Transport Planning Associates

A Planning Application by

OPTION TWO DEVELOPMENT LIMITED

In respect of

Courthouse Farm, Copthorne Common Road, WEST SUSSEX

Transport Assessment

1810-017/TA/01 | October 2025

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1 Introduction

1.1 Transport Planning Associates (**TPA**/ **we**) have been commissioned by Option Two Development Limited to provide transport planning consultancy services in relation to a proposed development at Courthouse Farm on Copthorne Common Road, West Sussex. The location of the site is shown below in **Figure 1.1** along with its context to the wider area.

Figure 1.1 Site Location – Wider Context

Source: © OpenStreetMap Contributors

1.2 As shown, the site is located on the A264 Copthorne Common Road, immediately south of Copthorne and circa 6.75km west of East Grinstead. It currently comprises 4.3 hectares of undeveloped grazing land.

1.3 The local planning authority for the site is Mid Sussex District Council (**MSDC**), while the Highway Authority is West Sussex County Council (**WSCC**).

Relevant Planning History

1.4 A planning application for Barns Court was submitted in 2020 seeking:

> *"Outline application for an expansion of the existing commercial estate with up to 7,310 sq m of new commercial space. There is currently 3,243 sq m of existing commercial space, of which 2,530 sq m will be retained and 713 sq m of lower-quality, temporary buildings and portacabins removed. The proposed increase over the existing commercial floor space is 6,597 sq m and the total amount of commercial space available on the site post expansion will be up to 9,840 sq m. We are also seeking permission for a replacement of the existing dwelling, and the creation of a new public footpath. The application is in outline, with all matters reserved except for access. Additional highways information submitted on 5th January 2021, 6th February 2021, 27th April 2021, 12th May 2021 and 7th June 2021."*[1]

1.5 This application was subsequently granted planning permission subject to conditions in March 2022. Focusing on the delegated report, we note that whilst mitigation was identified at the Dukes Head Roundabout "*it is not the preference of the Highway Authority for the works that were shown on drawing number JNY10683-05 to be delivered*" [2], with the Authority instead seeking to pool contributions to deliver a "*wider junction improvement*"[3]. We note that the improvements at the Dukes Head Roundabout secured in the S106 agreement have not been delivered at the time of writing.

Proposed Development

1.6 The proposed development comprises:

> *"Outline planning application for the erection of residential dwellings (Use Class C3), including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Copthorne Common Road"*

1.7 The proposals are for 86 residential units in total. Access to the site will be taken from Copthorne Common Road on the northern boundary of the site via a new priority junction with a ghost island right turn lane. A new pedestrian footway connecting to the existing signal-controlled crossing on Copthorne Common Road, and a new uncontrolled crossing provided with a refuge island in the vicinity of the site access.

Pre-application Advice

1.8 Pre-application advice was sought from WSCC[4] for two possible development options including a residential development with 93 dwellings, or a Retirement Village with 117 units/ rooms. The resultant

[1] Planning application reference DM/20/4127
[2] Delegated report for planning application reference DM/20/4127
[3] Delegated report for planning application reference DM/20/4127
[4] West Sussex County Council Internal Reference: PRE-39-25

pre-application response received is provided in **Appendix A** with a summary of the key elements set out below:

- A vision-led transport planning approach should be provided in line with paragraphs 115 and 118 of the National Planning Policy Framework, which "*incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage*". This is agreed;
- WSCC welcomed the access arrangement regarding the access road width, proposed footway width, additional crossing point on A264 Copthorne Common Road. The access width of 6m was agreed and was considered suitable to accommodate the access requirements. Swept path analysis was requested for the typical vehicles needing to access and egress the site. The analysis is provided in Chapter 4;
- A 7-day speed survey was requested to provide 85th percentile speeds on Copthorne Common Road to inform the visibility splay requirement. The survey results are extracted in Chapter 2;
- A Stage 1 Road Safety Audit (**RSA**) of the site access and the proposed off-site highway works was requested together with a Designer's Response (Road Safety Audit Response Report (**RSARR**)). Details of this are provided in is provided in Chapter 4;
- A Transport Assessment, including a comprehensive plan of key services, availability of sustainable modes of transport and a Travel Plan was requested by WSCC. This Transport Assessment alongside a Framework Travel Plan is prepared to support the outline application.
- Vehicular and cycle parking should be developed in accordance with WSCC's parking standards. In addition, sufficient turning facilities should be in place within the site for all vehicles including refuse vehicles and fire tenders. We anticipate conditions requiring details of the internal arrangement to be provided at future reserved matter(s) applications. Notwithstanding this, commitments to meeting these requirements are provided in Chapter 4;
- The trip rates provided for the land uses were not criticised and are therefore deemed to be appropriate. Details of the trip rates provided to WSCC during scoping and the resultant trip generation of the proposals are provided in Chapter 5; and
- WSCC requested junction capacity assessment in accordance with WSCC Transport Assessment Methodology, depending on the capacity testing and distribution. The distribution results are listed in Chapter 5.

Scope of the Report

1.9 This Transport Assessment has been prepared to consider the highway and transport aspects of the residential development proposal as part of a suite of documents supporting the above outline planning application. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.

1.10 The rest of this report is set out as follows:

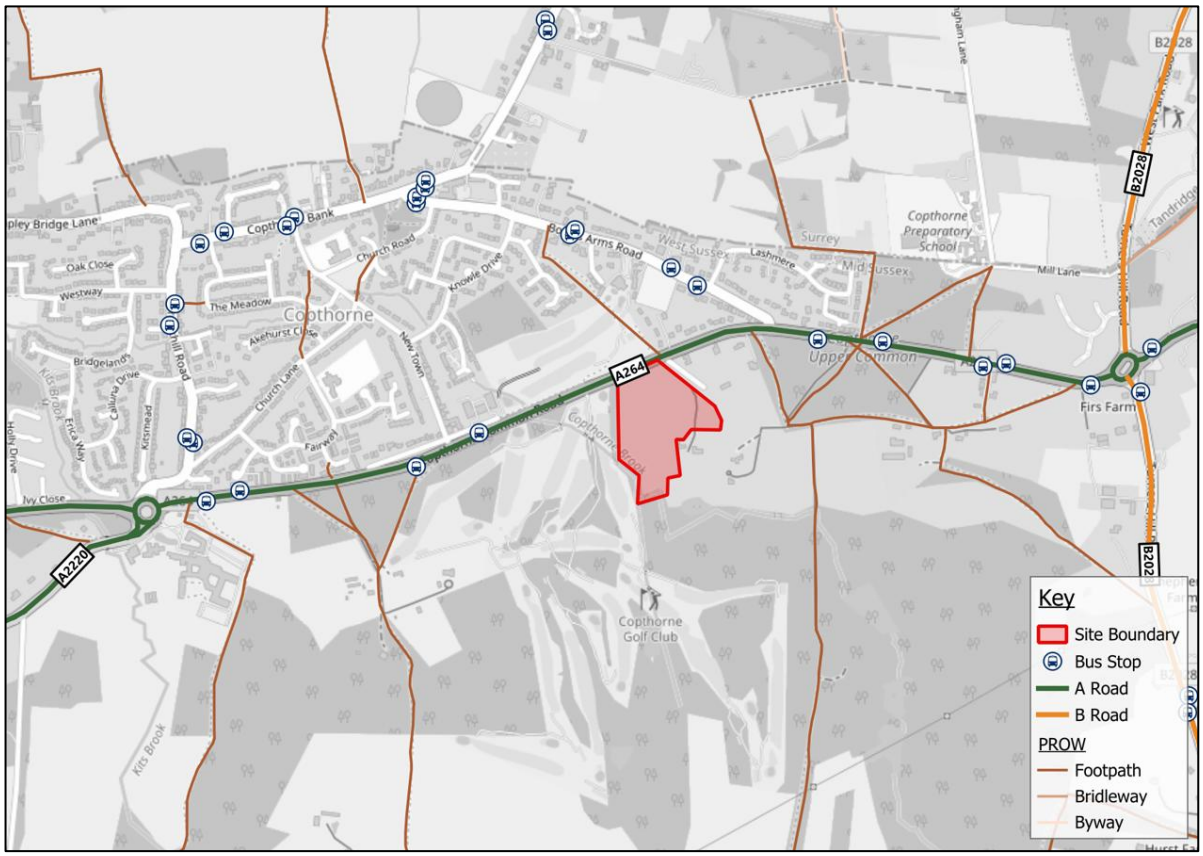
- **Chapter 2 –** Baseline Conditions;
- **Chapter 3 –** Policy Review;
- **Chapter 4 –** Proposed Development;
- **Chapter 5 –** Potential Impact; and
- **Chapter 6 –** Summary and Conclusion.

2 Baseline Conditions

The Existing Site

2.1 While **Figure 1.1** shows the sites location on a regional scale, below, **Figure 2.1** presents the sites location on a local scale identifying the local highway and Public Right of Way (**PROW**) networks.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap Contributors

2.2 Courthouse Farm currently comprises 4.3 hectares of undeveloped grazing land situated circa 1.1km east of the B2028 Turners Hill Road and 1.2km west of A2220 Copthorne Road. An existing public footpath runs north of the site from Copthorne Common Road towards Copthorne.

Pedestrian Accessibility

2.3 Pedestrian footways of approximately 1.5m are provided on the north side of Copthorne Common Road. At the signal-controlled crossing facility with Copthorne Village Golf Club access, circa 150m west of the site, crossing facilities of dropped kerbs and tactile paving are provided, alongside streetlights approaching the junction. No footways are provided fronting the site on the south side of Copthorne Common Road.

2.4 With regards to catchment, the (then) Institution of Highways & Transportation publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 3.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

	Town Centres (m)	Commuting/School /Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

2.5 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport (**DfT**) document "Building Sustainable Transport into New Developments" (2008), which states:

> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"*[5]

2.6 The Institution of Highway and Transportation also advise that:

> *"New developments should be located so that public transport trips involving a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station"*[6]

2.7 More recently, WYG undertook research into the distances that people walk as a main mode of travel, to a bus stop, and to a railway station as presented in their document '*How far do people walk?*'[7]. A summary of their findings is presented in Table 2.2.

[5] *Planning for Walking (CIHT, 2015, para 6.4)*
[6] *Planning for Public Transport in New Development (IHT, 1999, para 5.21)*
[7] https://rapleys.com/wp-content/uploads/2020/10/CD3.38-WYG_how-far-do-people-walk.pdf

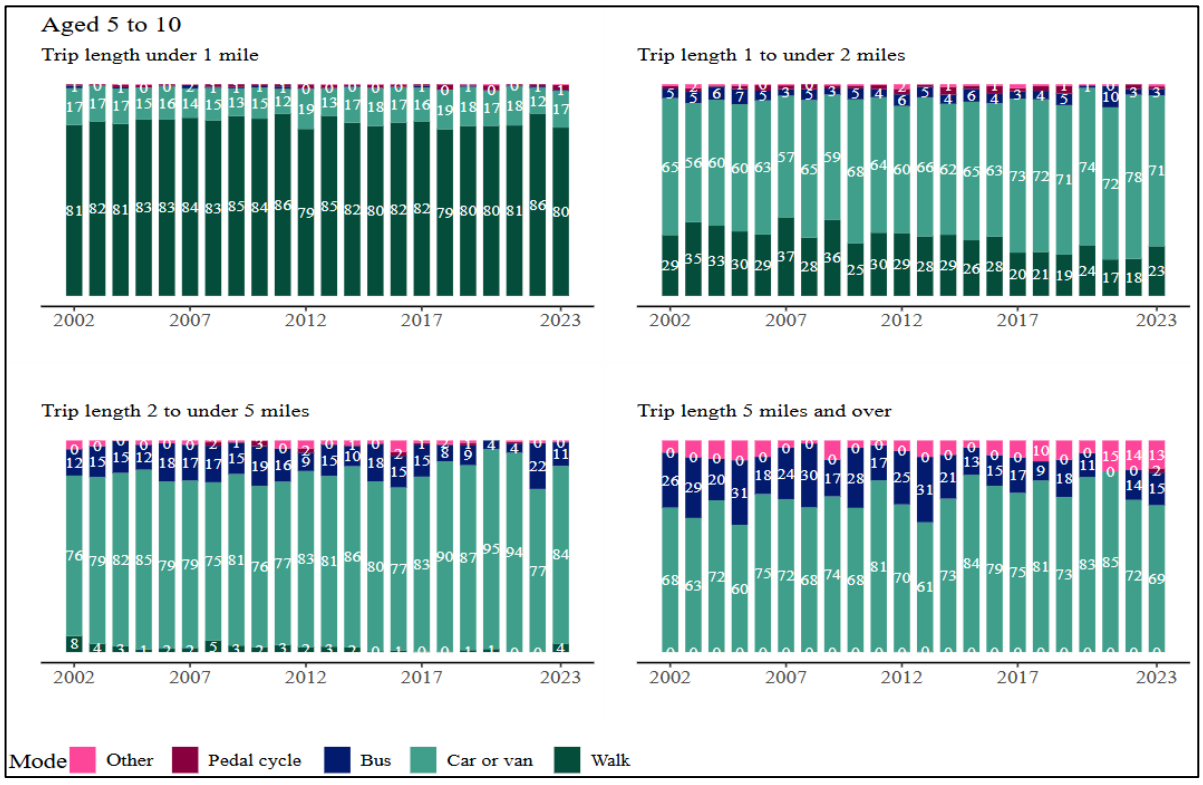
Table 2.2 How Far Do People Walk – Walking Distances

	Mean Walking Distance (m)	85th percentile walking distance (m)
Walk – As main mode of travel	1,150	1,950
Walk to a bus stop	580	800
Walk to a railway station	1,010	1,610

Source: Abstract of How far do people walk?[7]

2.8 For the potential residential use travel to school will also be relevant. In this context the 2023 National Travel Survey (**NTS**) identified that a significant proportion of trips under 1 mile to and from school by children aged 5 to 10 are undertaken on foot. Whilst the proportion falls from circa 80% to circa 23% above one mile, this suggests that people will walk further than 800m to access a primary school. This data is presented in **Figure 2.2**.

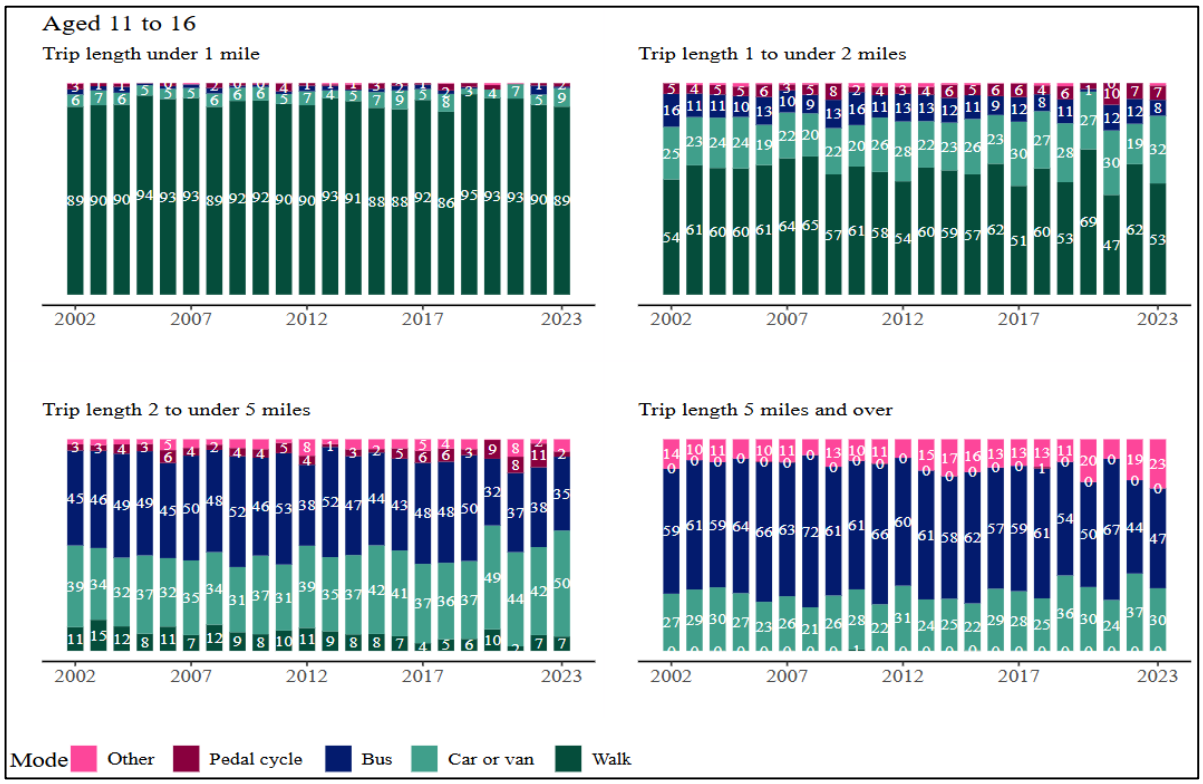
Figure 2.2 National Travel Survey 2023 – Walking Catchment to School Aged 5 to 10



Source: Chart 39 https://www.gov.uk/government/statistics/national-travel-survey-2023/nts-2023-travel-to-and-from-school#:~:text=In%202023%2C%2047%25%20of%20trips,years%2C%20although%20reducing%20in%202023.

2.9 The trend towards active and sustainable travel for school travel over greater distances than those suggested above is even more prevalent for children aged 11 to 16 as shown in **Figure 2.3**. As shown, the NTS shows that 91% of trips under a mile are undertaken using active and sustainable modes, 68% of 1 to 2 miles, and 50% of trips of 2-5 miles.

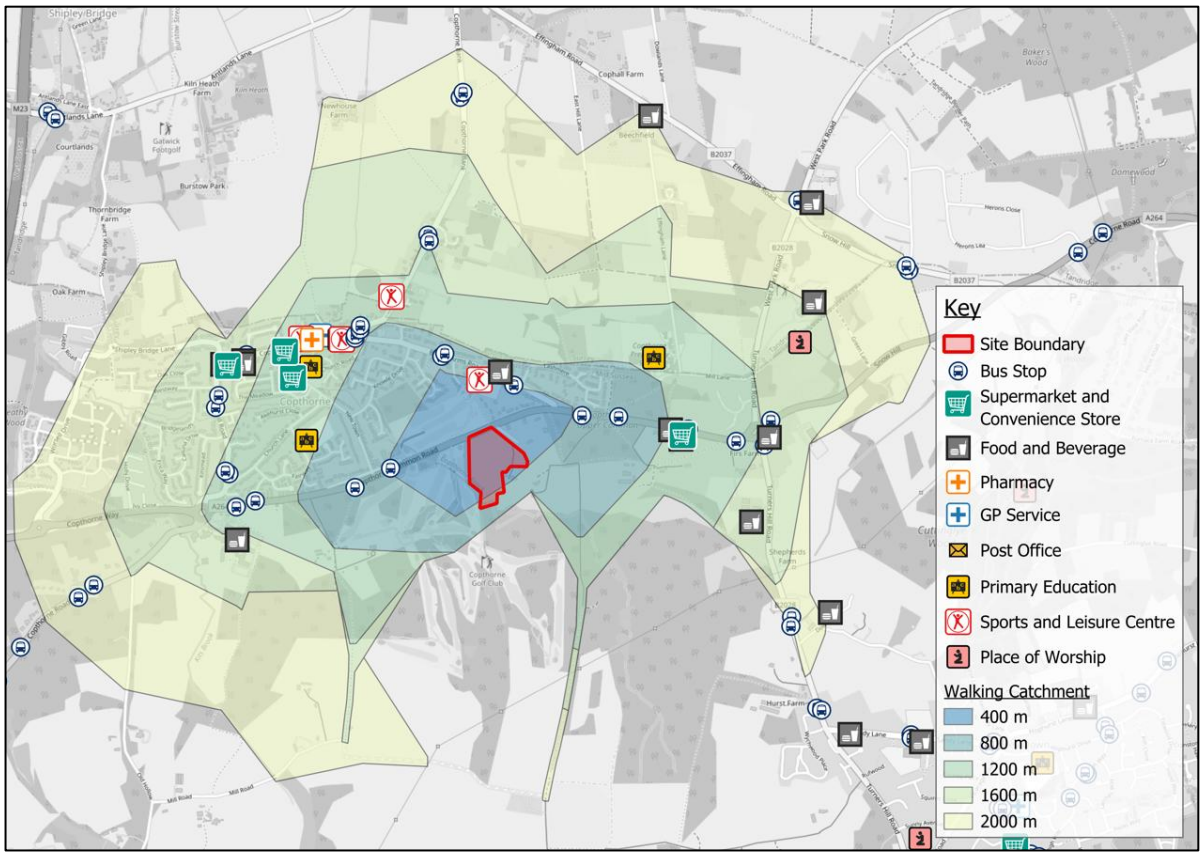
Figure 2.3 National Travel Survey 2023 – Walking Catchment to School Aged 11 to 16



Source: Chart 39 https://www.gov.uk/government/statistics/national-travel-survey-2023/nts-2023-travel-to-and-from-school#:~:text=In%202023%2C%2047%25%20of%20trips,years%2C%20although%20reducing%20in%202023.

2.10 **Figure 2.4** illustrates the pedestrian catchment of the site in 400m increments up to 2,000m walking distance together with the local services and amenities available.

Figure 2.4 Walking Catchment



Source: © OpenStreetMap Contributor

2.11 The walking distance to services and amenities identified within **Figure 2.4** are set out in Table 2.3 together with the walking time based on a walking speed of 80 metres per minute.

Table 2.3 Services and Amenities within Walking Distance

	Service/ Amenity	Distance	Walking Time (minutes)
Closest Bus Stop	Newtown (Eastbound)	350m	5
	Abergavenny Gardens (Westbound)	450m	6
	Newtown (Westbound)	550m	7
	Lashmere (Westbound)	550m	7
	Lashmere (Eastbound)	600m	8
	Abergavenny Gardens (Eastbound)	600m	8
Supermarket and Convenience Store	Asda Express	900m	12
	Morrisons Daily	1km	13
	Copthorne Village Store	1.1km	14
	Kwik Mart	1.3km	17
Food and Beverage	Olivers Coffee and Wine	550m	7
	Subway	900m	12
	Greggs	900m	12
	Dukes Head Crawley Downs	1.2km	15
	Library Bar	1.3km	17
	Café Hub	1.3km	17
	The Real Pizza Company Copthorne	1.3km	17
	The Prince Albert	1.4km	18
	Shout Out Lounge	1.6km	20
	Terrace, Copthorne Hotel Effingham Gatwick	1.9km	24
	Curious Pig in the Parlour	2km	25
	Haskins Garden Centre Snowhill	2km	25
Pharmacy	Rivermead - Copthorne Medipharmacy	1km	13
GP Service	Copthorne Surgery	900m	12
Post Office	Copthorne Bank Post Office	1.3km	17
Primary Education	Copthorne Preparatory School	1km	13
	Copthorne C of E Junior School	1km	13
	Fairway Infant School	1.2km	15
Sports and Leisure Centre	Copthorne Sports and Community Association	1.1km	14
	Copthorne Village Golf Club	400m	5
	Copthorne Church Hall	1.1km	14
	Copthorne Village Hall	1.2km	15
Place of Worship	St John the Evangelist Church	1.1km	14
	Copthorne Chapel	1.7km	22

Source: Based on Figure 2.4

2.12 As shown, the site has access to a variety of services and amenities within a reasonable walking distance. The closest set of bus stops are provided on Copthorne Common Road between circa 350m and 550m from the proposed site access.

Cycle Accessibility

2.13 The existing cycle routes in the vicinity of the site are shown in **Figure 2.5**. As shown, National Cycle Network Route 21 runs circa 2.7km south of the site, connecting to Crawley and East Grinstead town centres and railway stations. The route then extends to Greenwich in London and Eastbourne.

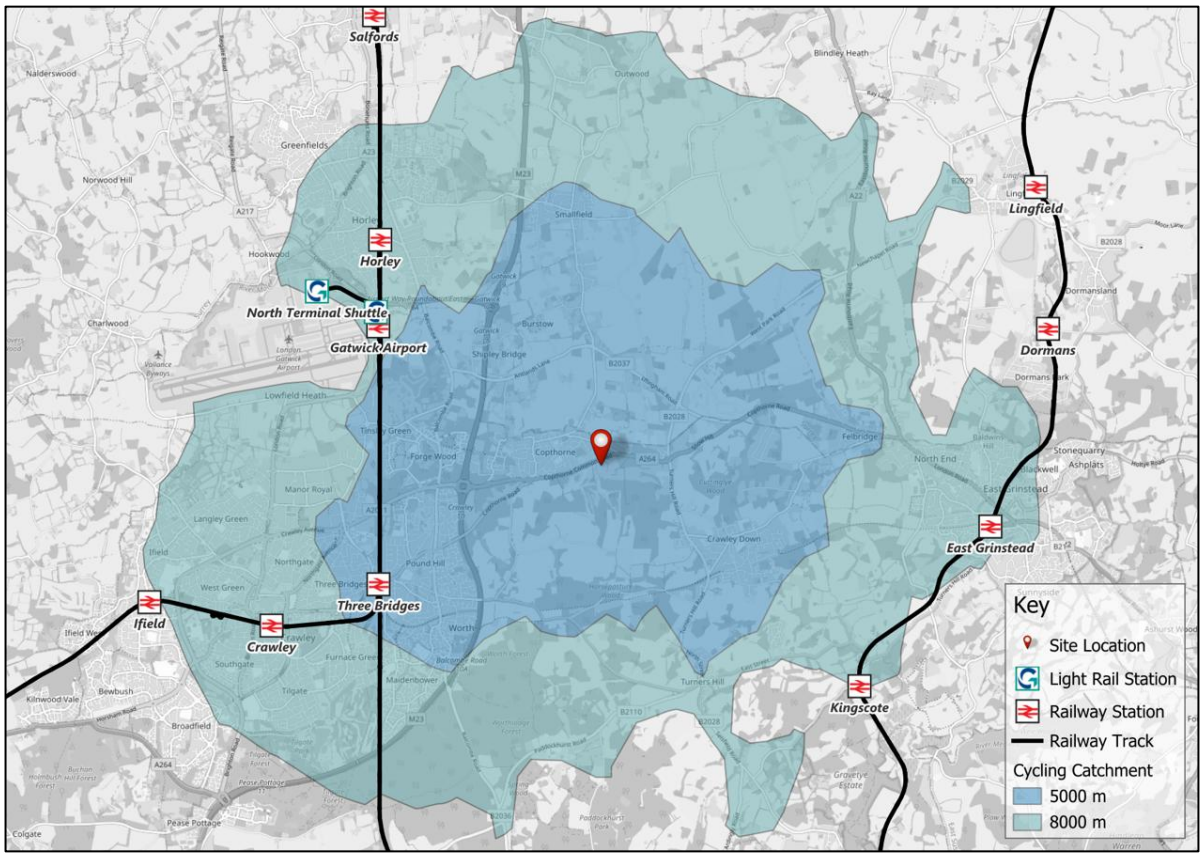
Figure 2.5 Existing Cycle Routes

Source: © OpenStreetMap Contributors

2.14 With regards to cycle catchment, the bicycle is considered an effective mode of transport for short trips of up to 5-8km (20-35 minutes respectively)[8]. **Figure 2.6** outlines the sites accessibility to/from a wide area surrounding the site with respect to 5-8km catchments.

[8] *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

Figure 2.6 Cycle Catchment



Source: © OpenStreetMap Contributors

2.15 As shown, numerous settlements including East Grinstead, Gatwick Airport and Crawley are located within an 8km cycle of the site, but it is acknowledged that there is limited cycle infrastructure in the vicinity of the site assisting the less proficient cyclists.

Public Transport

Bus Services

2.16 The closest set of bus stops to the site are located on Copthorne Common Road (Newtown, Copthorne stops), situated by its junction with Newtown. Both stops comprise lay-by arrangements and are equipped with bus flags while the westbound stop is also provided with a bus shelter. Alternatively, another set of stops are located to the east of the site on Borers Arms Road (Lashmere, Copthorne stops), circa 550m and 600m away. Finally, an additional set of stops are provided on Copthorne Common Road (Abergavenny Gardens stops), approximately 450m and 600m from the site access.

2.17 Three stops identified above provide access to a variety of bus services as summarised in Table 2.4. On the basis of the below we consider the site to be accessible by bus from numerous locations due to the number of different routes identified.

Table 2.4 Summary of Local Bus Services

No.	Route	Frequency		
		Mon-Fri	Sat	Sun
272	**Newtown, Copthorne** – Three Bridges - Crawley	1 / two hours	1 / two hours	N/A
	Newtown, Copthorne – Crawley Down – Haywards Heath – Burgess Hill - Brighton	1 / two hours	1 / two hours	N/A
281	**Lashmere, Copthorne** – Three Bridges - Crawley	1 / hr	1 / hr	N/A
	Lashmere, Copthorne – Crawley Down – Felbridge – East Grinstead - Lingfield	1 / hr	1 / hr	N/A
291	**Lashmere, Copthorne** – Three Bridges - Crawley	1 / hr	1 / hr	1 / two hours
	Lashmere, Copthorne – East Grinstead – Forest Row – Royal Tunbridge Wells	1 / hr	1 / hr	1 / two hours
400	**Newtown, Copthorne** – Three Bridges – Crawley – Redhill - Caterham	1 / hr	1 / hr	1 / hr
	Newtown, Copthorne – Felbridge - East Grinstead	1 / hr	1 / hr	1 / hr
324*	**Lashmere, Copthorne** – Horley - Redhill	1 / day	N/A	N/A
	Lashmere, Copthorne – Copthorne	1 / day	N/A	N/A
624*	**Lashmere, Copthorne** – Smallfield - Horley	1 / day	N/A	N/A
	Lashmere, Copthorne – Crawley Down – East Grinstead	1 / day	N/A	N/A
638*	**Lashmere, Copthorne** – Copthorne	1 / day	N/A	N/A
	Lashmere, Copthorne – Felbridge – East Grinstead	1 / day	N/A	N/A

Source: https://www.metrobus.co.uk/

*Note: * = School service*

Rail Services

2.18 The closest rail station is Three Bridges Station, as illustrated above in **Figure 2.1**.It is approximately 4.3km from the site and is accessible from the site via a circa 16-minute bike ride or via a circa 13-minute bus ride utilising 4 routes 272, 281, 291, or 400.

2.19 Three Bridges Station provides access to Southern Railway and Thameslink services on the Arun Valley Line and Brighton Main Line. Frequent train services are available to destinations such as London Victoria, Bedford, Brighton, Cambridge, Horsham, Peterborough and Portsmouth-Harbour[9].

Local Highway Network

2.20 As previously set out, the site is accessed from Copthorne Common Road which is subject to a 50mph speed limit and unlit in the vicinity of the site. Copthorne Common Road provides access to the trunk road network at junction 10 of the M23 circa 2.2km west of the site.

2.21 A review of the Department for Transport counter 57661 in the vicinity of the site has identified a reduction of circa 2,000 Annual Average Daily Traffic (**AADT**) on Copthorne Common Road east of its junction with Newtown from 2019 to 2024 (the most recent available data)[10].

2.22 As requested by the Highway Authority an Automatic Traffic Counter (**ATC**) survey was undertaken on Copthorne Common Road in the vicinity of the proposed site access as shown in **Figure 2.7**. The ATC collected data for one week between Thursday 26 June and Wednesday 02 July 2025.

[9] https://www.thameslinkrailway.com/; https://www.southernrailway.com/
[10] With an estimated AADT of 25,105 in 2019 and an estimated AADT of 22,671 in 2023

Figure 2.7 ATC Location

*Source: Kestrel Surveys data provided in **Appendix B***

2.23 The full survey results are included in **Appendix B** with a summary of the observed flows and speeds provided in Table 2.5 and Table 2.6 respectively below.

Table 2.5 ATC Flow Data

Time Period	Eastbound	Westbound
7-day Average		
AM Peak (08:00-09:00)	783	866
PM Peak (17:00-18:00)	1,024	888
Daily (24 hour)	13,591	13,150
5-day Average		
AM Peak (08:00-09:00)	903	1,005
PM Peak (17:00-18:00)	1,107	953
Daily (24 hour)	14,179	13,795

*Source: Kestrel Surveys data provided in **Appendix B***

Table 2.6 85th Percentile Speed

7-day Average	Mean Speed (mph)		85th Percentile Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
AM Peak (08:00-09:00)	34.0	32.6	38.8	38.9
PM Peak (17:00-18:00)	33.6	35.0	37.9	40.1
Daily (24 hour)	39.4	40.0	45.2	46.8

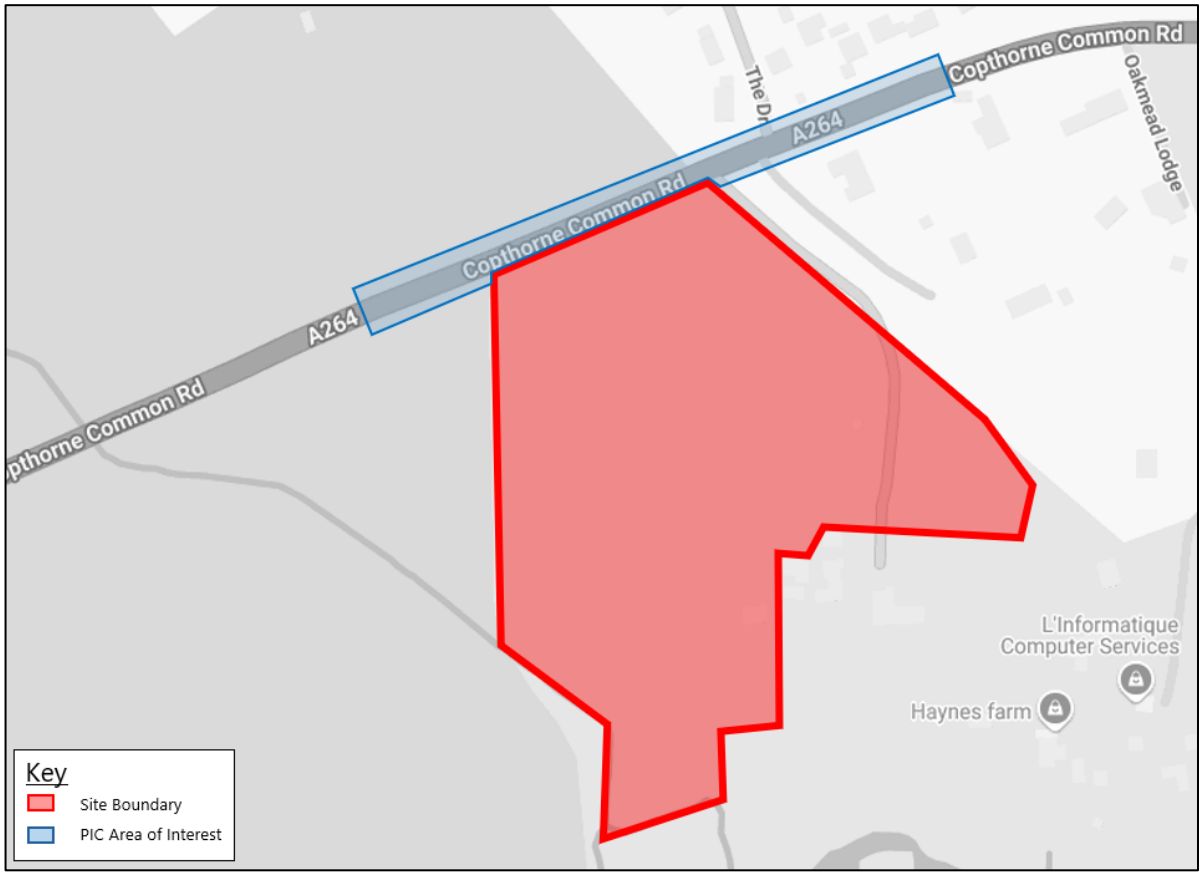
*Source: Kestrel Surveys data provided in **Appendix B***

2.24 As shown, the 85th percentile speeds observed on Copthorne Common Road are below the 50mph speed limit, with a daily eastbound speed of 45.2mph and a westbound speed of 46.8mph.

Road Safety

2.25 Personal Injury Collision (**PIC**) data has been obtained from CrashMap for the most recent five-year period available (2019-2023 inclusive) in the vicinity of the site. **Figure 2.8** illustrates the PIC data obtained and the scope of our study area.

Figure 2.8 Personal Injury Collision Data



Source: https://www.crashmap.co.uk/

2.26 As shown, no PICs were reported in the vicinity of the site over the five-year period (2019 – 2023 inclusive), which would suggest that there is no existing highway safety in the vicinity of the site.

3 Policy Review

3.1 This chapter will outline the transport planning policy and guidance background for the scheme. The policy and guidance document include:

- National Planning Policy Framework (December 2024, as amended February 2025);
- West Sussex Transport Plan 2022-2036 (April 2022);
- West Sussex County Council: Guidance on Parking at New Developments (September 2020);
- Mid Sussex District Plan 2014-2031 (March 2014); and
- Building Regulations Part S of Schedule 1 (June2022).

National Planning Policy Framework

3.2 The National Planning Policy Framework (**NPPF**), updated in December 2024 with amendments made in February 2025, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 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."* [11]

3.4 Regarding sustainability, it states 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."* [12]

3.5 Regarding transport assessments/statements and travel plans, it states that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport*

[11] NPPF, annex 2, p. 79
[12] NPPF, para 7

statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored." [13]

3.6 When considering development proposals, it should be ensured that:

"a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."[14]

3.7 According to the NPPF, applications for development should, inter alia:

"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.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

[13] NPPF, para 118
[14] NPPF, para 115

[…]"[15]

3.8 Considering development proposals:

> *"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."* [16]

3.9 The baseline review included in Chapter 2 has concluded that the site is in a suitable location and benefits from access to a variety of services and amenities by active and sustainable modes of transport. This Transport Assessment has been prepared to support the planning application and demonstrate that the impact of the proposals could not be considered to be severe in all reasonable future scenarios.

West Sussex Transport Plan 2022-2036

3.10 The West Sussex Transport Plan 2022-2036, adopted in April 2022, sets out the objectives of the council regarding transport related issues within the county up to 2036. Page 10 of the Plan states the following:

> *"The WSTP is the County Council's main policy on transport. The WSTP supports delivery of Our Council Plan and its priorities which have informed development of the vision and objectives. The WSTP sets out the County Council's vision and objectives for the transport network and how the County Council, working with its strategic partners, intends to address environmental, social, economic and transport challenges. This will guide decisions about how to improve, manage and maintain the transport network in the period to 2036."*

3.11 Paragraph 6.4 of the Plan states the following relating to active travel strategy:

> *"The relevant transport objectives are:*
>
> - *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."*

[15] NPPF, para 117
[16] NPPF, para 116

3.12 The proposals seek to enable opportunities for active and sustainable travel within the constraints set out in Chapter 2. This includes a new pedestrian footway on Copthorne Common Road providing a connection to the existing signal-controlled crossing facility, and a new uncontrolled crossing with a refuge island adjacent to the proposed site access to cater for the desire line to Footpath WOR-20W.

West Sussex County Council: Guidance on Parking at New Developments

3.13 Notwithstanding that the proposals comprise an outline planning application with all matters reserved except for access we note that the current adopted parking standards for developments in Mid Sussex District are set out in WSCC's 'Guidance on Parking at New Developments' (September 2020).

Car Parking

3.14 For residential land uses WSCC use a zonal system, and the site is located in Zone 2 as set out in Appendix A of the document. The parking demand is set out below in Table 3.1, where car parking spaces can be provided 10% above or below the figures.

Table 3.1 Parking Standards for Residential Use

Number of Bedrooms	Number of Habitable Rooms	Zone 2 Parking Demand
1	1 to 3	1.4
2	4	1.7
3	5 to 6	2.1
4+	7 or more	2.7

Source: Table 2 of WSCC's Guidance on Parking at New Developments (September 2020)

3.15 With regards to residential visitor parking the guidance states that:

> *"Developers should take an approach that is consistent with national research which suggests, "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling" (DCLG, 2007, Residential Car Parking Research)."*[17]

[17] Paragraph 5.8 of WSCC's Guidance on Parking at New Developments (September 2020)

3.16 In the context of the above, residential parking will be provided in accordance with the standards. In the case of less than half of the parking provision being unallocated, visitor parking will be provided at 0.2 spaces per dwelling.

3.17 The guidance document states that:

> *"although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff."*[18]

3.18 With regards to EV charging facilities, the guidance document states that:

> *"'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future."*[19]

3.19 However, the document continues to identify a growth index in Appendix B which increases the 20% set out above to 45% in 2024. Notwithstanding this, Building Regulations has a more onerous requirement which the proposals will comply with. Details will be provided as part of future reserved matters applications.

Cycle Parking

3.20 The standards for cycle parking relevant to this planning application are summarised in Table 3.2.

Table 3.2 Cycle Parking for Residential Use

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

Source: Table 1 of WSCC's Guidance on Parking at New Developments (September 2020)

[18] Paragraph 6.3 of WSCC's Guidance on Parking at New Developments (September 2020)
[19] Paragraph 4.7 of WSCC's Guidance on Parking at New Developments (September 2020)

3.21 Details of how the proposals comply with the minimum cycle parking standards will be provided as part of future reserved matters applications.

Mid Sussex District Plan 2014-2031

3.22 The Mid Sussex District Plan 2014-2031 provides the spatial policies, development management policies and site allocations to guide and manage development in the district.

3.23 Policy DP21 stipulates that developments have to support sustainable travel, as detailed below:

- *"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 protects the safety of road users and pedestrians"*

3.24 The development proposal seeks to integrate with the existing village and provides active travel connections to local services and amenities including a new pedestrian crossing facility and a connection to the existing signal-controlled crossing on Copthorne Common Road.

3.25 The policy continues to state that:

- *"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; […]"*

3.26 Details of the internal arrangement will be provided as part of future reserved matters applications, however any internal roads that would be subject to adopted will be designed in accordance with WSCC's guidance.

3.27 Turning to the potential impact of the proposals, Chapter 5 of this Transport Assessment provides a trip generation based on TRICS data agreed with the Highway Authority as part of the pre-application process, together with a distribution of the trips.

Building Regulations Part S of Schedule 1

3.28 As set out above, Building Regulations part S of schedule 11 was adopted in 2022 and sets out the requirements for Electric Vehicle charging infrastructure. Requirement S1 states that:

> *"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph.*
>
> *(2) The number of associated parking spaces which have access to electric vehicle charge points must be—*
>
> *(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or*
>
> *(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.*
>
> *(3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph, have an electric vehicle charge point where—*
>
> *(a) a new residential building has more than 10 associated parking spaces; and*
>
> *(b) there are more associated parking spaces than there are dwellings contained in the residential building."*[20]

3.29 The future reserved matters applications will set out how the site will comply with the above standards.

[20] Requirement S1 of Building Regulations Part S of Schedule 1

4 Proposed Development

4.1 The proposed development comprises:

> *"Outline planning application for the erection of residential dwellings (Use Class C3), including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Copthorne Common Road"*

4.2 Access to the site will be taken from Copthorne Common Road on the northern boundary of the site via a new priority junction with a ghost island right turn lane. A new pedestrian footway connecting to the existing signal-controlled crossing on Copthorne Common Road, and a new uncontrolled crossing provided with a refuge island in the vicinity of the site access.

4.3 The proposed 86 dwellings will likely comprise a mix of private and affordable houses and flats, with an indicative split provided on the illustrative masterplan and presented in Table 4.1.

Table 4.1 Schedule of Accommodation

Tenure	Occupancy	Proposed Units				Total Units
		1 Bed	2 Bed	3 Bed	4 Bed	
Affordable	Flat	4	4	-	-	**8**
	House	-	15	2	1	**18**
Private	House	-	-	54	6	**60**
Total		4	19	56	7	**86**

Source: Jane Duncan architects + interiors

4.4 The layout for the site is presented in **Appendix C**.

Access Arrangements

4.5 Access to the site by all modes of transport will be taken from Copthorne Common Road. A new pedestrian footway with a minimum width of 2m will be provided along the south side of Copthorne Common Road from the site access to the existing signal-controlled crossing facility west of the site. In addition, the proposed arrangement includes a pedestrian refuge island in the vicinity of the access junction to ease pedestrian crossings on Copthorne Common Road, potentially aiding pedestrian access to Copthorne Town Centre and bus stops (Lashmere, Copthorne stops) via PROW Footpath WOR-20W.

4.6 With regards to vehicle access, a priority junction with a ghost island right turn lane is proposed as illustrated in **Appendix D**. The design has been developed in the context of the Design Manual for Roads and Bridges (**DMRB**) CD123 with a 3.0m wide right turn lane and 3.5m wide running lanes. Following pre-application discussions with WSCC the design was altered to enable the largest vehicle that is expected to need to access the site (a refuse vehicle) to access and egress without crossing the centre line.

4.7 Within the site the carriageway width is 6m with 2m footways provided on either side. We anticipate an internal design speed of 20mph which will be confirmed, along with the extent of highway adoption, as part of future a reserved matters application.

4.8 As shown in **Appendix D**, visibility splays of 4.5m X 160m are shown for at the access junction, with additional forward visibility splays of 160m shown to the proposed pedestrian crossing. These splays align with the DMRB standard for a 50mph design speed, and are therefore considered appropriate in the context of the observed 85th percentile speeds of 45.2mph eastbound and 46.8mph westbound.

4.9 As requested by WSCC, swept path analysis has been undertaken for the largest vehicles likely to require access to the site including a refuse vehicle, a box van, and a fire tender. This analysis is provided in **Appendix E**.

4.10 The layout was subject to a Stage 1 RSA which is provided in **Appendix F**. The audit identified no problems with the preliminary design and as such a Designer's Response (or RSARR) has not been prepared.

Emergency, Servicing, and Refuse Vehicle Access

4.11 Access for emergency, servicing, and refuse collection vehicles will be taken from Copthorne Common Road via the proposed new access. The site will provide suitable turning facilities (location to be determined as part of a future reserved matters application) to enable vehicles at access and egress the site in forward gear.

Parking

4.12 The provision of parking will be confirmed as part of future reserved matters applications. Notwithstanding this, the proposals will accord with the relevant parking standards as set out in chapter 3 for cycle, car and electric vehicle charging spaces.

4.13 The current illustrative masterplan indicatively shows a total of 166 car parking spaces with 48 attributed to the affordable units, 106 to the private units and 12 to visitors.

5 Potential Impact

5.1 This Chapter sets out the trip generation methodology that will be used to assess the possible impact of the development proposals on the local highway network.

Trip Attraction of the Existing Land Use

5.2 As the site is currently an undeveloped area of grazing and a private dog walking area, and to assess a worst-case, no allowance will be made for the existing vehicular movements to the site.

Trip Generation of the Proposed Land Use

5.3 The trip attraction of the proposed use has been calculated utilising trip rates obtained from the Trip Rate Information Computer System (**TRICS**) database version 7.11.4. The trip rates used within this chapter were provided to WSCC during the pre-application discussions and agreed. The development has been assessed as 100% private houses to provide a robust analysis.

5.4 The following parameters were used to select suitable proxy surveys for the proposed private houses:

- TRICS Land Use: 03/A – Houses Privately Owned
- Regions: Within England, excluding Greater London;
- TRICS Location Type: Edge of Town and Neighbourhood Centre;
- Sub-Categories: Residential Zone and Village; and
- Surveys undertaken on weekdays only.

5.5 The vehicular trip rates and the resulting trip generation for the proposals have been calculated and are set out in Table 5.1, with a copy of the full TRICS Reports provided in **Appendix G**.

Table 5.1 Trip Rates and Trip Generation – Residential

Peak Period	Trip Rate / Dwelling		Vehicular Trip Generation (86 Dwellings)		
	In	Out	In	Out	Total
AM peak (08:00-09:00)	0.145	0.365	13	31	44
PM peak (17:00-18:00)	0.324	0.150	28	13	41
Daily (07:00-19:00)	**2.106**	**2.115**	**181**	**182**	**363**

Source: TRICS (v.7.11.4)

Note: any arithmetic errors raised due to rounding

5.6 As shown, the proposals are predicted to generate 44 two-way movements during the traditional morning peak hour and 41 two-way movements during the traditional evening peak hour. We do not anticipate that this level of trip generation would have an impact on the operation that could be considered to be severe in all reasonable scenarios.

Distribution

5.7 To estimate the expected distribution of vehicular trips in the local highway network, reference has been made to the 5-day average flows observed by the ATC during the traditional morning (08:00-09:00) and evening (17:00-18:00) peaks. The distribution calculation is set out in Table 5.2.

Table 5.2 Observed 5-day Average Peak Hour Flows and Distribution Proportion

Time Period		Eastbound	Westbound
AM Peak (08:00-09:00)	Observed Flow	903	1,005
	Proportion of Movements	47.3%	52.7%
PM Peak (17:00-18:00)	Observed Flow	1,107	953
	Proportion of Movements	53.7%	46.3%

*Source: Kestrel Surveys data provided in **Appendix B***

5.8 Based on the above proportions, the development flows have been distributed as set out below.

Table 5.3 Distributed Development Movements

	Left In	Right Out	Movements to/ from the east	Right In	Left Out	Movements to/ from the west
AM Peak Hour (08:00-09:00)						
Proportion	52.7%	47.3%	-	47.3%	52.7%	-
Movements	7	15	22	6	17	23
PM Peak Hour (17:00-18:00)						
Proportion	46.3%	53.7%	-	53.7%	46.3%	-
Movements	13	7	20	15	6	21

Source: Based on Table 5.2 and Table 5.1

5.9 Based on the above development distribution, the proposals are predicted to generate a maximum of 23 additional peak hour movements at the Brookhill Road/ Copthorne Common Road/ Copthorne Way roundabout to the west and a maximum of 22 additional movements at the Dukes Head

Roundabout to the east. In the context of the predicted flows and the below from WSCC's Transport Assessment methodology, we do not consider that junction capacity analysis is required:

> *"Generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour – or if the junction already experiences peak period congestion an increase of 10 or more vehicles – as a result of the development proposals"*[21].

5.10 This is further evidenced by the DfT Counter on Copthorne Common Road (Count Point 57661[22]) and the ATC data set out previously within this Transport Assessment. A summary of the peak hour trend is presented in Table 5.4.

Table 5.4 Copthorne Common Road Peak Hour Movement Summary

Source	Year	08:00-09:00			17:00-18:00		
		Eastbound	Westbound	Total	Eastbound	Westbound	Total
Count Point 57661	2012	1,023	1,244	2,267	1,206	1,043	2,249
	2017	936	1,068	2,004	1,327	963	2,290
	2021	933	898	1,831	1,035	1,030	2,065
ATC	2025	903	1,005	1,908	1,107	953	2,060

Source: DfT Count potin 57661 and Kestrel Surveys data provided in ***Appendix B***

5.11 As shown, a reduction in movements during the morning peak hours has been observed since the peak in 2017, suggesting that capacity exists within the local highway network to accommodate the additional movements predicted for the proposed development.

5.12 Furthermore, and focusing on the AADT at the count point[23] associated with the proposals, a reduction from 27,193 in 2000, or 25,105 in 2019, to 23,011 (in 2024) was observed.

[21] Paragraph 10.5.1 of WSCC's Transport Assessment Methodology dated July 2007
[22] https://roadtraffic.dft.gov.uk/manualcountpoints/57661
[23] https://roadtraffic.dft.gov.uk/manualcountpoints/57661

6 Summary and Conclusion

Summary

6.1 Transport Planning Associates have been commissioned by Option Two Development Limited to provide transport planning consultancy services in relation to a proposed development at Courthouse Farm on Copthorne Common Road, West Sussex.

6.2 The site is located on the A264 Copthorne Common Road, circa 800m southeast of Copthorne and circa 6.75km west of East Grinstead. It currently comprises 4.3 hectares of undeveloped grazing land.

6.3 The proposed development comprises:

> *"Outline planning application for the erection of residential dwellings (Use Class C3), including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Copthorne Common Road"*

6.4 Pedestrian access to the site will be taken from Copthorne Common Road on the northern boundary of the site via a new priority junction with a ghost island right turn lane. A new pedestrian footway connecting to the existing signal-controlled crossing on Copthorne Common Road, and a new uncontrolled crossing will be provided with a refuge island in the vicinity of the site access.

6.5 Pre-application advice was sought from West Sussex County Council in their role as the Highway Authority. The written advice received has been appended to this Transport Assessment which has been prepared in response to the queries and requests raised.

6.6 As part of the pre-application advice speed survey data was requested for Copthorne Common Road. An Automatic Traffic Counter was used to observe the speed and volume of vehicle movements on Copthorne Common Road for one week between Thursday 26 June and Wednesday 2 July 2025. The 85th percentile speeds observed on Copthorne Common Road are below the 50mph speed limit, with a daily eastbound speed of 45.2mph and a westbound speed of 46.8mph.

6.7 Vehicular access to the site will be taken from a new priority junction with a ghost island right turn lane on Copthorne Common Road. The layout provides visibility splays in accordance with a 50mph design speed (in excess of the observed 85th percentile speeds) and swept path analysis has been undertaken for the largest vehicles that are expected to access the site. A new pedestrian footway connection will be provided to the existing signal-controlled crossing to the west of the site and a new uncontrolled crossing with a pedestrian refuge will be provided adjacent to the site access.

6.8 As requested by the Highway Authority, the proposed access arrangement was subject to a Stage 1 RSA which has been appended to this Transport Assessment. The audit identified no problems with the preliminary design.

6.9 Parking will be subject to future reserved matters application(s), however it will be provided in accordance with the relevant parking standards. Electric Vehicle Charging Facilities will be provided in accordance with Building Regulations Part S, which exceeds the local standard.

6.10 An assessment of the potential impact of the development proposals has been undertaken utilising trip rates agreed during pre-application discussions with the Highway Authority. The proposals are predicted to generate 44 two-way movements during the traditional morning peak hour and 41 two-way movements during the traditional evening peak hour.

6.11 The vehicular trip generation identified has been distributed Copthorne Common Road based upon the prevailing flows observed by the Automatic Traffic Counter. Based on this analysis we have predicted a maximum of 23 additional peak hour movements at the Brookhill Road/ Copthorne Common Road/ Copthorne Way roundabout to the west and a maximum of 22 additional movements at the Dukes Head Roundabout to the east. We do not anticipate that this level of trip generation would have an impact on the operation that could be considered to be severe in all reasonable scenarios.

Conclusion

6.12 The proposals have been developed in the context of national, regional and local policies and good practice. We do not predict that they will result in an impact on the operation It is therefore concluded that there are no transport or highway reasons for which the proposed development should not be granted planning consent.

APPENDIX A

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

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

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

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

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

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

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

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

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

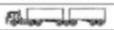
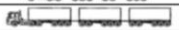
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology will be required. It was agreed during the meeting that depending on the use decided capacity testing and distribution will be provided in the formal TA.

Conclusion

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

Jamie Brown
Planning Services

APPENDIX B

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

SITE: A264 COPTHORNE LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822 DIRECTION: EASTBOUND SPEED LIMIT: 50

26 June 2025

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

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

27 June 2025

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

28 June 2025

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

29 June 2025

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

30 June 2025

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

01 July 2025

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

02 July 2025

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

SITE: A264 COPTHORNE LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822 DIRECTION: EASTBOUND SPEED LIMIT: 50

26 June 2025

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

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

27 June 2025

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

28 June 2025

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

29 June 2025

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

30 June 2025

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

01 July 2025

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

02 July 2025

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

Grand Total

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

SITE: A264 COPTHORNE LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822 DIRECTION: EASTBOUND SPEED LIMIT: 50

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

SITE: A264 COPTHORNE LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822 DIRECTION: WESTBOUND SPEED LIMIT: 50

26 June 2025

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

27 June 2025

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

28 June 2025

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

29 June 2025

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

30 June 2025

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

01 July 2025

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

02 July 2025

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

SITE: A264 COPTHORNE LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822 DIRECTION: WESTBOUND SPEED LIMIT: 50

26 June 2025

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

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

27 June 2025

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

28 June 2025

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

29 June 2025

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

30 June 2025

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

01 July 2025

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

02 July 2025

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

Grand Total

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

SITE: A264 COPTHORNE LOCATION: Attached to signpost

GRID REFERENCE: 51.136386, -0.109822 DIRECTION: WESTBOUND SPEED LIMIT: 50

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

APPENDIX C

1B4P- Aff Apartment
2B3P- Aff Apartment
2B4P-Aff
3B5P-Aff
3B5P-Mkt
3B6P-Aff
3B6P-Bay
3B6P-Mkt
4B8P-Aff
4B8P-Mkt

Development Site
Root protection zones
Badger Sett protection zone

NOTE
This drawing is copyright.
Do not scale, use figured dimensions only.
The contractor is to check all dimensions on site before commencement of the works.
Discrepancies must be reported immediately to the architect before proceeding.

Proposed Accommodation Schedule

Occupancy	Affordable	Area per Type	Total Unit Count	Total Area	Comments
1B4P- Aff Apartment	Affordable	51.4 m²	4	205.8 m²	2 Storey Flats
2B3P- Aff Apartment	Affordable	68.7 m²	4	274.7 m²	2 Storey Flats
2B4P-Aff	Affordable	<varies>	15	1099.8 m²	
3B5P-Aff	Affordable	93.7 m²	8	749.8 m²	
3B5P-Mkt	Private	<varies>	27	2532.0 m²	
3B6P-Aff	Affordable	112.7 m²	3	338.1 m²	
3B6P-Bay	Private	124.2 m²	2	248.4 m²	
3B6P-Mkt	Private	112.7 m²	16	1802.7 m²	
4B8P-Aff	Affordable	141.1 m²	3	423.4 m²	
4B8P-Mkt	Private	141.1 m²	4	564.3 m²	
Grand total			86	8239.0 m²	

Parking Schedule-Master

Comments	Parking-Quat
Affordable	48
Private	106
Visitors	12
	166

REV	DATE	DESCRIPTION	CHK
M	01.08.25	Garages omitted, parkings adjusted and plots 44-46 moved to avoid RPA of trees T27 and T28	
L	25.07.25	Plots around Badger Sett omitted and re-arranged	
K	10.07.25	Adjustmentys made to observe critical tree protection area	
J	30.06.25	Amendments made to co-ordinate with tree locations	PT
I	26.06.25	Revised to relocate play area. Additional houses types added.	PT
H	19.06.25	RPA comments assessed. Pumping Stations re-positioned	PT
G	16.06.25	Pumping Station and Pond relocated	PT
F	13.06.25	Tree protection areas added	PT
E	12.06.25	Pumping Station added	PT
D	10.06.25	Works in progress	PT
C	21.05.25	Area schedule updated	PT
B	16.05.25	Revised Scheme	PT
A	30.04.25	First Issue	PT

0m 10m 20m 30m 40m 50m

Drawing Scale 1:500

jane duncan
architects+
interiors

The Old Warehouse
Chalfont Station Road
Little Chalfont, Amersham
Bucks HP7 9PN

+44 (0)1494 766 999
info@janeduncanarchitects.co.uk
janeduncanarchitects.co.uk

CLIENT
Option Two Development Ltd

ADDRESS
Copthorne Common Rd
Copthorne, RH10 3LA

PROJECT
Court House Farm. Copthorne

DRAWING TITLE
Option D - 100% Residential

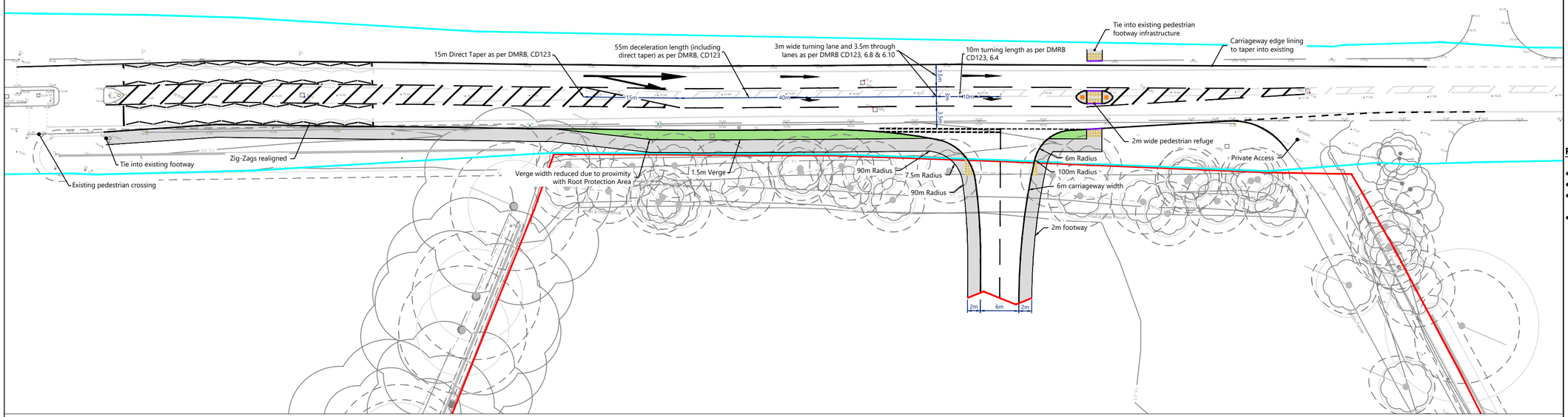
DRAWING NO. ECF485_101
REV M

SCALE 1 : 500
DATE 30.04.25
DRAWN BB
CHECKED PT

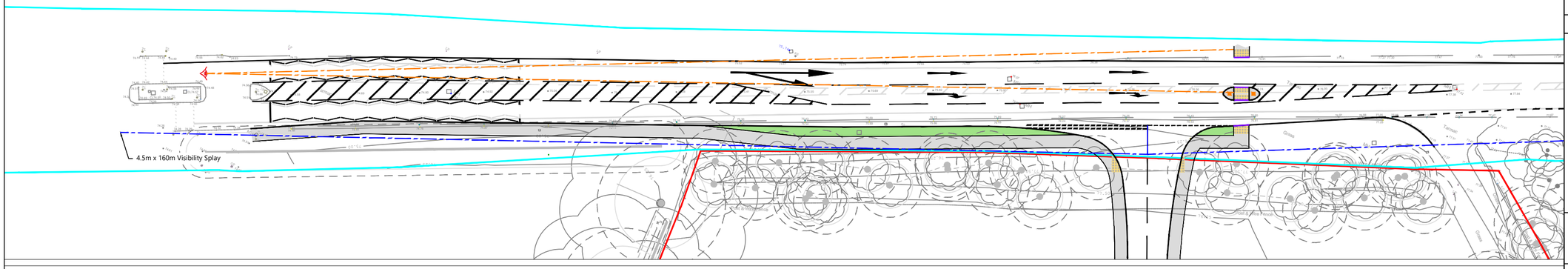
APPENDIX D

A2
ORIGINAL
PLOT SIZE

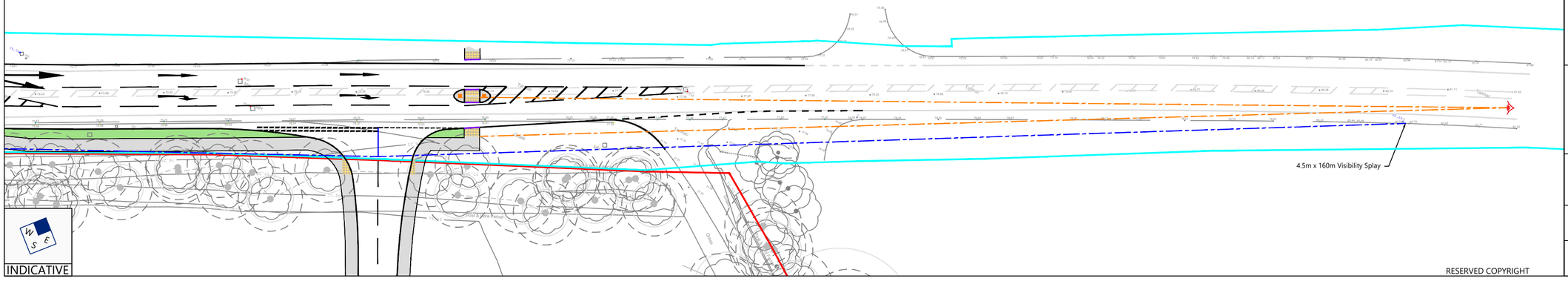
GHOST ISLAND JUNCTION ARRANGEMENT



WESTERN VISIBILITY



EASTERN VISIBILITY



INDICATIVE

NOTES:

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

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

References:

- Visibility splay based on DMRB CD109, Table 2.10;
- Tapers designed in compliance with DMRB CD123, Table 6.1.1;
- Ghost Island Designed in compliance with DMRB CD123, Figure 6.3a; and
- Site access form based on swept path analysis of a West Sussex RCV

Rev	Date	Details	Drawn by	Checked by	Approved by

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London
Welwyn Garden City

tpa Transport Planning Associates

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EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
OPTION TWO DEVELOPMENT LTD

PROJECT:
COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX

TITLE:
PROPOSED RESIDENTIAL ACCESS ARRANGEMENT

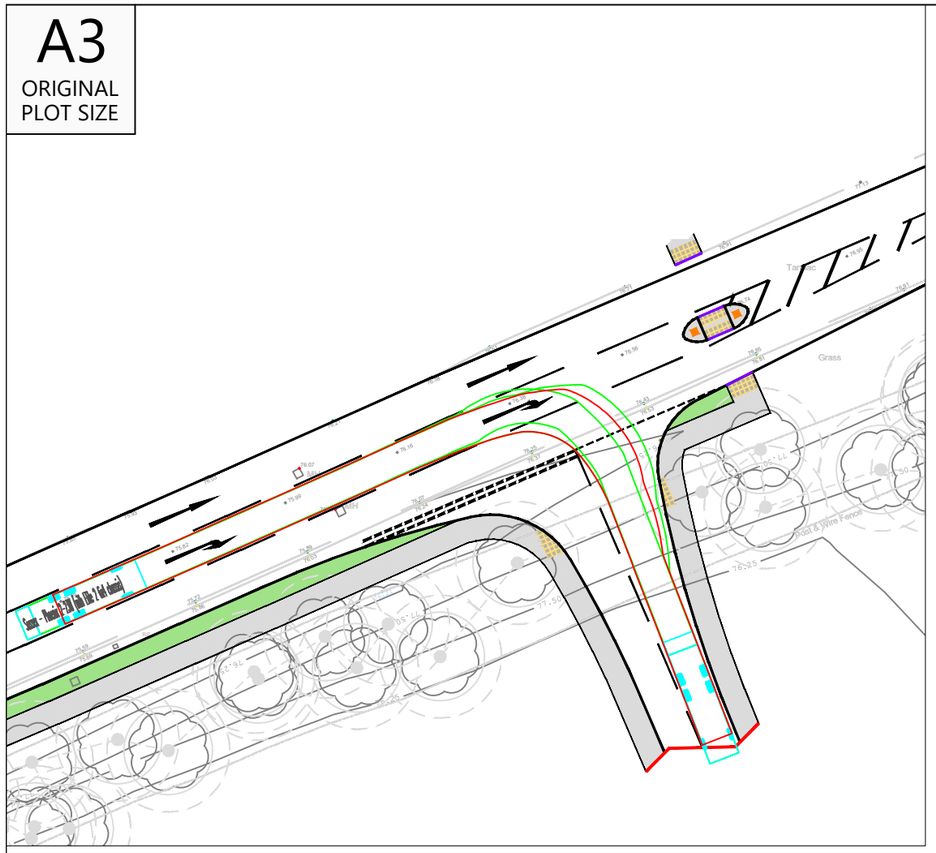
STATUS:
FOR INFORMATION

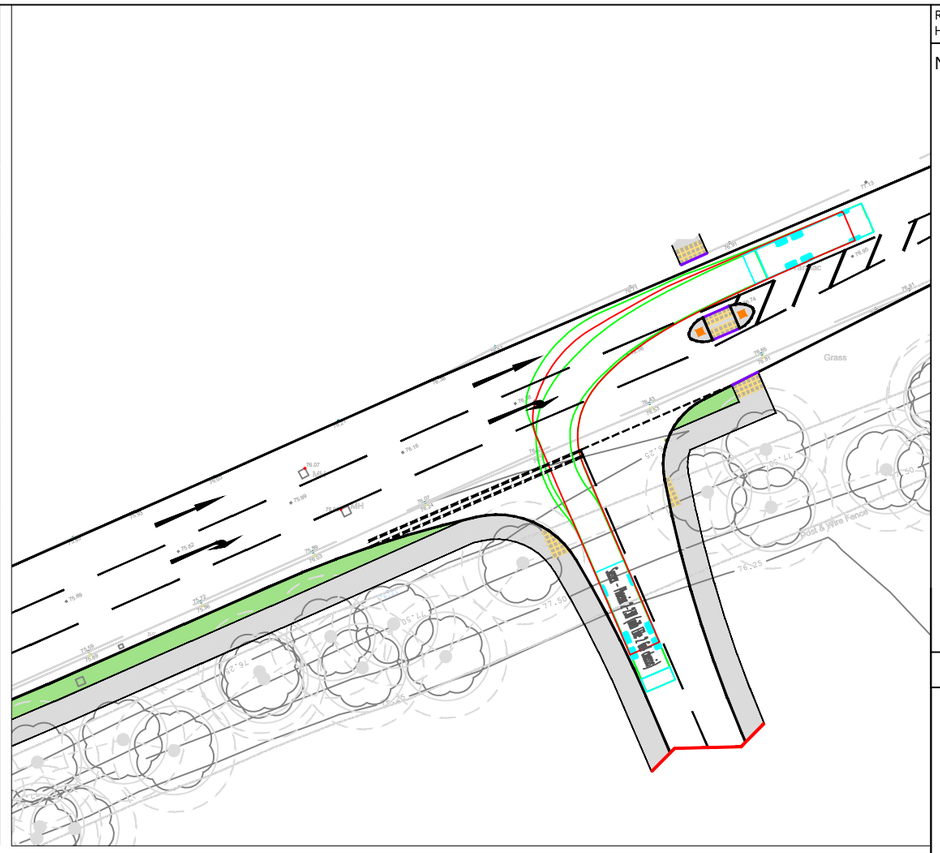
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	09/09/25	LS	SMK	SMK

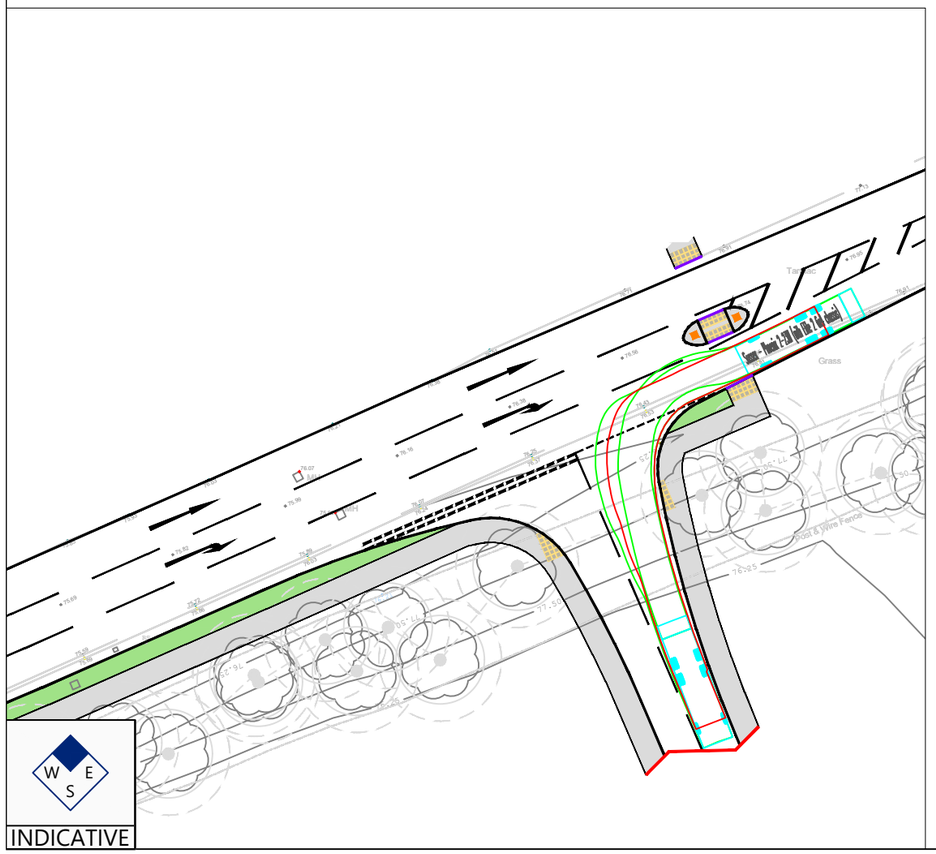
JOB NO:	DRAWING NO:	REVISION:
1810-17	PL01	-

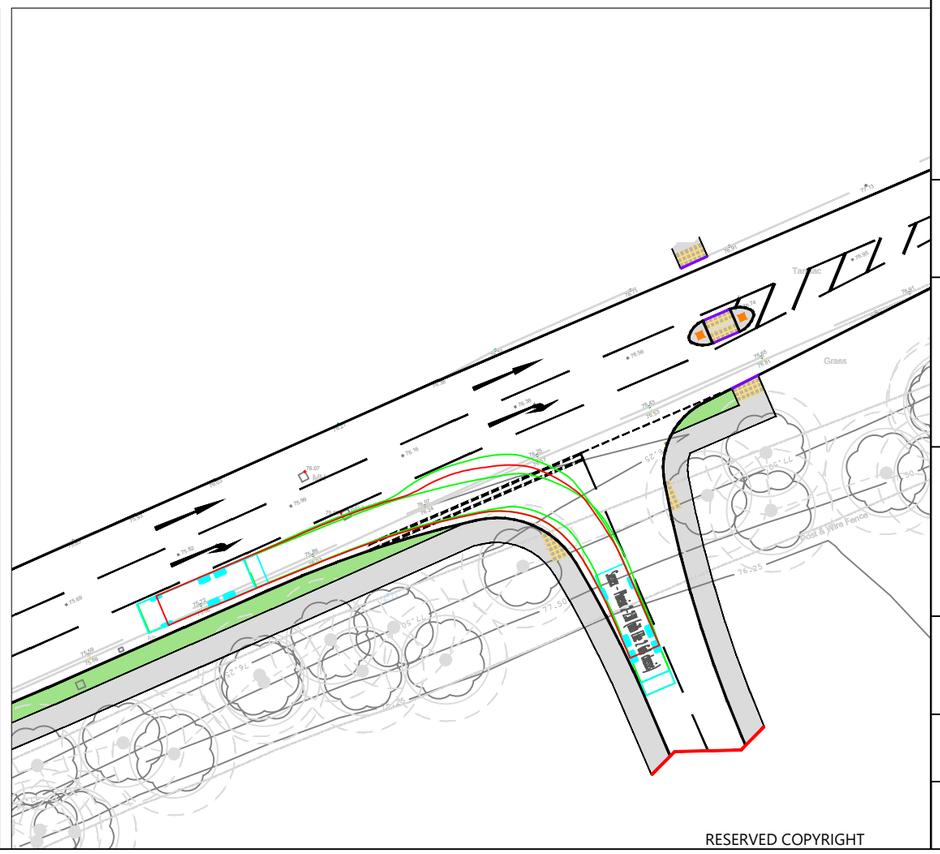
APPENDIX E

A3
ORIGINAL
PLOT SIZE









INDICATIVE

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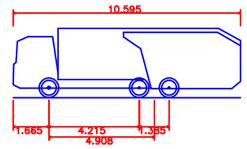

Sussex – Phoenix 2–23W (with Elite 2 6x4 chassis)

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.223m
Min Body Ground Clearance	0.428m
Track Width	2.600m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Transport Planning Associates

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

CLIENT:
OPTION TWO DEVELOPMENT LTD

PROJECT:
COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX

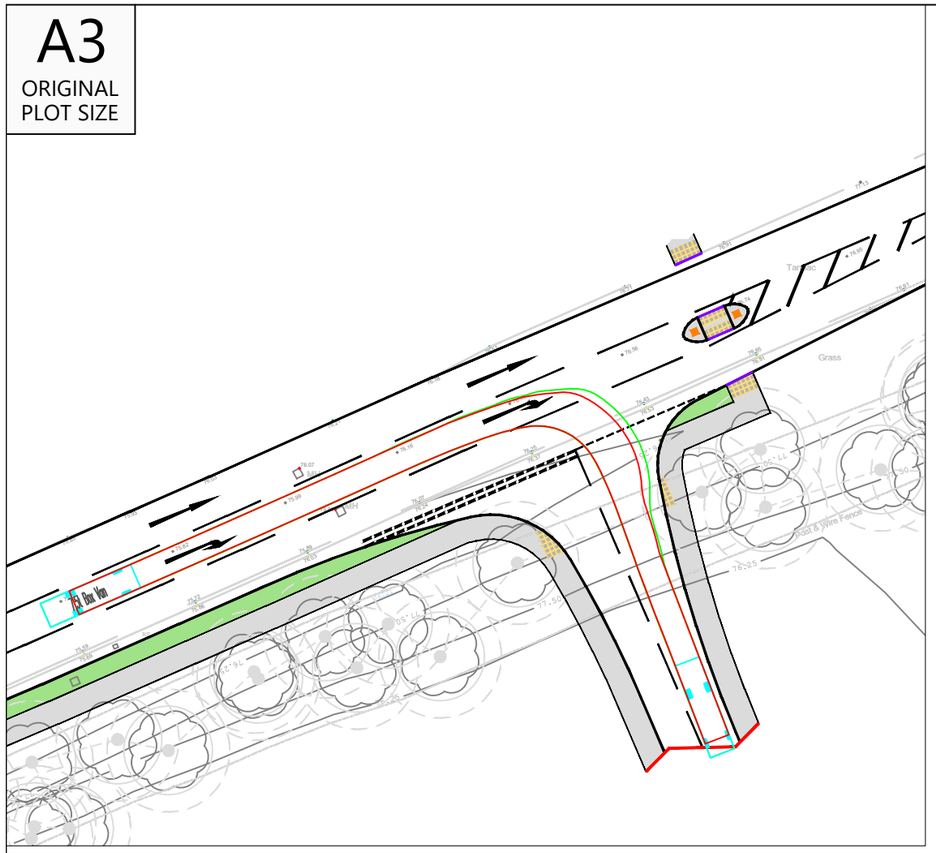
TITLE:
PROPOSED ACCESS - SWEPT PATH ANALYSIS OF A REFUSE VEHICLE

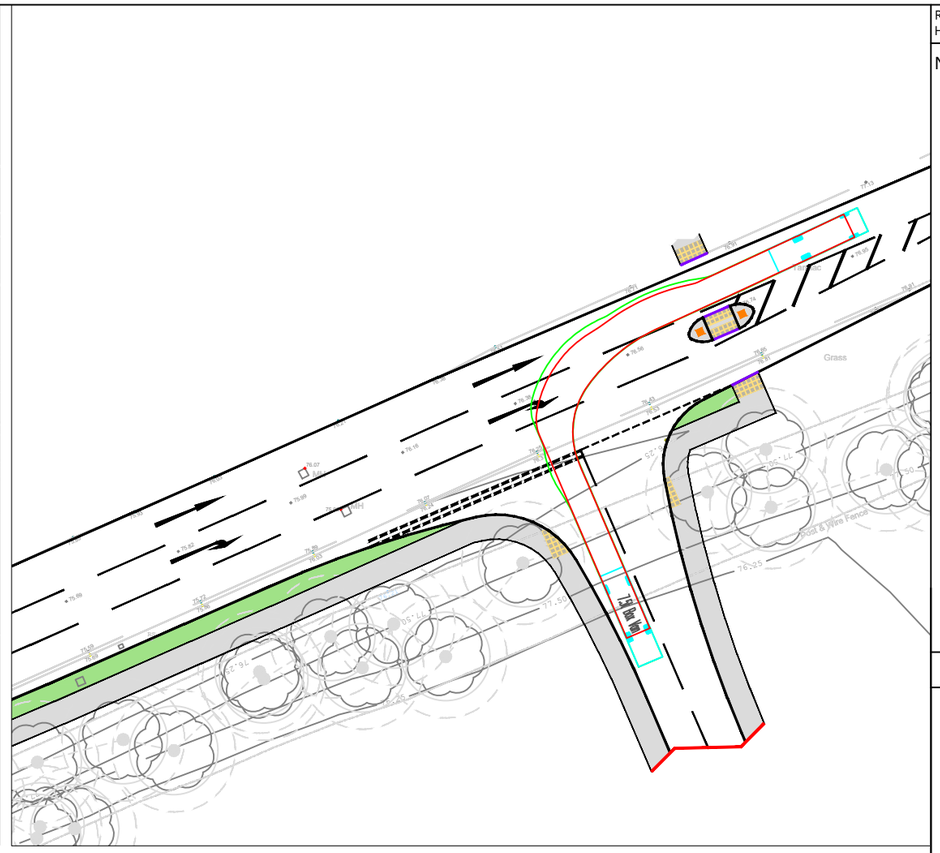
STATUS:
FOR INFORMATION

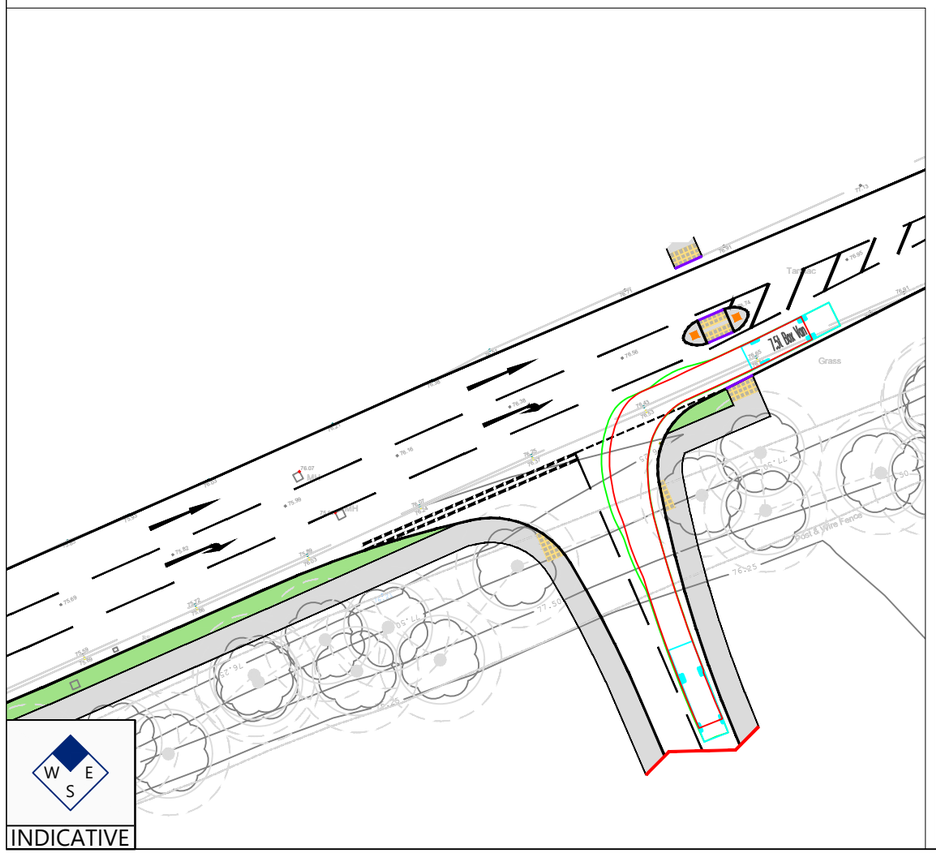
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	29/07/25	SMK	TS	SMK

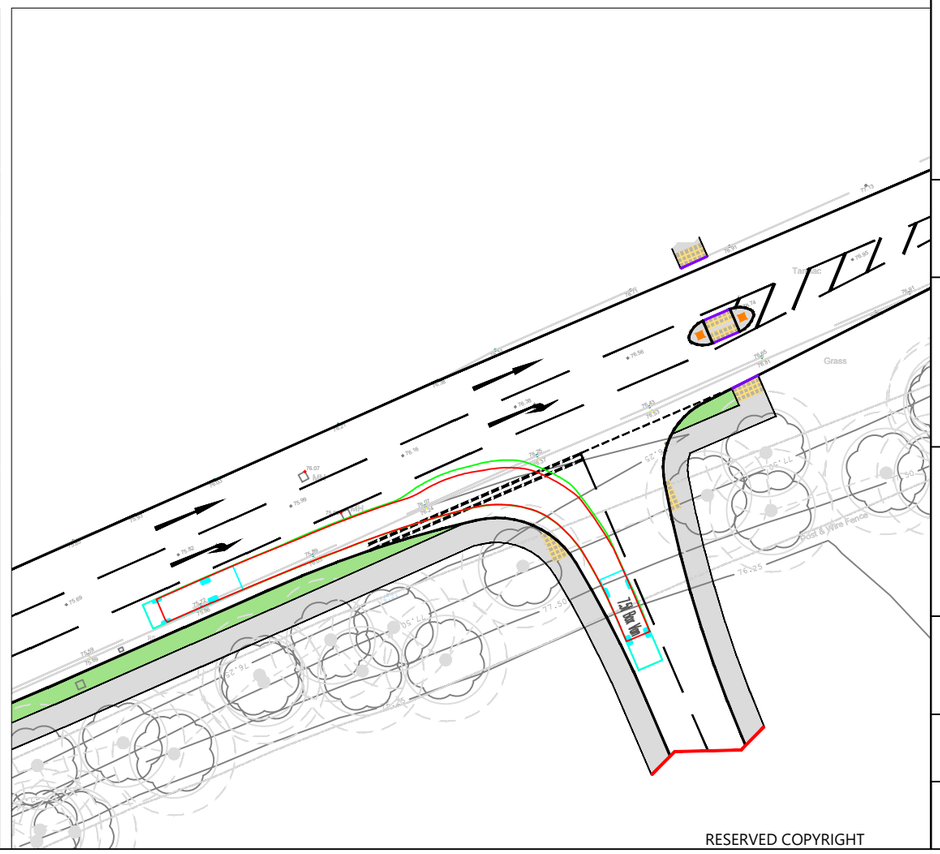
JOB NO:	DRAWING NO:	REVISION:
1810-17	SP01	

A3
ORIGINAL
PLOT SIZE



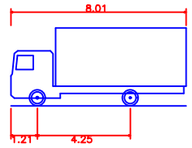






INDICATIVE

NOTES:



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Welwyn Garden City

Transport Planning Associates

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020 7119 1155
www.tpa.uk.com

CLIENT:
OPTION TWO DEVELOPMENT LTD

PROJECT:
COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX

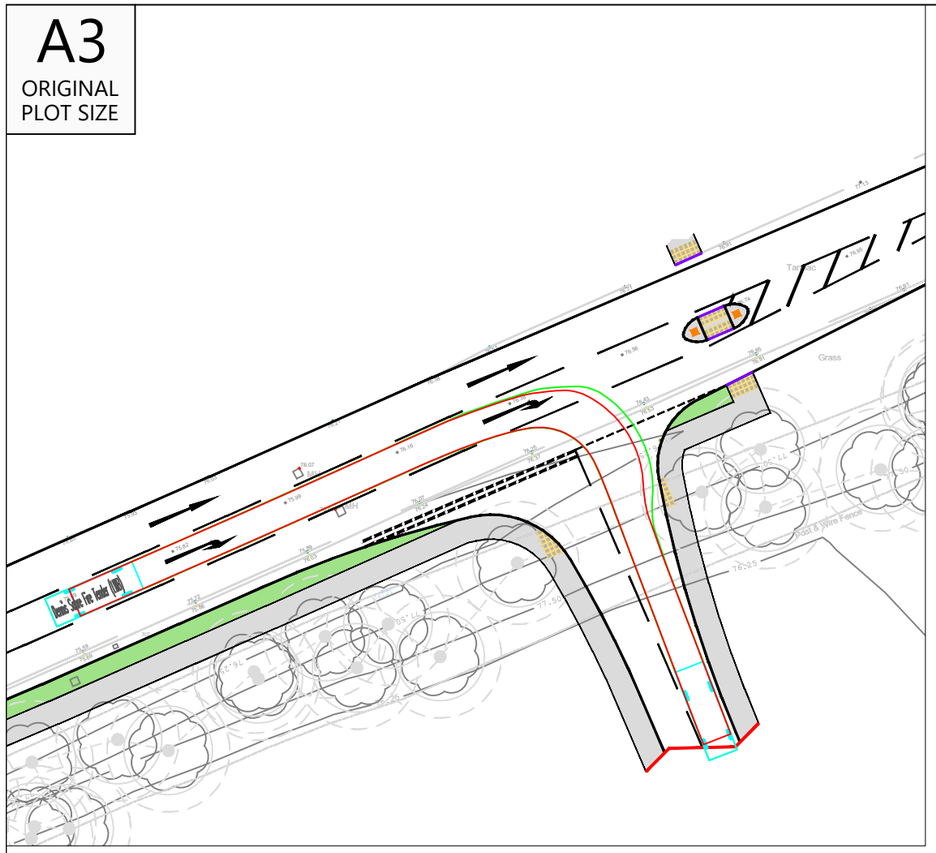
TITLE:
PROPOSED ACCESS - SWEPT PATH ANALYSIS OF A 7.5T BOX VAN

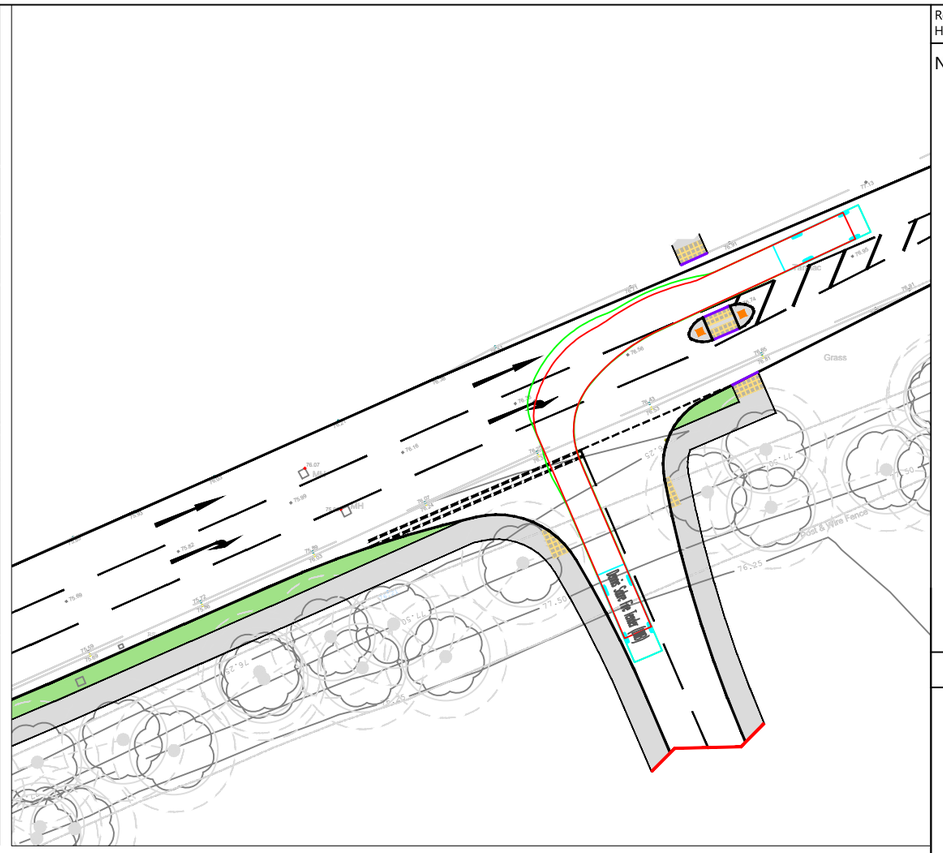
STATUS:
FOR INFORMATION

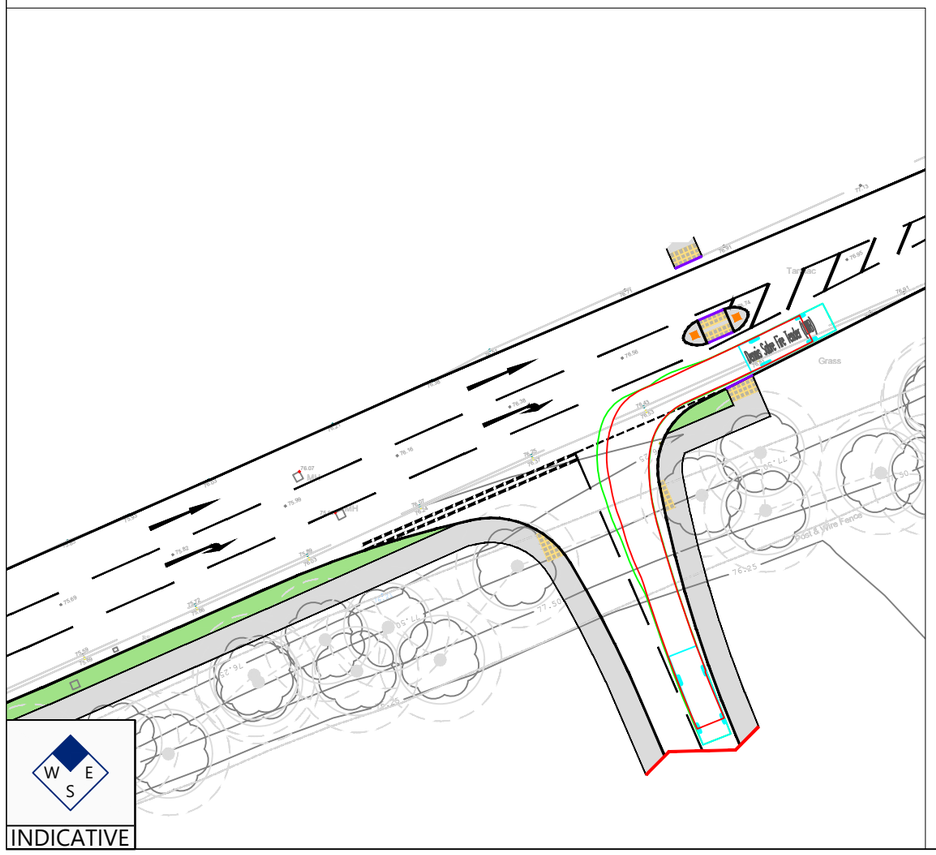
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	09/09/25	LS	SMK	SMK

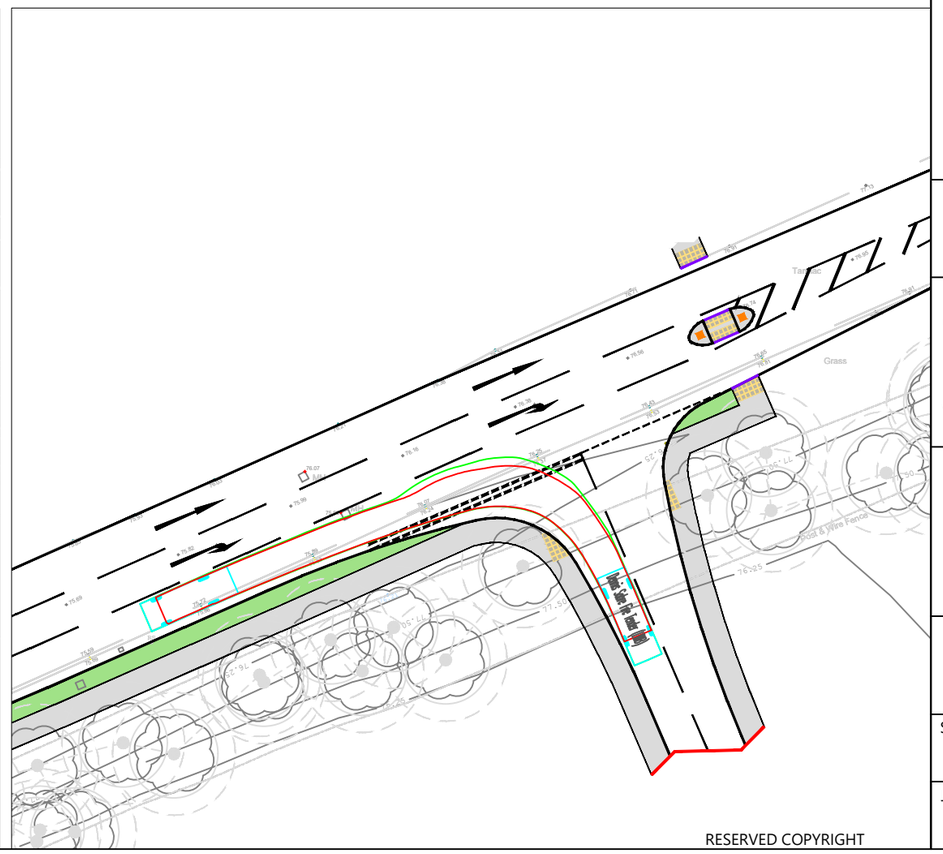
JOB NO:	DRAWING NO:	REVISION:
1810-17	SP05	-

A3
ORIGINAL
PLOT SIZE





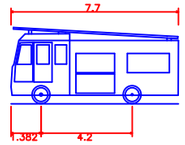




INDICATIVE

RESERVED COPYRIGHT

NOTES:



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

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
OPTION TWO DEVELOPMENT LTD

PROJECT:
COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX

TITLE:
PROPOSED ACCESS - SWEPT PATH ANALYSIS OF A FIRE TENDER

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	09/09/25	LS	SMK	SMK

JOB NO:	DRAWING NO:	REVISION:
1810-17	SP03	-

APPENDIX F

Residential Development South of A264 Copthorne Common Road, Copthorne, West Sussex

Proposed Ghost Island Site Access and Associated Highway Works

Stage 1 Road Safety Audit

August 2025

Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

info@alpha-consultants.co.uk
www.alpha-consultants.co.uk

Table of Contents

Appendices

Project / Document Details	
Date:	15/08/2025
Document reference and revision:	AC/TPA/1508251
Prepared by:	Alpha Highway Consultants Limited
Client:	Option Two Development Limited
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	West Sussex County Council

1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out during August 2025 at the request of the design organisation, Transport Planning Associates Limited, 1 Giltspur Street, London EC1A 9DD.

1.2 The Audit relates to a proposed vehicular access arrangement and associated highway works on the A264 Copthorne Common Road, Copthorne, West Sussex. It is understood that the access will serve a proposed residential development of approximately 86 dwellings. The works will involve a new ghost island junction, along with footway improvements, and a new crossing point/central pedestrian refuge.

1.3 The Audit Team membership was as follows:

J Bown (Audit Team Leader)	Alpha Consultants
B Newiss (Audit Team Member)	Alpha Consultants

1.4 The Audit took place at the offices of Alpha Consultants during August 2025 and included an examination of the following documents:

- Drawing No. 1810-17 SK01 A
- Drawing No. 1810-17 SP01
- ATC Speed and Volume Data
- Development Trip Generation Forecast

1.5 The Audit Team visited the site on the afternoon of 13 August 2025. During the site visit, the weather conditions were overcast, warm and dry. The surfaces were also dry.

1.6 The terms of reference of the Audit are as described in the DMRB GG 119.

1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.

1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

2.1 The Audit Team does not have any road safety concerns to raise in relation to the preliminary scheme design.

3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed: 

Date: 14 August 2025

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed: 

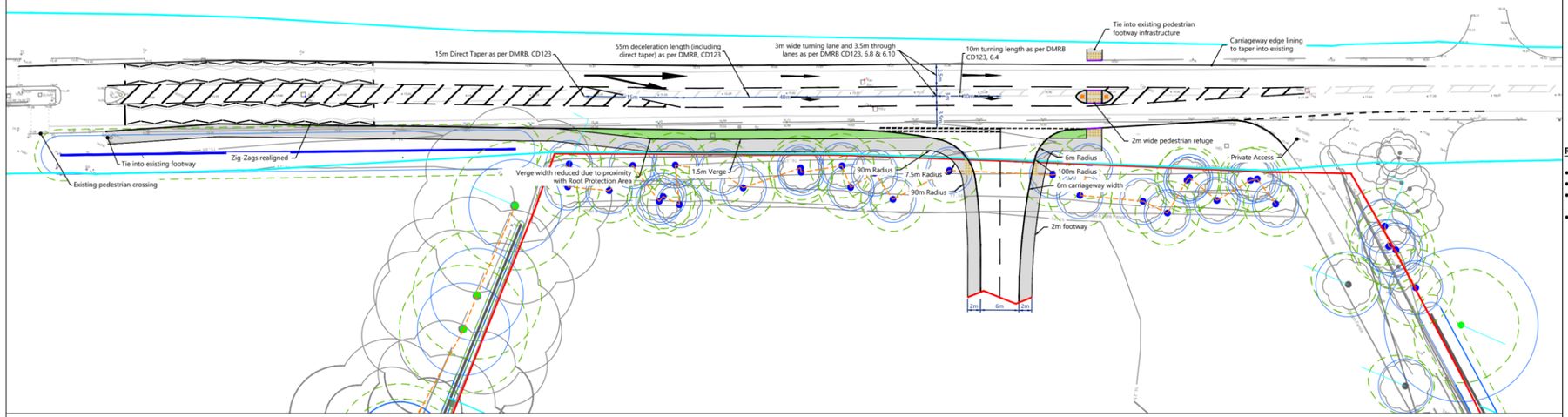
Date: 15 August 2025

Appendix A

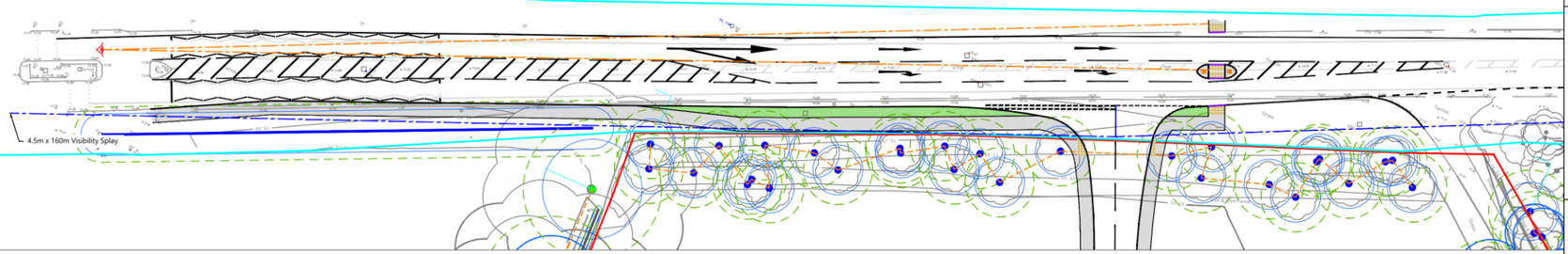
Problem Location Plan

A2
ORIGINAL
PLOT SIZE

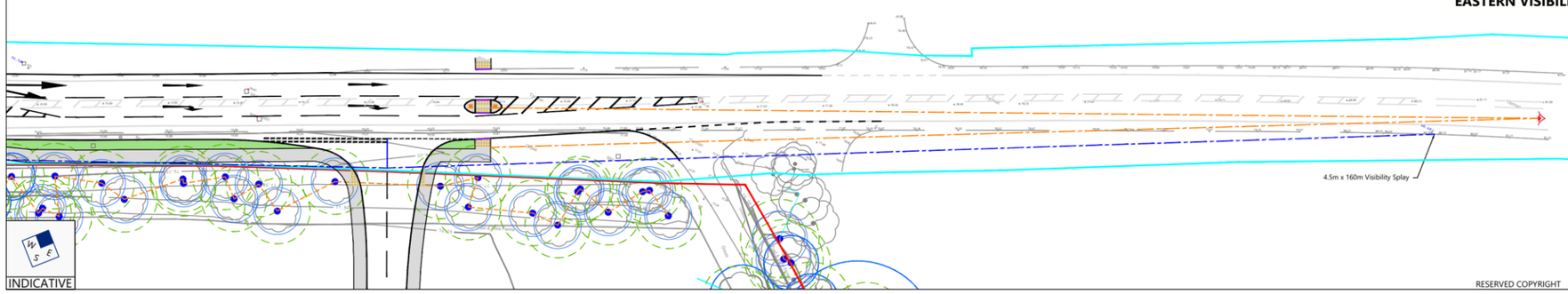
GHOST ISLAND JUNCTION ARRANGEMENT



WESTERN VISIBILITY



EASTERN VISIBILITY



INDICATIVE

NOTES:

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

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= Site Boundary
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= Proposed Dropped Kerb
= Proposed White Lining
= Proposed Footway Edging
= 2.4m x 160m Visibility Splay
= 2.4m x 160m Forward Visibility
= Proposed Footway
= Proposed Verge
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= Illuminated Bollards
= Point of Visibility

References:

- Visibility splay based on DMRB CD109, Table 2.10;
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- Ghost Island Designed in compliance with DMRB CD123, Figure 6.3a; and
- Site access form based on swept path analysis of a West Sussex RCV

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09/07/25	Revised layout following pre-application advice	LS	TS	SMK

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EC1A 9DD
020 7119 1155
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CLIENT:
OPTION TWO DEVELOPMENT LTD

PROJECT:
COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX

TITLE:
GHOST ISLAND JUNCTION ARRANGEMENT

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	17/04/25	TS	SMK	SMK

JOB NO:	DRAWING NO:	REVISION:
1810-17	SK01	A

APPENDIX G

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-4334 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-1146 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 18/09/24
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	14
	Tuesday	27
	Wednesday	21
	Thursday	16
	Friday	10
Main Location Types selected	Edge of Town	60
	Neighbourhood Centre (PPS6 Local Centre)	28
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	29 - Selected
	Servicing vehicles Excluded	128 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	21
	5,001 to 10,000	20
	10,001 to 15,000	25
	15,001 to 20,000	10
	20,001 to 25,000	8
	25,001 to 50,000	2
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,000 or Less	1
	5,001 to 25,000	14
	25,001 to 50,000	14
	50,001 to 75,000	10
	75,001 to 100,000	11
	100,001 to 125,000	6
	125,001 to 250,000	26
	250,001 to 500,000	5
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	19
	1.1 to 1.5	57
	1.6 to 2.0	12
PTAL Rating	No PTAL Present	87
	2 Poor	1

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Calculation Reference: AUDIT-219602-250410-0427

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	9 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	3 days
	KC	KENT	5 days
	MW	MEDWAY	2 days
	SC	SURREY	5 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	11 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	13 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
	IM	ISLE OF MAN	5 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: 8 to 1146 (units:)
Range Selected by User: 6 to 4334 (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: 01/01/16 to 18/09/24

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	14 days
Tuesday	27 days
Wednesday	21 days
Thursday	16 days
Friday	10 days

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

Selected survey types:

Manual count	83 days
Directional ATC Count	5 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	60
Neighbourhood Centre (PPS6 Local Centre)	28

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	64
Village	24

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	29 days - Selected
Servicing vehicles Excluded	128 days - Selected

Secondary Filtering selection:

Use Class:

C3	88 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	21 days
5,001 to 10,000	20 days
10,001 to 15,000	25 days
15,001 to 20,000	10 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	14 days
25,001 to 50,000	14 days
50,001 to 75,000	10 days
75,001 to 100,000	11 days
100,001 to 125,000	6 days
125,001 to 250,000	26 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	57 days
1.6 to 2.0	12 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	51 days
No	37 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	87 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-A-06	Site area:	6.80 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	99
Location:	NEAR CHESTER	Housing density:	15
Postcode:	CH3 7QJ	Total Bedrooms:	311
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/04/22
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	217
Site(2):	CA-03-A-06	Site area:	10.25 hect
Development Name:	MIXED HOUSES	No of Dwellings:	207
Location:	NEAR CAMBRIDGE	Housing density:	29
Postcode:	CB23 8TW	Total Bedrooms:	634
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/06/18
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	777
Site(3):	CA-03-A-08	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	83
Location:	SAWTRY	Housing density:	33
Postcode:	PE28 5WE	Total Bedrooms:	251
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/10/22
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	187
Site(4):	CT-03-A-03	Site area:	3.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	STOTFOLD	Housing density:	25
Postcode:	SG5 4TB	Total Bedrooms:	231
Main Location Type:	Edge of Town	Survey Date:	27/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	227
Site(5):	DC-03-A-10	Site area:	1.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	26
Location:	GILLINGHAM	Housing density:	21
Postcode:	SP8 4JS	Total Bedrooms:	77
Main Location Type:	Edge of Town	Survey Date:	09/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	55
Site(6):	DH-03-A-02	Site area:	4.03 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	BISHOP AUCKLAND	Housing density:	38
Postcode:	DL14 9UG	Total Bedrooms:	423
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	124
Site(7):	DH-03-A-03	Site area:	5.60 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	57
Location:	DURHAM	Housing density:	11
Postcode:	DH1 1HD	Total Bedrooms:	169
Main Location Type:	Edge of Town	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	190
Site(8):	DY-03-A-01	Site area:	16.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	371
Location:	DERBY	Housing density:	36
Postcode:	DE22 4HH	Total Bedrooms:	1402
Main Location Type:	Edge of Town	Survey Date:	10/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1083
Site(9):	ES-03-A-03	Site area:	9.91 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	212
Location:	POLEGATE	Housing density:	63
Postcode:	BN26 6HR	Total Bedrooms:	649
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	357

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	HAILSHAM	Housing density:	35
Postcode:	BN27 4FR	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	07/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	246
Site(11):	ES-03-A-08	Site area:	3.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	110
Location:	BEXHILL	Housing density:	37
Postcode:	TN40 2LU	Total Bedrooms:	308
Main Location Type:	Edge of Town	Survey Date:	12/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	262
Site(12):	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(13):	ES-03-A-10	Site area:	5.41 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	139
Location:	BEXHILL-ON-SEA	Housing density:	33
Postcode:	TN39 5DQ	Total Bedrooms:	388
Main Location Type:	Edge of Town	Survey Date:	28/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	375
Site(14):	ES-03-A-11	Site area:	4.34 hect
Development Name:	MIXED HOUSES	No of Dwellings:	105
Location:	RINGMER	Housing density:	32
Postcode:	BN8 5LQ	Total Bedrooms:	292
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/09/23
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	275
Site(15):	ES-03-A-12	Site area:	8.11 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	123
Location:	HORAM	Housing density:	27
Postcode:	TN21 9DZ	Total Bedrooms:	398
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	03/10/23
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	359
Site(16):	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(17):	ES-03-A-14	Site area:	3.40 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	120
Location:	NEAR EASTBOURNE	Housing density:	43
Postcode:	BN24 5GD	Total Bedrooms:	339
Main Location Type:	Edge of Town	Survey Date:	30/04/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	244
Site(18):	EX-03-A-02	Site area:	6.12 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	97
Location:	CHIGWELL	Housing density:	20
Postcode:	IG7 5JB	Total Bedrooms:	385
Main Location Type:	Edge of Town	Survey Date:	27/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	2 Poor	Parking Spaces:	84

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	EX-03-A-03	Site area:	3.60 hect
Development Name:	MIXED HOUSES	No of Dwellings:	123
Location:	RAYLEIGH	Housing density:	53
Postcode:	SS6 9TU	Total Bedrooms:	357
Main Location Type:	Edge of Town	Survey Date:	27/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	297
Site(20):	GM-03-A-11	Site area:	0.29 hect
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	37
Location:	MANCHESTER	Housing density:	132
Postcode:	M12 4NY	Total Bedrooms:	74
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	26/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	40
Site(21):	HC-03-A-21	Site area:	1.20 hect
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	39
Location:	BASINGSTOKE	Housing density:	57
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	13/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	98
Site(22):	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	32
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	31/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	101
Site(23):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(24):	HC-03-A-28	Site area:	5.97 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	WATERLOOVILLE	Housing density:	25
Postcode:	PO8 9WN	Total Bedrooms:	359
Main Location Type:	Edge of Town	Survey Date:	08/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	323
Site(25):	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(26):	HC-03-A-32	Site area:	3.29 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	105
Location:	FARNHAM	Housing density:	36
Postcode:	GU9 9GD	Total Bedrooms:	278
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	253
Site(27):	HC-03-A-34	Site area:	8.47 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	243
Location:	EASTLEIGH	Housing density:	31
Postcode:	SO50 9RL	Total Bedrooms:	612
Main Location Type:	Edge of Town	Survey Date:	14/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	531

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	HC-03-A-35	Site area:	9.10 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	289
Location:	WATERLOOVILLE	Housing density:	36
Postcode:	PO8 9WN	Total Bedrooms:	787
Main Location Type:	Edge of Town	Survey Date:	31/10/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	760
Site(29):	HC-03-A-36	Site area:	6.23 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	145
Location:	EMSWORTH	Housing density:	35
Postcode:	PO10 7FG	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	12/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	341
Site(30):	HC-03-A-37	Site area:	3.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	FLEET	Housing density:	37
Postcode:	GU52 0AF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	27/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	103
Site(31):	HC-03-A-38	Site area:	6.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	39
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	26/06/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	493
Site(32):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(33):	HF-03-A-05	Site area:	0.19 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	8
Location:	WATFORD	Housing density:	44
Postcode:	WD19 7QY	Total Bedrooms:	24
Main Location Type:	Edge of Town	Survey Date:	05/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	16
Site(34):	HF-03-A-06	Site area:	8.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	180
Location:	ROYSTON	Housing density:	26
Postcode:	SG8 7FJ	Total Bedrooms:	562
Main Location Type:	Edge of Town	Survey Date:	28/11/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	366
Site(35):	IM-03-A-01	Site area:	2.12 hect
Development Name:	MIXED HOUSES	No of Dwellings:	31
Location:	COLBY	Housing density:	16
Postcode:	IM9 1TQ	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/05/24
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	81
Site(36):	IM-03-A-02	Site area:	1.61 hect
Development Name:	MIXED HOUSES	No of Dwellings:	27
Location:	KIRK MICHAEL	Housing density:	19
Postcode:	IM6 1HT	Total Bedrooms:	106
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/05/24
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	54

LIST OF SITES relevant to selection parameters (Cont.)

Site(37):	IM-03-A-03	Site area:	6.99 hect
Development Name:	MIXED HOUSES	No of Dwellings:	111
Location:	COLBY	Housing density:	18
Postcode:	IM9 4LN	Total Bedrooms:	364
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/05/24
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	198
Site(38):	IM-03-A-05	Site area:	2.19 hect
Development Name:	MIXED HOUSES	No of Dwellings:	45
Location:	CASTLETOWN	Housing density:	24
Postcode:	IM9 1TQ	Total Bedrooms:	175
Main Location Type:	Edge of Town	Survey Date:	21/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	55
Site(39):	IM-03-A-06	Site area:	6.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	129
Location:	RAMSEY	Housing density:	22
Postcode:	IM8 2AF	Total Bedrooms:	531
Main Location Type:	Edge of Town	Survey Date:	23/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	363
Site(40):	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	110
Location:	AYLESFORD	Housing density:	32
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	195
Site(41):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(42):	KC-03-A-08	Site area:	0.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	159
Location:	CHARING	Housing density:	418
Postcode:	TN27 0GX	Total Bedrooms:	569
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/05/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	480
Site(43):	KC-03-A-10	Site area:	3.91 hect
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	33
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	09/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	258
Site(44):	KC-03-A-12	Site area:	6.78 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	186
Location:	FAVERSHAM	Housing density:	36
Postcode:	ME13 7FZ	Total Bedrooms:	520
Main Location Type:	Edge of Town	Survey Date:	19/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	415
Site(45):	LC-03-A-31	Site area:	1.32 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	32
Location:	PRESTON	Housing density:	30
Postcode:	PR4 0NL	Total Bedrooms:	113
Main Location Type:	Edge of Town	Survey Date:	17/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	77

LIST OF SITES relevant to selection parameters (Cont.)

Site(46):	LE-03-A-02	Site area:	3.30 hect
Development Name:	DETACHED & OTHERS	No of Dwellings:	85
Location:	IBSTOCK	Housing density:	40
Postcode:	LE67 6PG	Total Bedrooms:	308
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/06/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	363
Site(47):	LS-03-A-01	Site area:	1.38 hect
Development Name:	MIXED HOUSING	No of Dwellings:	46
Location:	LEEDS	Housing density:	70
Postcode:	LS13 4TX	Total Bedrooms:	120
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	58
Site(48):	MW-03-A-01	Site area:	0.20 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	8
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
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:	16
Site(49):	MW-03-A-02	Site area:	0.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	19
Location:	RAINHAM	Housing density:	32
Postcode:	ME8 8XU	Total Bedrooms:	56
Main Location Type:	Edge of Town	Survey Date:	06/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45
Site(50):	NF-03-A-10	Site area:	0.70 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	17
Location:	HUNSTANTON	Housing density:	31
Postcode:	PE36 5PS	Total Bedrooms:	41
Main Location Type:	Edge of Town	Survey Date:	12/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	57
Site(51):	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(52):	NF-03-A-27	Site area:	3.69 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	93
Location:	NEAR NORWICH	Housing density:	29
Postcode:	NR13 4TN	Total Bedrooms:	282
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	16/09/21
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	248
Site(53):	NF-03-A-28	Site area:	38.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	1146
Location:	NORWICH	Housing density:	40
Postcode:	NR7 8DN	Total Bedrooms:	3078
Main Location Type:	Edge of Town	Survey Date:	22/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	2464
Site(54):	NF-03-A-31	Site area:	16.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	321
Location:	SWAFFHAM	Housing density:	24
Postcode:	PE37 8JE	Total Bedrooms:	883
Main Location Type:	Edge of Town	Survey Date:	22/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	919

LIST OF SITES relevant to selection parameters (Cont.)

Site(55):	NF-03-A-32	Site area:	7.30 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	164
Location:	HUNSTANTON	Housing density:	28
Postcode:	PE36 5PS	Total Bedrooms:	461
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	396

Site(56):	NF-03-A-33	Site area:	4.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	143
Location:	ATTLEBOROUGH	Housing density:	39
Postcode:	NR17 1FF	Total Bedrooms:	358
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326

Site(57):	NF-03-A-35	Site area:	5.34 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	116
Location:	NORWICH	Housing density:	26
Postcode:	NR6 7FA	Total Bedrooms:	384
Main Location Type:	Edge of Town	Survey Date:	28/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	351

Site(58):	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(59):	NF-03-A-38	Site area:	18.06 hect
Development Name:	MIXED HOUSES	No of Dwellings:	537
Location:	GREAT YARMOUTH	Housing density:	36
Postcode:	NR31 9FT	Total Bedrooms:	1466
Main Location Type:	Edge of Town	Survey Date:	20/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1373

Site(60):	NF-03-A-39	Site area:	7.84 hect
Development Name:	MIXED HOUSES	No of Dwellings:	212
Location:	HOLT	Housing density:	32
Postcode:	NR25 6GA	Total Bedrooms:	570
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	490

Site(61):	NF-03-A-44	Site area:	5.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	NEAR NORWICH	Housing density:	30
Postcode:	NR10 3FP	Total Bedrooms:	390
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/09/22
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	302

Site(62):	NF-03-A-47	Site area:	13.05 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	300
Location:	AYLSHAM	Housing density:	28
Postcode:	NR11 6FN	Total Bedrooms:	956
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	723

Site(63):	NT-03-A-08	Site area:	1.61 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HUCKNALL	Housing density:	22
Postcode:	NG15 8JN	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	18/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	85

LIST OF SITES relevant to selection parameters (Cont.)

Site(64):	NY-03-A-14	Site area:	2.90 hect
Development Name:	DETACHED & BUNGALOWS	No of Dwellings:	45
Location:	RIPON	Housing density:	19
Postcode:	HG4 1EJ	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	18/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	166
Site(65):	SC-03-A-08	Site area:	46.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	790
Location:	HORLEY	Housing density:	31
Postcode:	RH6 8NT	Total Bedrooms:	2204
Main Location Type:	Edge of Town	Survey Date:	04/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	1740
Site(66):	SC-03-A-09	Site area:	13.48 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	136
Location:	CRANLEIGH	Housing density:	25
Postcode:	GU6 7FX	Total Bedrooms:	343
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	24/05/22
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	359
Site(67):	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
Site(68):	SC-03-A-11	Site area:	5.82 hect
Development Name:	MIXED HOUSES	No of Dwellings:	96
Location:	FARNHAM	Housing density:	25
Postcode:	GU9 0AX	Total Bedrooms:	272
Main Location Type:	Edge of Town	Survey Date:	14/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	252
Site(69):	SC-03-A-12	Site area:	9.38 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	252
Location:	GODALMING	Housing density:	32
Postcode:	GU7 2FL	Total Bedrooms:	691
Main Location Type:	Edge of Town	Survey Date:	12/06/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	560
Site(70):	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(71):	SM-03-A-02	Site area:	2.87 hect
Development Name:	MIXED HOUSES	No of Dwellings:	42
Location:	NEAR TAUNTON	Housing density:	27
Postcode:	TA3 5FG	Total Bedrooms:	160
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	142
Site(72):	SM-03-A-03	Site area:	2.65 hect
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	NEAR TAUNTON	Housing density:	42
Postcode:	TA3 5FB	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	118

LIST OF SITES relevant to selection parameters (Cont.)

Site(73):	ST-03-A-07	Site area:	9.00 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	248
Location:	STAFFORD	Housing density:	173
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	881

Site(74):	ST-03-A-08	Site area:	0.80 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	26
Location:	STAFFORD	Housing density:	37
Postcode:	ST17 4JS	Total Bedrooms:	90
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	89

Site(75):	WB-03-A-03	Site area:	3.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	108
Location:	READING	Housing density:	36
Postcode:	RG31 7ET	Total Bedrooms:	286
Main Location Type:	Edge of Town	Survey Date:	09/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	259

Site(76):	WK-03-A-04	Site area:	2.42 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	49
Location:	KENILWORTH	Housing density:	23
Postcode:	CV8 2TN	Total Bedrooms:	195
Main Location Type:	Edge of Town	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	137

Site(77):	WM-03-A-04	Site area:	1.10 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	39
Location:	COVENTRY	Housing density:	43
Postcode:	CV5 6DZ	Total Bedrooms:	111
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45

Site(78):	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(79):	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	180
Location:	ANGMERING	Housing density:	41
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	19/04/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	527

Site(80):	WS-03-A-11	Site area:	50.00 hect
Development Name:	MIXED HOUSES	No of Dwellings:	918
Location:	WEST HORSHAM	Housing density:	50
Postcode:	RH12 3LN	Total Bedrooms:	2865
Main Location Type:	Edge of Town	Survey Date:	02/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1894

Site(81):	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	43
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	20/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	284

LIST OF SITES relevant to selection parameters (Cont.)

Site(82):	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
Site(83):	WS-03-A-18	Site area:	5.46 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	156
Location:	HASSOCKS	Housing density:	
Postcode:	BN6 9NA	Total Bedrooms:	433
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	15/05/23
Sub-Location Type:	Village	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	328
Site(84):	WS-03-A-21	Site area:	32.93 hect
Development Name:	MIXED HOUSES	No of Dwellings:	480
Location:	BILLINGSHURST	Housing density:	31
Postcode:	RH14 9ZL	Total Bedrooms:	1378
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/23
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	1110
Site(85):	WS-03-A-22	Site area:	3.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	129
Location:	CHICHESTER	Housing density:	37
Postcode:	PO20 2LS	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	19/03/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	375
Site(86):	WS-03-A-23	Site area:	6.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	197
Location:	EAST GRINSTEAD	Housing density:	38
Postcode:	RH19 4LX	Total Bedrooms:	508
Main Location Type:	Edge of Town	Survey Date:	14/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	538
Site(87):	WS-03-A-24	Site area:	13.49 hect
Development Name:	MIXED HOUSES	No of Dwellings:	300
Location:	CHICHESTER	Housing density:	41
Postcode:	PO18 0GD	Total Bedrooms:	824
Main Location Type:	Edge of Town	Survey Date:	23/05/24
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	777
Site(88):	WS-03-A-25	Site area:	2.40 hect
Development Name:	PRIVATE HOUSES & FLATS	No of Dwellings:	65
Location:	WOODGATE	Housing density:	52
Postcode:	PO20 3SU	Total Bedrooms:	153
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	18/09/24
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	155

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
BO-03-A-01	COVID
BY-03-A-01	COVID
CA-03-A-07	COVID
GS-03-A-02	COVID
NF-03-A-21	COVID
NF-03-A-22	COVID
NM-03-A-02	COVID
NN-03-A-01	COVID
SE-03-A-01	COVID
SF-03-A-08	COVID

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
SF-03-A-10	COVID
WO-03-A-07	COVID
WS-03-A-13	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	88	151	0.071	88	151	0.286	88	151	0.357
08:00 - 09:00	88	151	0.145	88	151	0.365	88	151	0.510
09:00 - 10:00	88	151	0.129	88	151	0.158	88	151	0.287
10:00 - 11:00	88	151	0.112	88	151	0.136	88	151	0.248
11:00 - 12:00	88	151	0.121	88	151	0.128	88	151	0.249
12:00 - 13:00	88	151	0.142	88	151	0.135	88	151	0.277
13:00 - 14:00	88	151	0.141	88	151	0.138	88	151	0.279
14:00 - 15:00	88	151	0.146	88	151	0.168	88	151	0.314
15:00 - 16:00	88	151	0.249	88	151	0.161	88	151	0.410
16:00 - 17:00	88	151	0.256	88	151	0.153	88	151	0.409
17:00 - 18:00	88	151	0.324	88	151	0.150	88	151	0.474
18:00 - 19:00	88	151	0.270	88	151	0.137	88	151	0.407
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.199			2.188			4.387

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.*

Parameter summary

Trip rate parameter range selected:	8 - 1146 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	88
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
Surveys manually removed from selection:	14

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