mph)

12 Mar 2022

Channel: Westbound

	Total Volume	8th Percentile	Median	Mean	Average	Standard Deviation	Min	Max	80th Percentile	90th Percentile	95th Percentile	99th Percentile	99.5th Percentile	99.9th Percentile	99.95th Percentile	99.99th Percentile	99.995th Percentile	99.999th Percentile
00:00	28	34	30	4	4	0	0	0	0	1	14	10	3	0	0	0	0	0
01:00	28	32	28	4	4	0	0	0	2	3	14	9	0	0	0	0	0	0
02:00	15	32	29	4	4	0	0	0	0	2	7	6	0	0	0	0	0	0
03:00	14	35	30	5	5	0	0	0	0	2	5	4	3	0	0	0	0	0
04:00	12	32	30	2	2	0	0	0	0	0	8	3	0	1	0	0	0	0
05:00	32	37	32	5	5	0	0	0	0	0	13	11	7	1	0	0	0	0
06:00	59	34	30	3	3	0	0	0	0	2	23	21	9	0	0	0	0	0
07:00	135	34	31	4	4	0	0	0	0	4	54	66	2	0	0	0	0	0
08:00	293	34	30	4	4	0	0	0	0	23	135	114	18	3	0	0	0	0
09:00	298	34	29	5	5	0	1	8	1	28	145	97	18	0	0	0	0	0
10:00	365	33	29	4	4	0	0	0	1	6	34	199	111	13	1	0	0	0
11:00	464	33	27	5	5	0	7	5	23	73	219	124	13	0	0	0	0	0
12:00	447	33	28	5	5	0	0	0	0	5	85	210	127	17	3	0	0	0
13:00	373	33	29	4	4	0	2	0	1	39	182	136	12	1	0	0	0	0
14:00	78	33	29	5	5	0	2	4	11	32	186	130	11	0	0	0	0	0
15:00	387	33	28	4	4	0	0	0	5	59	222	91	10	2	0	0	0	0
16:00	357	34	29	5	5	0	0	3	6	51	169	102	25	1	0	0	0	0
17:00	266	34	29	4	4	0	0	0	0	24	132	90	20	0	0	0	0	0
18:00	183	34	29	5	5	0	2	0	3	13	85	66	12	0	1	1	0	0
19:00	120	34	29	5	5	0	0	0	2	16	50	44	8	0	0	0	0	0
20:00	107	34	30	5	5	0	0	0	1	13	46	37	8	1	1	0	0	0
21:00	103	34	29	5	5	0	0	0	1	19	42	35	3	2	1	0	0	0
22:00	123	35	30	4	4	0	0	0	0	9	57	40	14	3	0	0	0	0
23:00	81	34	30	4	4	0	0	0	2	7	31	35	5	1	0	0	0	0
Total																		
12H(7:19)	3944	34	29	5	5	0	14	21	59	465	1938	1254	178	13	1	1	0	0
16H(6:22)	4333	34	29	5	5	0	14	21	63	515	2099	1401	200	16	3	1	0	0
18H(6:24)	4537	34	29	5	5	0	14	21	65	531	2187	1476	219	20	3	1	0	0
24H(0:24)	4666	34	29	5	5	0	14	21	67	539	2248	1519	232	22	3	1	0	0
AM Peak	11:00	05:00	05:00	11:00	-	-	11:00	09:00	11:00	11:00	11:00	09:00	08:00	-	-	-	-	-
	464	37	32	5	5	0	7	8	23	73	219	124	18	3	0	0	0	0
PM Peak	12:00	22:00	22:00	16:00	-	-	18:00	14:00	14:00	12:00	15:00	13:00	16:00	22:00	21:00	18:00	-	-
	447	35	30	5	5	0	2	4	11	85	222	136	25	3	1	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 64.98716 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

12 Mar 2022

Channel: Eastbound

	Total Volume	8th Percentile	Median	Mean	Average	Standard Deviation	Min	Max	80th Percentile	90th Percentile	95th Percentile	99th Percentile	99.5th Percentile	99.9th Percentile	99.95th Percentile	99.99th Percentile	99.995th Percentile	99.999th Percentile
00:00	40	36	30	6	6	0	0	0	0	6	18	8	7	1	0	0	0	0
01:00	23	33	29	4	4	0	0	0	0	4	12	4	3	0	0	0	0	0
02:00	16	35	30	4	4	0	0	0	0	2	7	4	2	1	0	0	0	0
03:00	10	35	33	2	2	0	0	0	0	1	1	6	1	0	0	0	0	0
04:00	9	32	0	0	0	0	0	0	0	1	2	3	3	0	0	0	0	0
05:00	18	34	30	4	4	0	0	0	0	0	9	4	2	1	0	0	0	0
06:00	46	36	31	5	5	0	0	0	0	5	31	18	10	1	1	0	0	0
07:00	130	35	30	5	5	0	0	0	0	3	55	40	10	8	1	0	0	0
08:00	210	34	29	5	5	0	0	0	0	3	25	102	64	13	3	0	0	0
09:00	272	33	28	5	5	0	0	0	1	6	49	138	67	10	1	0	0	0
10:00	278	34	29	5	5	0	0	0	12	3	25	136	80	17	4	1	0	0
11:00	365	31	23	8	8	0	55	17	18	70	137	55	11	2	0	0	0	0
12:00	390	31	22	9	9	0	94	17	9	28	157	54	12	1	0	0	1	0
13:00	397	33	28	5	5	0	0	2	1	11	49	202	106	14	4	0	0	0
14:00	347	33	28	5	5	0	0	2	12	70	164	75	19	0	1	0	0	0
15:00	353	33	28	5	5	0	1	6	4	46	186	90	15	2	3	0	0	0
16:00	319	34	29	4	4	0	0	0	4	29	173	70	19	2	0	1	1	0
17:00	284	34	29	5	5	0	1	0	1	36	139	78	21	5	1	0	2	0
18:00	218	33	28	5	5	0	0	0	5	33	112	58	8	2	0	0	0	0
19:00	168	33	27	5	5	0	1	0	1	41	67	44	5	1	0	0	0	0
20:00	205	34	29	5	5	0	0	1	0	12	48	24	6	2	0	0	0	0
21:00	216	34	30	4	4	0	0	0	0	7	32	29	5	2	1	0	0	0
22:00	69	35	29	5	5	0	0	1	2	10	25	21	8	1	1	0	0	0
23:00	70	34	30	4	4	0	0	0	1	6	33	24	5	1	0	0	0	0
Total																		
12H(7:19)	3526	33	27	6	6	0	160	58	79	473	1684	857	34	7	1	4	0	0
16H(6:22)	3931	33	28	6	6	0	162	59	89	538	1862	972	195	40	9	1	4	0
18H(6:24)	4070	33	28	6	6	0	162	60	92	554	1920	1017	208	42	10	1	4	0
24H(0:24)	4186	33	28	6	6	0	162	60	92	570	1969	1046	226	46	10	1	4	0
AM Peak	11:00	00:00	03:00	11:00	-	-	11:00	11:00	11:00	11:00	10:00	08:00	07:00	10:00	-	-	-	-
	365	36	33	8	8	0	55	17	18	70	138	80	17	8	1	0	0	0
PM Peak	13:00	22:00	21:00	12:00	-	-	12:00	12:00	14:00	14:00	13:00	13:00	17:00	15:00	16:00	17:00	-	-
	397	35	30	9	9	0	94	17	12	70	205	106	21	5	3	1	2	0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

12 Mar 2022

Channel: Total Flow

	Total Volume	8th Percentile	Median	Mean	Average	Standard Deviation	Min	Max	80th Percentile	90th Percentile	95th Percentile	99th Percentile	99.5th Percentile	99.9th Percentile	99.95th Percentile	99.99th Percentile	99.995th Percentile	99.999th Percentile
00:00	68	35	30	5	5	0	0	0	0	7	32	18	10	1	0	0	0	0
01:00	51</td																	

PCC B2110 Church Road, Crawley ATC

Site Ref. 574401 Site No. 574401

Site

Speed Report (Speed Limit 30 Mph)

13 Mar 2022

Channel: Westbound

	Total Volume	8th Percentile	Median Average	Standard Deviation	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13
00:00	35	35	32	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
01:00	21	34	31	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
02:00	18	37	32	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
03:00	10	31	28	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
04:00	18	35	31	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
05:00	20	33	30	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
06:00	25	35	32	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
07:00	59	34	31	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
08:00	164	35	30	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
09:00	253	34	29	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
10:00	286	33	29	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
11:00	409	33	28	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
12:00	377	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
13:00	264	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
14:00	193	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
15:00	238	34	30	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
16:00	266	34	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
17:00	244	34	30	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
18:00	153	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
19:00	113	34	30	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
20:00	73	37	31	6	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
21:00	49	34	30	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
22:00	33	36	32	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
23:00	15	34	30	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
Total	3009	34	29	5	0 0 4 19 17 271 1542 992 153 7 4 0 0 0 0	0 0 4 19 17 271 1542 992 153 7 4 0 0 0 0
12H(7-19)	3279	34	29	4	0 0 4 19 18 287 1652 1097 183 11 4 4 0 0 0	0 0 4 19 18 287 1652 1097 183 11 4 4 0 0 0
16H(6-22)	3327	34	29	5	0 0 4 19 18 292 1664 1120 189 12 4 5 0 0 0	0 0 4 19 18 292 1664 1120 189 12 4 5 0 0 0
24H(0-24)	3449	34	29	4	0 0 4 19 18 301 1709 1171 200 17 5 5 0 0 0	0 0 4 19 18 301 1709 1171 200 17 5 5 0 0 0
AM Peak	11:00	02:00	02:00	02:00	- 09:00 10:00 11:00 11:00 11:00 11:00 08:00 08:00 08:00 11:00 06:00 - -	- 09:00 10:00 11:00 11:00 11:00 11:00 08:00 08:00 08:00 11:00 06:00 - -
	409	37	32	5	0 3 5 7 55 214 120 23 2 1 0 0 0 0	0 3 5 7 55 214 120 23 2 1 0 0 0 0
PM Peak	12:00	20:00	22:00	20:00	- 15:00 16:00 14:00 12:00 12:00 12:00 17:00 21:00 21:00 17:00 20:00 - -	- 15:00 16:00 14:00 12:00 12:00 12:00 17:00 21:00 21:00 17:00 20:00 - -
	377	37	32	6	0 1 2 2 49 193 119 24 2 1 0 0 0 0	0 1 2 2 49 193 119 24 2 1 0 0 0 0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

13 Mar 2022

Channel: Eastbound

	Total Volume	8th Percentile	Median Average	Standard Deviation	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13
00:00	41	34	31	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
01:00	20	36	31	6	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
02:00	14	37	34	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
03:00	11	34	31	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
04:00	11	35	31	3	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
05:00	11	36	32	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
06:00	27	34	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
07:00	67	34	29	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
08:00	111	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
09:00	214	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
10:00	305	33	28	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
11:00	330	32	28	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
12:00	378	33	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
13:00	286	33	29	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
14:00	268	34	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
15:00	278	33	29	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
16:00	265	34	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
17:00	223	34	28	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
18:00	180	34	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
19:00	121	35	30	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
20:00	104	35	31	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
21:00	63	36	31	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
22:00	38	37	32	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
23:00	25	34	30	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
Total	2856	33	29	5	0 0 0 10 10 38 364 1502 787 135 11 5 2 0 2	0 0 0 10 10 38 364 1502 787 135 11 5 2 0 2
12H(7-19)	3170	34	29	5	0 0 0 10 10 38 394 1640 886 165 22 10 3 0 2	0 0 0 10 10 38 394 1640 886 165 22 10 3 0 2
16H(6-22)	3223	34	29	5	0 0 0 10 10 38 398 1669 905 171 26 10 4 0 2	0 0 0 10 10 38 398 1669 905 171 26 10 4 0 2
24H(0-24)	3341	34	29	5	0 0 0 10 38 406 1711 943 186 29 11 5 0 0 2	0 0 0 10 38 406 1711 943 186 29 11 5 0 0 2
AM Peak	11:00	02:00	02:00	01:00	- 10:00 10:00 11:00 11:00 11:00 11:00 07:00 07:00 09:00 10:00 - 09:00	- 10:00 10:00 11:00 11:00 11:00 11:00 07:00 07:00 09:00 10:00 - 09:00
	330	37	34	6	0 3 7 63 178 82 12 3 1 1 0 0 1 0	0 3 7 63 178 82 12 3 1 1 0 0 1 0
PM Peak	12:00	22:00	22:00	17:00	- 17:00 12:00 12:00 12:00 16:00 14:00 19:00 20:00 22:00 - -	- 17:00 12:00 12:00 12:00 16:00 14:00 19:00 20:00 22:00 - -
	327	37	32	5	0 0 0 3 11 35 185 95 23 5 3 1 0 0 0	0 0 0 3 11 35 185 95 23 5 3 1 0 0 0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

13 Mar 2022

Channel: Total Flow

	Total Volume	8th Percentile	Median Average	Standard Deviation	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13
00:00	76	35	31	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
01:00	41	35	31	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
02:00	32	38	33	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
03:00	21	34	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
04:00	29	35	31	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
05:00	31	34	31	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
06:00	25	31	29	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
07:00	126	34	30	4	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
08:00	275	35	30	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
09:00	467	34	29	5	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
10:						



	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin1	Bin2	Bin3	Bin4	Bin5	Bin6	Bin7	Bin8	Bin9	Bin10	Bin11	Bin12	Bin13
00:00	10	36	33	4	0	0	0	0	0	4	3	2	1	0	0	0	0
01:00	4	31	31	0	0	0	0	0	0	2	1	1	1	0	0	0	0
02:00	8	31	31	0	0	0	0	0	0	2	2	1	0	0	0	0	0
03:00	8	30	30	0	0	0	0	0	0	4	4	0	0	0	0	0	0
04:00	23	34	30	4	0	0	0	0	0	23	4	2	0	0	0	0	0
05:00	70	35	32	3	0	0	0	0	0	18	43	8	0	0	0	0	0
06:00	222	35	31	3	0	0	0	0	0	2	82	115	21	2	0	0	0
07:00	683	33	26	6	0	8	27	54	135	276	158	23	1	1	0	0	0
08:00	769	29	23	5	0	7	14	146	336	219	46	1	0	0	0	0	0
09:00	359	33	28	5	0	0	1	10	60	173	96	18	1	0	0	0	0
10:00	318	33	29	4	0	0	0	1	40	160	102	15	0	0	0	0	0
11:00	304	33	29	4	0	0	1	1	34	159	93	14	1	0	1	0	0
12:00	275	34	29	5	0	0	4	4	30	120	99	15	3	0	0	0	0
13:00	283	33	28	5	0	0	0	0	2	24	119	41	11	0	0	0	0
14:00	283	33	29	5	0	0	1	3	34	142	93	7	2	1	0	0	0
15:00	349	33	29	5	0	0	0	1	3	41	179	106	18	1	0	0	0
16:00	484	33	28	5	0	0	0	10	72	241	145	15	1	0	0	0	0
17:00	462	34	29	5	0	1	3	0	65	213	150	28	1	1	0	0	0
18:00	240	34	29	5	0	0	0	6	32	120	63	17	2	0	0	0	0
19:00	129	34	29	5	0	0	0	5	1	68	42	8	2	0	0	0	0
20:00	119	34	30	4	0	0	0	2	12	53	43	7	1	1	0	0	0
21:00	67	35	31	4	0	0	0	0	5	18	35	8	1	0	0	0	0
22:00	36	35	31	3	0	0	0	0	2	20	30	3	1	0	0	0	0
23:00	20	34	31	4	0	0	0	0	1	9	7	2	1	0	0	0	0
Total																	
12H(7:19)	4804	33	28	5	0	16	52	240	906	2149	1242	182	13	3	1	0	0
14H(6:22)	5341	33	28	5	0	16	57	243	928	2370	1477	226	19	4	1	0	0
16H(8:24)	5397	33	28	5	0	16	57	243	931	2389	1504	231	21	4	1	0	0
24H(0:24)	5520	33	28	5	0	16	57	243	934	2432	1563	246	24	4	1	0	0
AM Peak																	
08:00	00:00	00:00	07:00	-	07:00	07:00	08:00	08:00	07:00	07:00	07:00	07:00	06:00	07:00	11:00	-	-
769	36	33	6	0	8	27	146	336	276	158	23	2	1	1	0	0	0
PM Peak																	
16:00	21:00	22:00	18:00	-	17:00	19:00	16:00	16:00	16:00	17:00	17:00	12:00	20:00	-	-	-	-
484	35	31	5	0	1	5	10	72	241	150	28	3	1	0	0	0	0

PCC Traffic Information Consultancy Ltd

Site No. 574401 Site Ref. 57440
Site

14 Mar 2022

Channel: Eastbound

	real value	50th Percentile	Mean	Standard Deviation	Min1	Min2	Min3	Min4	Min5	Min6	Min7	Min8	Min9	Min10	Min11	Min12	Min13
00:00	13	37	31	6	0	0	0	0	0	0	3	3	1	0	0	0	0
01:00	5	37	33	6	0	0	0	0	0	0	1	1	1	0	0	0	0
02:00	6	37	33	6	0	0	0	0	0	0	1	1	1	0	0	0	0
03:00	4	34	33	6	0	0	0	0	0	0	1	1	1	0	0	0	0
04:00	8	22	22	6	0	0	0	0	0	0	2	2	2	0	0	0	0
05:00	29	39	34	5	0	0	0	0	0	0	6	12	8	3	0	0	0
06:00	106	36	31	4	0	0	0	0	0	3	39	45	18	0	0	1	0
07:00	331	32	22	9	0	88	2	6	52	116	53	9	3	1	0	1	0
08:00	215	9	8	2	0	213	0	1	0	1	0	0	0	0	0	0	0
09:00	289	32	23	9	0	65	9	3	30	155	53	14	0	0	0	0	0
10:00	266	33	28	5	0	0	2	1	50	131	64	15	2	0	1	0	0
11:00	243	33	29	4	0	0	1	3	24	140	60	13	0	0	1	0	0
12:00	245	33	28	5	0	0	0	2	45	124	57	60	1	0	0	0	0
12:00	245	33	28	5	0	0	0	1	8	53	109	65	9	0	0	0	0
14:00	304	32	27	6	0	5	8	17	65	135	63	9	1	0	0	1	0
15:00	318	32	28	5	0	0	0	2	77	159	68	12	0	0	0	0	0
16:00	355	32	25	6	0	31	9	11	79	152	63	9	1	0	0	0	0
17:00	395	32	25	7	0	25	29	30	87	138	72	10	3	0	1	0	0
18:00	328	32	28	5	0	0	0	7	77	163	65	10	5	1	0	0	0
19:00	176	33	29	4	0	0	0	0	24	103	36	5	4	2	1	0	1
20:00	128	34	30	5	0	0	0	0	15	63	34	13	3	0	0	0	0
21:00	72	35	30	5	0	0	0	0	2	30	22	10	1	0	0	0	0
22:00	21	33	29	4	0	0	0	0	5	27	16	2	0	0	1	0	0
23:00	28	35	30	5	0	0	0	0	5	22	6	2	2	1	0	0	0
Total																	
12H(7.19)	3534	32	25	7	0	427	61	91	639	1483	683	126	16	2	3	2	1
16H(2.24)	4016	33	26	7	0	427	61	93	688	1718	820	172	24	4	5	2	2
16H(8.24)	4095	33	26	7	0	427	61	93	698	1757	842	176	26	5	6	2	2
24H(0.24)	4158	33	26	7	0	427	62	93	699	1774	865	191	32	5	6	2	2
AM Peak																	
07:00	0.00	0.00	0.00	0.70	-	0.00	0.00	0.70	0.00	1.00	0.00	0.60	0.00	0.70	0.00	1.00	0.00
331	39	34	9	0	213	9	6	52	140	64	18	3	1	1	1	1	1
PM Peak																	
17:00	23.00	23.00	17.00	-	16.00	17.00	17.00	17.00	18.00	17.00	12.00	18.00	19.00	22.00	14.00	19.00	
395	35	30	7	0	31	29	30	37	87	163	72	16	2	1	1	1	1

PCC Traffic Information Consultancy Ltd

Site No. 574401 Site Ref. 57440
Site

	Total Volume	10min Volume	5min Volume	3min Volume	1min Volume	500ms Volume	1sec Volume	500us Volume	100ms Volume	50ms Volume	10ms Volume	5ms Volume	1ms Volume	500us Volume	100us Volume	50us Volume	10us Volume	5us Volume	1us Volume
00:00	23	38	32	6	0	0	0	1	0	0	0	0	0	9	6	5	2	0	0
01:00	7	30	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	14	35	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	12	34	31	3	0	0	0	0	0	0	0	0	0	6	4	1	1	0	0
04:00	31	35	31	5	0	0	0	0	0	0	0	0	0	1	2	5	5	0	0
05:00	29	36	32	4	0	0	0	0	0	0	0	0	0	24	15	17	5	0	0
06:00	38	35	31	4	0	0	0	0	0	0	0	0	0	5	121	160	39	2	0
07:00	1014	32	25	7	0	96	29	60	187	392	211	32	4	2	0	0	1	0	0
08:00	984	28	20	8	0	220	14	147	336	220	46	1	0	0	0	0	0	0	0
09:00	648	33	26	7	0	65	10	13	90	288	149	32	1	0	0	0	0	0	0
10:00	584	33	29	5	0	0	0	2	2	90	291	166	30	2	0	1	0	0	0
11:00	547	33	29	4	0	0	0	2	4	58	299	153	27	1	0	2	0	1	0
12:00	520	34	29	5	0	0	0	4	6	75	244	156	34	1	0	0	0	0	0
13:00	521	33	28	5	0	0	0	5	10	80	256	156	29	0	0	0	0	0	0
14:00	523	33	28	5	0	0	0	5	9	80	256	156	29	3	1	0	0	0	0
15:00	667	28	25	5	0	0	0	1	5	118	338	174	16	3	1	0	0	0	0
16:00	839	33	27	6	0	31	9	21	151	393	208	24	2	0	0	0	0	0	0
17:00	857	33	27	6	0	26	32	30	152	351	222	38	4	1	1	0	0	0	0
18:00	568	33	28	5	0	0	0	0	13	109	283	128	27	7	1	0	0	0	0
19:00	305	34	29	4	0	0	0	5	1	27	171	73	13	6	2	1	0	1	0
20:00	247	34	30	5	0	0	0	0	2	27	161	77	20	4	1	0	0	0	0
21:00	139	35	30	4	0	0	0	0	2	12	48	57	18	2	0	0	0	0	0
22:00	87	34	30	4	0	0	0	0	7	37	36	5	1	0	1	0	0	0	0
23:00	48	35	30	5	0	0	0	0	6	21	13	4	3	1	0	0	0	0	0
Total (7-19)	8338	33	27	6	0	443	113	331	1545	3632	1925	308	29	5	4	2	1	0	0
16(H-24)	9357	33	27	6	0	443	118	336	1616	4088	2297	398	43	8	6	2	2	2	0
16(H-24)	9492	33	27	6	0	443	118	336	1629	4146	2346	407	47	9	7	2	2	2	0
24(H-24)	9678	33	27	6	0	443	119	336	1633	4206	2428	437	56	9	7	2	2	2	0
AM Peak	07:00	00:00	05:00	08:00	-	08:00	07:00	08:00	08:00	07:00	07:00	06:00	-	07:00	07:00	11:00	07:00	07:00	11:00
	10:00	38	32	8	0	220	29	147	336	392	211	39	4	2	2	1	1	1	1
PM Peak	17:00	23:00	21:00	17:00	-	16:00	17:00	17:00	16:00	17:00	17:00	17:00	18:00	19:00	19:00	22:00	14:00	19:00	
	18:00	857	35	20	6	0	81	23	20	153	289	223	78	3	3	1	1	1	1

966 Traffic Information Components

	Total Volume	8th Percentile	Median	Average	Standard Deviation	Spn.1 Spn.200mph	Spn.2 Spn.100	Spn.3 Spn.15	Spn.4 Spn.20	Spn.5 Spn.25	Spn.6 Spn.30	Spn.7 Spn.35	Spn.8 Spn.40	Spn.9 Spn.45	Spn.10 Spn.50	Spn.11 Spn.55	Spn.12 Spn.60	Spn.13 Spn.65	Spn.14 Spn.70	
00:00	11	34	31	3		0	0	0	0	0	2	4	3	1	0	0	0	0	0	0
01:00	5	34	34			0	0	0	0	0	0	2	0	2	1	0	0	0	0	0
02:00	2	33	33			0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
03:00	8	36	36			0	0	0	0	0	0	1	0	2	2	1	1	0	0	0
04:00	21	34	30	4		0	0	0	0	0	0	2	11	5	1	2	0	0	0	0
05:00	35	32	32	3		0	0	0	0	0	0	15	40	11	0	0	0	0	0	0
06:00	237	25	31	4		0	0	0	0	0	0	6	84	111	32	4	0	0	0	0
07:00	564	32	27	5		0	0	0	0	0	0	13	16	125	273	118	18	0	0	0
08:00	627	30	26	4		0	2	18	28	209	277	85	6	2	0	0	0	0	0	0
09:00	378	33	29	5		0	6	2	0	32	209	113	15	0	0	0	0	0	1	0
10:00	317	34	29	4		0	0	0	0	0	0	1	31	153	117	12	0	0	0	0
11:00	273	34	29	5		0	0	0	4	2	24	124	105	14	0	0	0	0	0	0
12:00	300	33	28	5		0	1	3	10	50	130	96	8	2	0	0	0	0	0	0
13:00	283	34	29	5		0	1	5	36	193	85	46	2	0	0	0	0	0	0	0
14:00	347	34	29	5		0	0	0	0	0	0	6	52	179	107	23	1	0	0	0
15:00	384	33	28	5		0	0	5	3	66	176	113	20	1	0	0	0	0	0	0
16:00	524	33	29	5		0	0	0	0	14	63	258	167	20	2	0	0	0	0	0
17:00	506	33	28	5		0	0	0	2	10	88	233	151	21	1	0	0	0	0	0
18:00	270	34	29	5		0	0	0	0	5	34	133	79	15	4	0	0	0	0	0
19:00	142	34	30	4		0	0	0	0	0	0	13	63	53	11	2	0	0	0	0
20:00	109	34	30	4		0	0	0	1	2	9	40	47	10	0	0	0	0	0	0
21:00	57	36	31	5		0	0	0	0	3	25	18	9	2	0	0	0	0	0	0
22:00	50	36	31	4		0	0	0	0	1	18	19	6	3	0	0	0	0	0	0
23:00	16	36	31	5		0	0	0	0	1	6	5	4	0	0	0	0	0	0	0
Total	12H(7-19)	4793	33	28	5	0	9	49	102	810	2282	1336	188	15	1	0	0	0	1	0
16H(6-22)	5338	33	28	5	0	9	50	104	841	2494	1565	250	23	1	0	0	0	1	0	
18H(6-24)	5404	33	28	5	0	9	50	105	845	2518	1589	260	26	1	0	0	0	1	0	
24H(0-24)	5515	34	28	5	0	9	50	105	849	2551	1639	278	30	3	0	0	0	0	0	
AM Peak	08:00	05:00	03:00	07:00	-	0	9	40	102	810	2282	1336	188	15	1	0	0	0	1	0
PM Peak	16:00	21:00	23:00	12:00	-	0	12	15	00	16:00	17:00	16:00	16:00	14:00	18:00	-	-	-	-	0

PCC Traffic Information Consultancy Ltd.

Site No. 574401 64.98716 Site Ref. 574401

Site Speed Report (Speed Limit 30 Mph)

15 Mar 2022

Channel: Eastbound

	Total Volume	8th Percentile	Median	Average	Standard Deviation	Spn.1 Spn.200mph	Spn.2 Spn.100	Spn.3 Spn.15	Spn.4 Spn.20	Spn.5 Spn.25	Spn.6 Spn.30	Spn.7 Spn.35	Spn.8 Spn.40	Spn.9 Spn.45	Spn.10 Spn.50	Spn.11 Spn.55	Spn.12 Spn.60	Spn.13 Spn.65	Spn.14 Spn.70	
00:00	14	35	33	2		0	0	0	0	1	3	3	3	2	1	0	0	0	0	0
01:00	10	36	32	4		0	0	0	0	1	4	4	1	0	0	0	0	0	0	0
02:00	5	28				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9	35				0	0	0	0	1	0	5	0	3	0	0	0	0	0	0
04:00	12	38	33	5		0	0	0	0	0	1	3	3	4	1	0	0	0	0	0
05:00	36	32	4			0	0	0	0	0	0	9	41	67	8	4	0	0	0	0
06:00	129	34	31	4		0	0	0	0	0	0	1	2	43	29	61	16	1	1	0
07:00	327	32	20	12		0	0	125	12	11	25	87	54	10	3	0	0	0	0	0
08:00	338	26	14	12		0	0	201	18	25	34	47	13	0	0	0	0	0	0	0
09:00	313	33	28	5		0	0	0	2	8	56	158	72	14	1	1	0	0	1	0
10:00	274	33	29	4		0	0	0	0	1	42	132	87	11	0	0	0	0	0	1
11:00	256	32	28	5		0	0	0	0	4	53	133	58	8	0	0	0	0	0	0
12:00	280	32	28	4		0	0	1	11	49	190	78	12	0	1	0	0	0	0	1
13:00	29	33	28	5		0	0	6	1	2	43	29	61	16	1	1	0	0	0	0
14:00	300	32	28	5		0	0	0	1	3	60	166	59	11	0	0	0	0	0	0
15:00	324	31	27	3		0	0	1	6	84	179	38	12	0	1	1	1	1	1	0
16:00	395	32	27	5		0	0	0	6	106	186	83	11	2	0	0	1	0	1	0
17:00	396	29	18	11		0	0	142	28	28	58	103	37	0	0	0	0	0	0	0
18:00	344	33	28	4		0	0	1	11	49	190	78	12	0	1	0	0	2	0	0
19:00	216	34	29	5		0	0	2	1	37	104	56	13	2	1	0	0	0	0	0
20:00	131	34	29	5		0	0	0	2	17	58	39	14	1	0	0	0	0	0	0
21:00	25	35	29	6		0	0	0	1	15	23	16	8	1	0	0	0	0	0	0
22:00	60	35	32	4		0	0	0	0	5	21	24	4	4	1	1	0	0	0	0
23:00	26	36	32	4		0	0	0	0	1	10	5	1	0	0	0	0	0	0	0
Total	12H(7-19)	3806	32	25	7	0	474	65	116	657	1666	697	110	8	4	1	5	3	3	0
16H(6-22)	4346	67	25	7	0	474	67	120	735	1892	875	153	16	5	1	5	3	3	0	
18H(6-24)	4432	33	26	7	0	474	67	120	732	1922	909	162	21	6	2	5	3	3	0	
24H(0-24)	4500	33	26	7	0	474	67	120	745	1939	937	175	27	6	2	5	3	3	0	
AM Peak	08:00	04:00	03:00	08:00	-	0	8	00	08:00	08:00	08:00	09:00	10:00	06:00	06:00	09:00	-	09:00	10:00	
PM Peak	17:00	23:00	23:00	17:00	-	0	17	00	17:00	17:00	16:00	18:00	16:00	13:00	22:00	22:00	22:00	18:00	15:00	

PCC Traffic Information Consultancy Ltd.

Site No. 574401

Site Speed Report (Speed Limit 30 Mph)

15 Mar 2022

Channel: Total Flow

	Total Volume	8th Percentile	Median	Average	Standard Deviation	Spn.1 Spn.200mph	Spn.2 Spn.100	Spn.3 Spn.15	Spn.4 Spn.20	Spn.5
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PCC B2110 Church Road, Crawley ATC

Site Ref. 574401 Site No. 574401

Site

Speed Report (Speed Limit 30 Mph)

16 Mar 2022

Channel: Westbound

	Total Volume	85th Percentile	Mean	Average	Standard Deviation	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13	Spn.14 Spn.15 Spn.16 Spn.17 Spn.18 Spn.19 Spn.20 Spn.21 Spn.22 Spn.23 Spn.24 Spn.25 Spn.26 Spn.27 Spn.28 Spn.29 Spn.30 Spn.31 Spn.32 Spn.33 Spn.34 Spn.35 Spn.36 Spn.37 Spn.38 Spn.39 Spn.40												
00:00	14	33	30	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
01:00	4	29	30	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
02:00	2	33	30	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
03:00	8	32	30	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
04:00	19	35	32	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
05:00	72	36	32	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
06:00	261	35	31	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
07:00	563	34	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
08:00	623	32	27	5		0 1 10 15 170 294 118 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
09:00	360	33	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 36 201 108 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
10:00	300	33	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 32 150 107 8 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
11:00	253	34	29	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 4 26 111 89 15 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
12:00	281	34	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 21 141 97 13 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
13:00	288	34	29	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4 22 132 103 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
14:00	232	34	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 30 120 117 14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
15:00	415	32	27	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 6 111 209 77 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
16:00	478	32	28	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 96 278 83 16 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
17:00	493	30	26	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 20 159 242 68 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
18:00	240	30	27	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 69 132 29 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
19:00	119	33	28	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 19 60 36 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
20:00	74	33	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 11 36 22 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
21:00	70	33	28	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 13 26 25 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
22:00	58	33	28	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 10 32 12 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
23:00	20	34	30	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 5 10 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
Total																			
12H(7:19)	4614	33	28	5		0 7 16 74 832 2322 1193 156 11 1 1 2 0 0 0 0 0 0 0 0	0 6 6 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
16H(6:22)	5138	33	28	5		0 0 7 18 78 888 2543 1394 192 15 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
18H(6:24)	5216	33	28	5		0 0 7 18 78 901 2580 1416 198 15 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
24H(0:24)	5355	33	28	5		0 0 7 18 78 906 2615 1473 217 18 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
AM Peak	08:00	05:00	02:00	11:00	-	11:00 08:00 08:00 08:00 08:00 08:00 07:00 07:00 07:00 07:00 10:00 - - - -	- - - -												
	623	36	33	5	0	5 0 10 15 170 294 197 28 4 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
PM Peak	17:00	23:00	23:00	21:00	-	14:00 21:00 17:00 17:00 16:00 14:00 16:00 12:00 - 13:00 - -	- - - -												
	493	34	30	5	0	1 2 20 159 278 117 16 3 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												

PCC Traffic Information Consultancy Ltd.

Site No. 574401 Site Ref. 574401

Site

Speed Report (Speed Limit 30 Mph)

16 Mar 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean	Average	Standard Deviation	Spn.1 Spn.2 Spn.3 Spn.4 Spn.5 Spn.6 Spn.7 Spn.8 Spn.9 Spn.10 Spn.11 Spn.12 Spn.13	Spn.14 Spn.15 Spn.16 Spn.17 Spn.18 Spn.19 Spn.20 Spn.21 Spn.22 Spn.23 Spn.24 Spn.25 Spn.26 Spn.27 Spn.28 Spn.29 Spn.30 Spn.31 Spn.32 Spn.33 Spn.34 Spn.35 Spn.36 Spn.37 Spn.38 Spn.39 Spn.40												
00:00	19	36	31	6		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
01:00	4	24	30	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
02:00	6	31	30	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
03:00	6	40	31	6		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
04:00	12	35	32	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
05:00	37	32	32	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
06:00	135	35	31	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
07:00	337	32	24	8		0 0 49 10 9 65 124 63 14 3 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
08:00	342	29	20	9		0 0 79 28 48 69 78 36 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
09:00	295	33	29	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 48 147 87 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
10:00	256	33	28	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 54 123 67 6 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
11:00	272	32	27	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 6 62 148 47 7 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
12:00	249	32	27	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 8 52 152 50 15 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0												
13:00	263	33	28	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 47 130 71 30 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
14:00	354	33	28	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 41 125 51 11 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
15:00	355	29	24	5		0 11 9 46 121 130 35 2 0 1 0 0 0 0 0 0 0 0 0 0	0 0 69 128 35 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
16:00	378	31	26	5		0 0 16 9 19 81 185 58 10 0 0 0 0 0 0 0 0 0 0 0	0 0 81 187 70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
17:00	311	29	16	13		0 0 173 13 5 26 68 24 2 0 1 0 0 0 0 0 0 0 0 0 0	0 0 18 67 37 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
18:00	290	30	27	3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 76 167 37 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
19:00	202	33	28	4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 28 118 44 9 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
20:00	109	34	28	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 59 22 10 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
21:00	79	33	28	5		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 11 42 17 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
22:00	59	34	29	5		0 0 0 0 3 0 0 15 60 30 9 0 0 0 0 0 0 0 0 0 0	0 0 28 18 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
23:00	42	36	32	4		0 0 0 0 0 0 0 6 17 29 8 2 0 0 0 0 0 0 0 0 0 0	0 0 6 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
Total																			
12H(7:19)	3651	32	25	6		0 328 69 161 779 1576 628 90 11 3 1 3 1 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
16H(6:22)	4176	32	26	6		0 328 69 167 841 1849 767 132 14 3 1 3 5 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
18H(6:24)	4277	32	26	6		0 328 72 167 849 1886 804 143 16 3 1 3 5 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
24H(0:24)	4346	32	26	6		0 328 72 168 855 1907 829 160 17 3 1 3 5 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
AM Peak	08:00	05:00	03:00	08:00	-	08:00 08:00 08:00 08:00 08:00 08:00 07:00 07:00 07:00 07:00 10:00 - 06:00 07:00 08:00 09:00 09:00 03:00 -	- - - -												
	342	37	40	9	0	79 28 48 69 148 87 18 3 1 3 1 3 1 0 0 0 0 0 0 0	0 0 0 0												

	WB		EB	
	85th	Average	85th	Average
Total Day (0000-2400)	33.6	29.5	32.8	27.9
Non Peak Hour*	33.8	29.7	33.4	28.8
Non Peak Period**	34.0	29.8	33.8	29.5
Weekend (0000-2400)	33.9	29.7	34.0	29.3

* = Excluding 0800-0900 and 1700-1800

** = Excluding 0700-1000 and 1600-1900

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

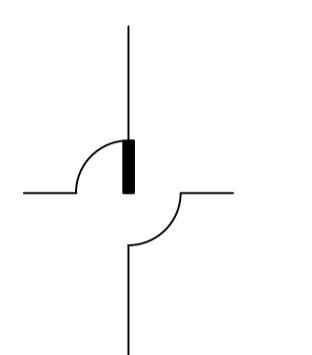
APPENDIX D



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Scale: 1:500
0 10 30 50m

ELIVIA
HOMES



Revision Note & Date
Rev Date Note
22/05/25 Plot 28 - 30 roof plan updated following levels.

Amended GA Checked DK

**ON
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Project Title
Proposed Residential Development,
Church Road, Turners Hill
Client Details
Elivia Homes Eastern

Drawing Title
Proposed Site Layout Plan

BIM Number
Scale
1:500 @ A1 Date
May 2025 Drawn
GA Checked
RDT

Drawing Status
Planning Issue

Project No. 20.173 Drawing No. 1000 Status
- Revision A

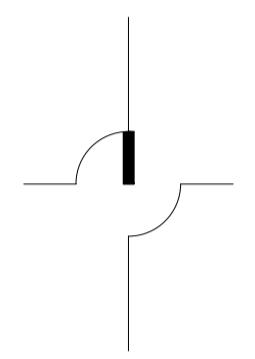
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Scale: 1:500
0 10 30 50m

ELIVIA
HOMES



KEY:

- Allocated Spaces
- Private spaces for residents of Lion Lane
- Visitor Spaces
- Carports
- Garages
- Cycle Storage
- EV Charging points (Potential for EV charging points in the car parks)

Revision Note & Date
Rev Date Note
Amended Checked

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Project title
Proposed Residential Development,
Church Road, Turners Hill
Client details
Elivia Homes Eastern

Drawing title
Parking - Strategy Plan

BIM Number
Scale
1:500@A1 Date
May 2025 Drawn
GA Checked
DK

Drawing status
Planning Issue

Project No. Drawing No. Status
20.173 3003 P
Revision

APPENDIX F

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range 20-60 DWELLS		
Actual Trip Rate Calculation Parameter Range	32-58 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 27/03/24
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday Tuesday Wednesday Thursday Friday	2 3 3 2 2
Main Location Types selected	Edge of Town Neighbourhood Centre (PPS6 Local Centre)	7 5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	3 - Selected 16 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less 1,001 to 5,000 5,001 to 10,000 10,001 to 15,000 20,001 to 25,000	1 3 4 3 1
Population <5 Mile ranges selected	5,001 to 25,000 25,001 to 50,000 50,001 to 75,000 75,001 to 100,000 100,001 to 125,000	1 5 2 1 3
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5 1.6 to 2.0	2 8 2
PTAL Rating	No PTAL Present	12

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
CT	CENTRAL BEDFORDSHIRE	1 days
ES	EAST SUSSEX	2 days
HC	HAMPSHIRE	1 days
SC	SURREY	1 days
WS	WEST SUSSEX	2 days
04 EAST ANGLIA		
NF	NORFOLK	4 days
SF	SUFFOLK	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: No of Dwellings
 Actual Range: 32 to 58 (units:)
 Range Selected by User: 20 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/03/24

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	1 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 undertaking using machines.

Selected Locations:

Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	5

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	7
Village	5

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	3 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:
 C3 12 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
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
20,001 to 25,000	1 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
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	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	8 days
1.6 to 2.0	2 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:

Yes	8 days
No	4 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	12 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

Site(1):	CT-03-A-01	Site area:	1.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	46
Location:	STOTFOLD	Housing density:	30
Postcode:	SG5 4TB	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	22/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	151
Site(2):	ES-03-A-09	Site area:	1.50 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	47
Location:	NEWHAVEN	Housing density:	36
Postcode:	BN9 9FF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	13/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	197
Site(3):	ES-03-A-13	Site area:	1.70 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HEATHFIELD	Housing density:	24
Postcode:	TN21 0UW	Total Bedrooms:	135
Main Location Type:	Edge of Town	Survey Date:	18/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	103
Site(4):	HC-03-A-31	Site area:	2.17 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	44
Location:	LIPHOOK	Housing density:	35
Postcode:	GU30 7WU	Total Bedrooms:	125
Main Location Type:	Edge of Town	Survey Date:	07/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	113
Site(5):	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	HOLT	Housing density:	26
Postcode:	NR25 6GA	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(6):	NF-03-A-25	Site area:	3.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	55
Location:	GORLESTON-ON-SEA	Housing density:	27
Postcode:	NR31 9BG	Total Bedrooms:	171
Main Location Type:	Edge of Town	Survey Date:	21/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	127
Site(7):	NF-03-A-37	Site area:	1.64 hect
Development Name:	MIXED HOUSES	No of Dwellings:	44
Location:	DEREHAM	Housing density:	32
Postcode:	NR20 3TY	Total Bedrooms:	141
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	132
Site(8):	NF-03-A-40	Site area:	3.10 hect
Development Name:	MIXED HOUSES	No of Dwellings:	57
Location:	NEAR NORWICH	Housing density:	23
Postcode:	NR10 3FP	Total Bedrooms:	177
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	11/10/16
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	124
Site(9):	SC-03-A-10	Site area:	1.42 hect
Development Name:	MIXED HOUSES	No of Dwellings:	32
Location:	ASH	Housing density:	25
Postcode:	GU12 6BT	Total Bedrooms:	93
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/09/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	84

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	SF-03-A-06	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	38
Location:	KENTFORD	Housing density:	14
Postcode:	CB8 7UU	Total Bedrooms:	129
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	35
Site(11):	WS-03-A-07	Site area:	3.25 hect
Development Name:	BUNGALOWS	No of Dwellings:	57
Location:	NEAR HORSHAM	Housing density:	27
Postcode:	RH13 0TR	Total Bedrooms:	118
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/10/17
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	108
Site(12):	WS-03-A-16	Site area:	1.90 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	58
Location:	BRACKLESHAM BAY	Housing density:	
Postcode:	PO20 8JE	Total Bedrooms:	158
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	132

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	Covid 19 Survey
SF-03-A-08	Covid 19 Survey

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	12	46	0.096	12	46	0.294	12	46	0.390
08:00 - 09:00	12	46	0.179	12	46	0.332	12	46	0.511
09:00 - 10:00	12	46	0.171	12	46	0.181	12	46	0.352
10:00 - 11:00	12	46	0.143	12	46	0.166	12	46	0.309
11:00 - 12:00	12	46	0.157	12	46	0.188	12	46	0.345
12:00 - 13:00	12	46	0.184	12	46	0.166	12	46	0.350
13:00 - 14:00	12	46	0.170	12	46	0.153	12	46	0.323
14:00 - 15:00	12	46	0.170	12	46	0.202	12	46	0.372
15:00 - 16:00	12	46	0.260	12	46	0.200	12	46	0.460
16:00 - 17:00	12	46	0.273	12	46	0.177	12	46	0.450
17:00 - 18:00	12	46	0.291	12	46	0.164	12	46	0.455
18:00 - 19:00	12	46	0.271	12	46	0.155	12	46	0.426
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.365			2.378				4.743

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:	32 - 58 (units:)
Survey date date range:	01/01/14 - 27/03/24
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 G

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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Filename: Import of GM - Proposed Site Access Priority Junction (40 Unit Scheme).j11

Path: Q:\22\02\008 - Old Vicarage Field, Church Road, Turners Hill\04 Calculations and Analysis\Highway Impact Analysis\Picady

Report generation date: 09/05/2025 14:19:41

- »2022 | Surveyed | AM
- »2022 | Surveyed | PM
- »2030 | 2030 Base + Proposed Dev | AM
- »2030 | 2030 Base + Proposed Dev | PM
- »2030 | 2030 Base + Proposed Dev + Village Car Park | AM
- »2030 | 2030 Base + Proposed Dev + Village Car Park | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2022 - Surveyed										
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2030 - 2030 Base + Proposed Dev										
Stream B-AC	D3	0.0	8.50	0.04	A	D4	0.0	7.70	0.02	A
Stream C-AB		0.0	4.95	0.02	A		0.0	4.82	0.02	A
2030 - 2030 Base + Proposed Dev + Village Car Park										
Stream B-AC	D5	0.1	9.17	0.09	A	D6	0.1	8.15	0.05	A
Stream C-AB		0.1	5.06	0.05	A		0.1	4.88	0.04	A

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	Proposed Site Access Priority Junction
Location	Turners Hill, Mid Sussex
Site number	
Date	08/03/2022
Version	
Status	Proposed
Identifier	
Client	MILLWOOD DESIGNER HOMES LIMITED
Jobnumber	2202-008
Enumerator	TPA\dominique.costantine
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	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Surveyed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	2030 Base + Proposed Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	2030 Base + Proposed Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	2030 Base + Proposed Dev + Village Car Park	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	2030 Base + Proposed Dev + Village Car Park	PM	ONE HOUR	16:45	18:15	15	✓

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G2027AM			1.0598
G2027PM			1.0611

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Turners Hill Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Turners Hill Road (West)		Major
B	Site Access	Based on PL02A	Minor
C	Turners Hill Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Turners Hill Road (East)	5.92			108.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.21	13	6

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	495	0.091	0.231	0.145	0.330
B-C	641	0.098	0.247	-	-
C-B	637	0.248	0.248	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (West)		ONE HOUR	✓	364	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Turners Hill Road (East)		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)	
A - Turners Hill Road (West)	0	0	364	
B - Site Access	0	0	0	
C - Turners Hill Road (East)	317	0	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)	
A - Turners Hill Road (West)	0	0	2	
B - Site Access	0	0	0	
C - Turners Hill Road (East)	3	0	0	

2022 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Turners Hill Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (West)		ONE HOUR	✓	254	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Turners Hill Road (East)		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)
A - Turners Hill Road (West)		0	0	254
B - Site Access		0	0	0
C - Turners Hill Road (East)		326	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)
From			
A - Turners Hill Road (West)	0	0	2
B - Site Access	0	0	0
C - Turners Hill Road (East)	3	0	0

2030 | 2030 Base + Proposed Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Turners Hill Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	2030 Base + Proposed Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (West)		ONE HOUR	✓	390	100.000
B - Site Access		ONE HOUR	✓	17	100.000
C - Turners Hill Road (East)		ONE HOUR	✓	343	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)	
A - Turners Hill Road (West)	0	3	387	
B - Site Access	6	0	11	
C - Turners Hill Road (East)	337	6	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)
From			
A - Turners Hill Road (West)	0	0	2
B - Site Access	0	0	0
C - Turners Hill Road (East)	2	0	0

2030 | 2030 Base + Proposed Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Turners Hill Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	2030 Base + Proposed Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (West)		ONE HOUR	✓	276	100.000
B - Site Access		ONE HOUR	✓	9	100.000
C - Turners Hill Road (East)		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)	
A - Turners Hill Road (West)	0	6	270	
B - Site Access	3	0	6	
C - Turners Hill Road (East)	346	9	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)
From			
A - Turners Hill Road (West)	0	0	2
B - Site Access	0	0	0
C - Turners Hill Road (East)	3	0	0

2030 | 2030 Base + Proposed Dev + Village Car Park | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Turners Hill Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	2030 Base + Proposed Dev + Village Car Park	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (West)		ONE HOUR	✓	398	100.000
B - Site Access		ONE HOUR	✓	37	100.000
C - Turners Hill Road (East)		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)	
A - Turners Hill Road (West)	0	11	387	
B - Site Access	14	0	23	
C - Turners Hill Road (East)	337	18	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)
From			
A - Turners Hill Road (West)	0	0	2
B - Site Access	0	0	0
C - Turners Hill Road (East)	2	0	0

2030 | 2030 Base + Proposed Dev + Village Car Park | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Turners Hill Road (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	2030 Base + Proposed Dev + Village Car Park	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (West)		ONE HOUR	✓	280	100.000
B - Site Access		ONE HOUR	✓	21	100.000
C - Turners Hill Road (East)		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)	
A - Turners Hill Road (West)	0	10	270	
B - Site Access	8	0	13	
C - Turners Hill Road (East)	346	17	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To		
	A - Turners Hill Road (West)	B - Site Access	C - Turners Hill Road (East)
From			
A - Turners Hill Road (West)	0	0	2
B - Site Access	0	0	0
C - Turners Hill Road (East)	3	0	0