Highways Technical Note

Site Allocation DPA17,

Land to the west of Marwick Close,

Bolney Road,

Ansty,

Mid Sussex

Client: V Thorne

Ref: 13389

Date: October 2024

Index

Schedule of Appendices

A Site Location – DPA17

B ATC Speed Survey

C CrashMap Outputs

D Visibility Splay Drawing

Issue	Issue date	Compiled	Checked	Authorised
1	October 2024	EP	LNS	LNS

1 Introduction

1.1 This Highways Technical Note has been prepared for V Thorne and residents in relation to a rebuttal against the proposed land allocated for housing within the Mid Sussex District Plan (Regulation 19), known as DPA17: Land to the west of Marwick Close, Bolney Road, Ansty.

1.2 GTA Civils and Transport has prepared this Highways technical Note in conjunction with the above, and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.3 Specifically, this report has been prepared to investigate and advise on the suitability of this land for development from a highways perspective and the potential impact on the existing local highway network.

1.4 The report concludes the following:

- The visibility at the junction of Upton Drive / Bolney Road is restricted, with vehicle speeds in both directions higher than the posted 30mph speed limit, therefore exceeding MfS1 requirements for visibility for a 30mph road. As the speeds westbound exceed 37mph, this exceeds Manual for Streets design speeds and therefore DMRB standards for visibility should be applied, which are more appropriate to the road type and speed of traffic. The required visibility in line with the 85th% actual recorded speeds is 2.4m x 87m to the east (36.1mph) and 2.4m x 96m to the west (38.3mph) which cannot be achieved due to hedgerows and vegetation encroaching onto the visibility splays.
- The site is poorly located for sustainable modes of transport. There is one irregular bus service within Ansty that runs 4 services per day, excluding weekends. The nearest station is Haywards Heath at 5.2km to the east, exceeding recommended IHT cycling distances. Residents of the proposed development will therefore be heavily reliant on the private car, contrary to MSDC policies DPS1: Climate Change and DPT3: Active Travel.
- There are no existing footways fronting the site. There are existing narrow footways on the opposite side of the A272 which are not appropriate for all users and are not wide enough to be mobility compliant. Safety of users of the footway is impeded due to high vehicle speeds along this stretch of the A272 (36.1mph to the east and 38.3mph to the west).
- Access is proposed via Upton Drive / Marwick Close from the A272 which are shared surface roads. These residential streets are intended for use by the small existing residential housing estate which comprises 15 dwellings via a shared surface road and therefore has no dedicated pedestrian footways. An additional 45 dwellings using these residential roads would create safety concerns without dedicated pedestrian and cyclist infrastructure, especially when considering mobility needs. The Disabled Persons Transport Advisory Committee (DPTAC) has gathered evidence that has since been published on the Government website that criticises shared surface roads and guidance such as LTN 1/11, that is in need of an urgent revision. The CIHT report, 'Creating Better Streets' (2017) was largely written to replace LTN 1/11, however,

the report recognises the lack of evidence on, and evaluation of, existing shared space schemes. The report therefore recommends further evidence-gathering, falling short of providing any recommendations on shared surface schemes.

1.5 The above issues conclude that the proposed site for housing, DPA17: Land to the west of Marwick Close, Bolney Road, Ansty, is therefore not suitable for development from a highway's perspective.

Policy Context

1.6 This Highways Technical Note has been written in accordance with the following policy frameworks:

- 2023 National Planning Policy Framework (NPPF);
- 2014 National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- West Sussex County Council Local Transport Plan 2022-2036;
- Mid Sussex District Plan (2021-2039, Regulation 19, December 2023).

2 Existing Situation

Site Details – Land Classified as DPA17

2.1 The existing site is a parcel of land located to the west of Marwick Close / Bolney Road (A272). The site is currently used for agricultural purposes / grazing land and falls outside the jurisdiction of the Built-Up Area Boundary. The site has been allocated for housing purposes, with up to 45 dwellings to be accommodated within this parcel of land, please refer to page 201-202 of the Mid Sussex District Plan (2021-2039, Regulation 19, December 2023), see **Appendix A**. The site comprises an area of 1.5ha.

2.2 The site is viewed to be integrated with neighbouring parcel of land 'DPA16', 'Land west of North Cottages and Challoners, Cuckfield Road, Ansty', which comprises an area of 1.3ha for 30 houses, with access from Cuckfield Road. These sites are proposed to be linked by providing pedestrian and cycling connections and green infrastructure connectivity.

2.3 The proposed allocated site DPA17 and red line boundary is shown below in **Figure 2.1**. The site within vicinity of the surrounding road network and Ansty is shown below in **Figure 2.2**.

Figure 2.1 – Allocated Site Boundary – DPA17

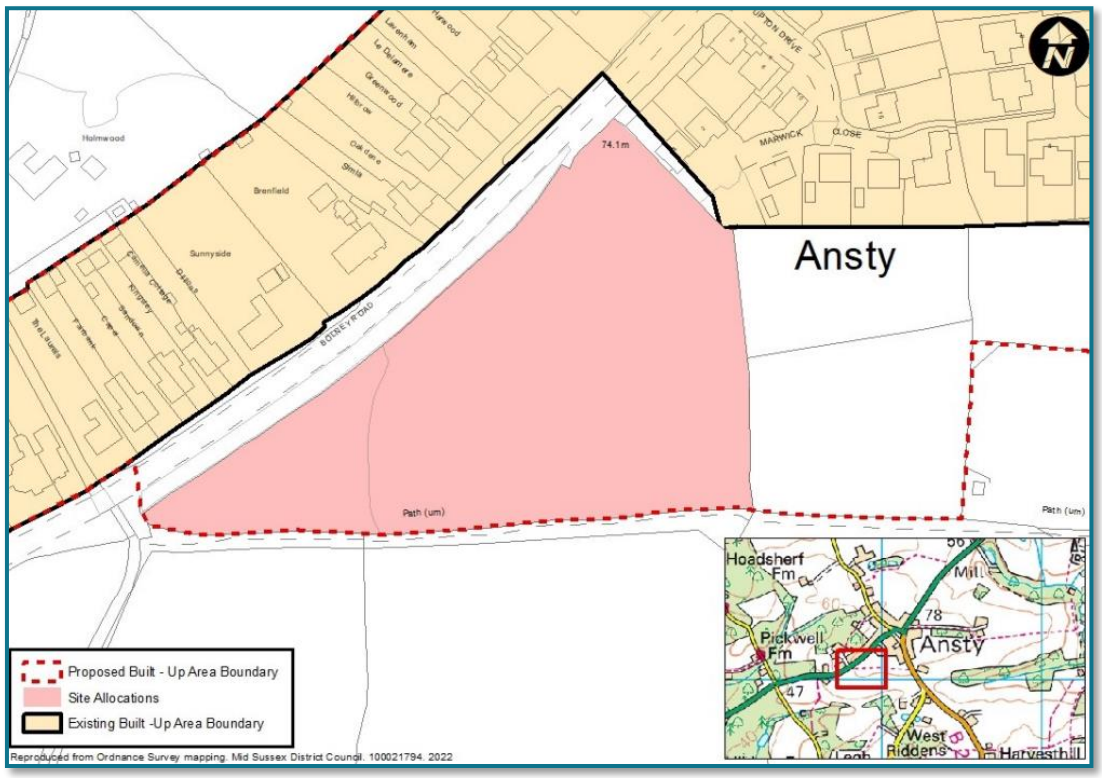


Figure 2.2 – Aerial View of the Site Location in proximity to Ansty

2.4 The land is fronted by the A272 directly which leads into Ansty to the north-east of the site before continuing north towards Cuckfield or north-east towards Haywards Heath. To the south-west, the A272 continues towards Bolney and the A23 junction.

2.5 The site is located opposite a row of houses fronting the A272, but beyond that is rural fields and areas of woodland.

2.6 The site is located in a rural area of Mid Sussex. The posted speed limit within vicinity of the site is subject to 30mph indicated by road signs and roundels on the carriageway. There is no streetlighting present surrounding the site or on approach to the site. There is a very narrow pedestrian footway on the opposite side of the carriageway, estimated 1.2m in width that has fallen into disrepair with encroachment of leaves, undergrowth and branches and is clearly poorly maintained and not well utilised. There is no pedestrian footway link from the site to the nearby bus stops located 300m from the site for westbound services and 370m for eastbound services, nor any safe crossing points or dropped kerbs to cross the A272 in order to access the existing footway.

2.7 There is a pedestrian public right of way (footpath 70CR) that runs along the southern perimeter of the proposed allocated sites DPA16 and DPA17 running from Bolney Road (A272) to Cuckfield Road

(B2036). This is rural in nature and whilst in principle provides good connection links between the two main roads, it is not suitable for use throughout all weathers as it is nor properly paved or lit and is not mobility compliant. Significant upgrades are required for substantial use of this footway.

Access Arrangements into DPA17

2.8 Proposed access into the site is from Upton Drive and Marwick Close which are existing residential roads serving a maximum of 15 dwellings. These roads are shared surface and do not have dedicated pedestrian footways. The residential roads are not designed to serve up to 60 dwellings.

2.9 The existing visibility from the access with Upton Drive / A272 is restricted in either direction due to the geometry of the road. A recent site visit in October 2024 demonstrates the driver visibility when sitting in a vehicle at the junction of Upton drive / A272, see **Figure 2.3** below (eastbound visibility) and **Figure 2.4** (westbound visibility).

Figure 2.3 – Eastbound visibility from Upton Drive / A272

Figure 2.4 – Westbound visibility from Upton Drive / A272

2.10 Traffic speeds along this road are high, exceeding the posted 30mph speed limit with the recorded 85th% speeds measuring 36.1mph eastbound and 38.3mph westbound, see the results of the ATC below.

2.11 Congestion is an issue along this road on approach to the mini roundabout which allows access north along the A272 towards Cuckfield, Haywards Heath, Balcombe and Crawley or south along the B2036 which provides direct access into Burgess Hill. The ATC demonstrates this with significant traffic counts along this road eastbound towards the mini roundabout, measuring 6136 vehicles within a daily total on average, or 255 per hour over a 24hr period. When travelling westbound towards Bolney and the A23 junction or continuing along the A272 into Cowfold, the average daily total of traffic equates to 6838 vehicles, or 284 vehicles per hour over a 24hr period. This is also a very busy route for commuters and creates issues of speeding as vehicles accelerate after leaving the mini roundabout junction.

Local Highway Network

2.12 The site fronts the A272 directly. The A272 is a busy, significant A-road that passes through Hampshire and Sussex over 138km. It provides access to primary destinations such as Petersfield, Uckfield and Winchester but within vicinity of the site provides access to the A23 approximately

2.4km to the south-west and provides access towards Haywards Heath town to the east by approximately 3.4km.

2.13 Approximately 280m to the north-east of the site, the A272 meets a mini roundabout junction in Ansty. As stated above, this mini roundabout is a busy junction that has queues backing up along the A272 and B2036 during peak hours at existing due to the large amount of traffic using these roads for commuting purposes. The mini roundabout provides access to Deak's Lane which leads north towards Slough's Green as well as the B2036 which leads south-east towards Burgess Hill town centre. The B2036 is a local north-south B-road that runs parallel to the A23. It provides access from Horley (Surrey) to Burgess Hill via Crawley over 28km.

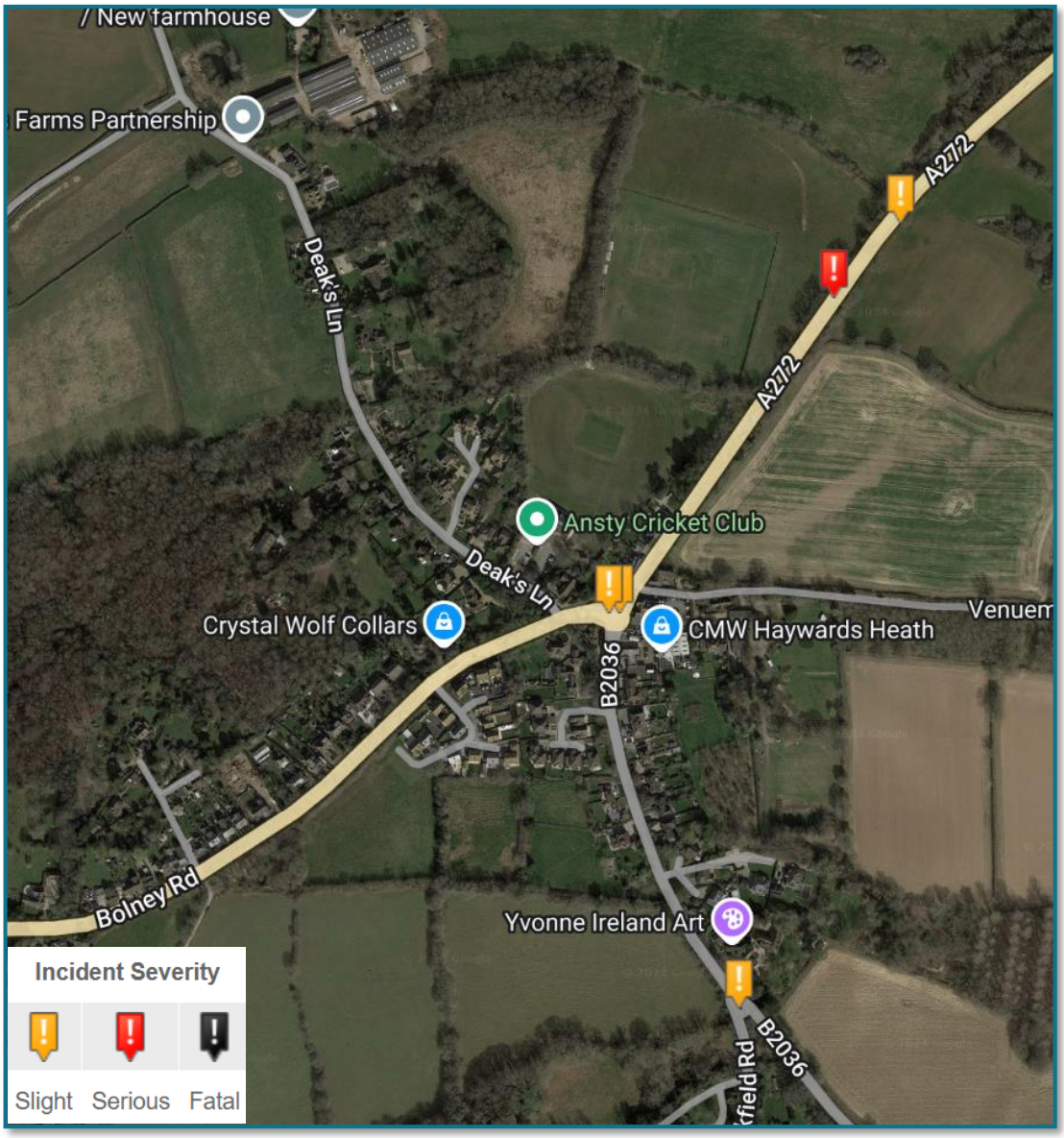
2.14 The site is positioned in a location that relies heavily upon the significant A-roads and B-roads fronting the site, that are used for commuting routes as well as main roads towards Burgess Hill and Haywards Heath that are served by the nearby A23 junction. Therefore, traffic speeds and flows along this road are resultantly higher than the posted speed limit and thus unsafe for pedestrian and cyclist use.

Accident Data

2.15 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

2.16 Accident records along within 500m of the site have been examined, including the A272, B2036 and mini roundabout junction in Ansty village for a 5-year period between 2018 and 2022. Within this period, there have been 5 accidents recorded within 500m of the site location, please see **Figure 2.5** below. A detailed review of the accidents has been undertaken to ascertain the causation of the crash.

Figure 2.5 PIA Data within a 500m extent of the existing site access in either direction



Source: Crashmaps.co.uk

Table 2.1 PIA Data within a 500m extent of the site

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
27/08/2019	Slight	Mini roundabout, Ansty village	2	1
24/05/2019	Slight	Mini roundabout, Ansty village	3	2
09/06/2021	Serious	A272 400m north of site	2	2
08/02/2019	Slight	A272, 500m north of site	1	1
12/12/2018	Slight	Cuckfield Road / B2036 junction	2	2

2.17 The detailed summary of the accidents is as follows:

- 27/08/2019 – This crash occurred within the hours of darkness with no streetlighting present. It involved V1 turning left colliding with V2 proceeding straight on, resulting in a front/nearside collision. This can be deemed as driver error when utilising the mini roundabout.
- 24/05/2019 – This crash occurred due to V1 proceeding ahead on the carriageway, V2 turning right and V3 not being impacted. V1 and V2 resulted in an offside/front collision. This can be deemed as driver error when utilising the mini roundabout.
- 09/06/2021 – This crash was a result of a front/back collision with two cyclists. The cyclists were proceeding down an incline on a hill. It can be deemed that this was an error due to failure to brake, or similar circumstances.
- 08/02/2019 – This crash occurred at early hours of the morning during darkness and wet weather. This crash was 1 vehicle that hit a tree off the carriageway and can be deemed as driver error and resultant of weather impacts.
- 12/12/2018 – This crash was resultant of a front/back collision between V1 turning left and V2 waiting to turn left. This can be deemed as driver error.

2.18 In summary, the level of recorded crashes within a 500m vicinity of the site is low, with 1 crash involving a cyclist. Nonetheless, the potential 45 dwellings proposed in DPA17 could impact the number of recorded accidents within this area due to residents being reliant on cars in an already congested area with high recorded speeds.

2.19 Detailed CrashMap reports can be viewed in **Appendix C**.

Automatic Traffic Count

2.20 An Automatic Traffic Count Speed Survey (ATC) was conducted both north-east and south-west of the access to determine speeds of vehicles at the 85th percentile, travelling along Bolney Road (A272) surrounding the site access. The ATC was carried out for 7 days between 03/10/2024 to 09/10/2024. The weather conditions for the week were mostly cloudy and dry.

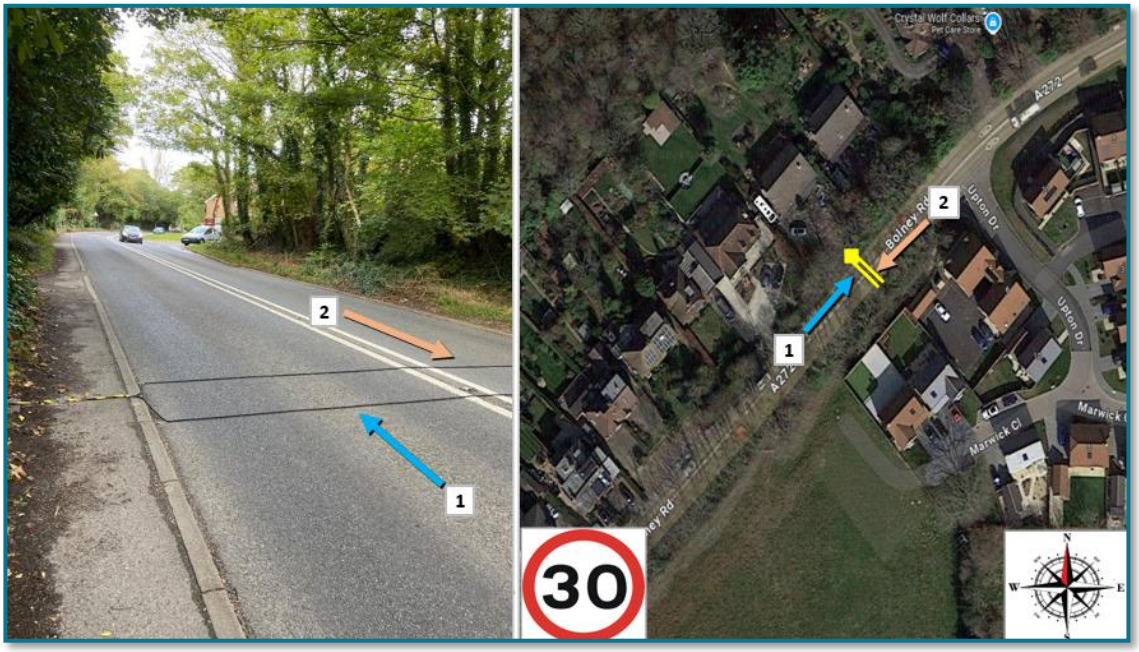
2.21 The average speeds at the 85th percentile for both counts is demonstrated in **Table 2.2** below. Full outputs of the speed surveys can be seen in **Appendix B**.

Table 2.2: Speed Survey Results

	85th percentile speed travelling north-east bound (7-day survey)	85th percentile speed travelling south-west bound (7-days survey)
A272 Bolney Road	36.1 mph	38.3 mph

2.22 The locations of the speed surveys are shown below in **Figure 2.6.**

Figure 2.6 – Location of Automatic Traffic Count on Bolney Road (A272) fronting the site



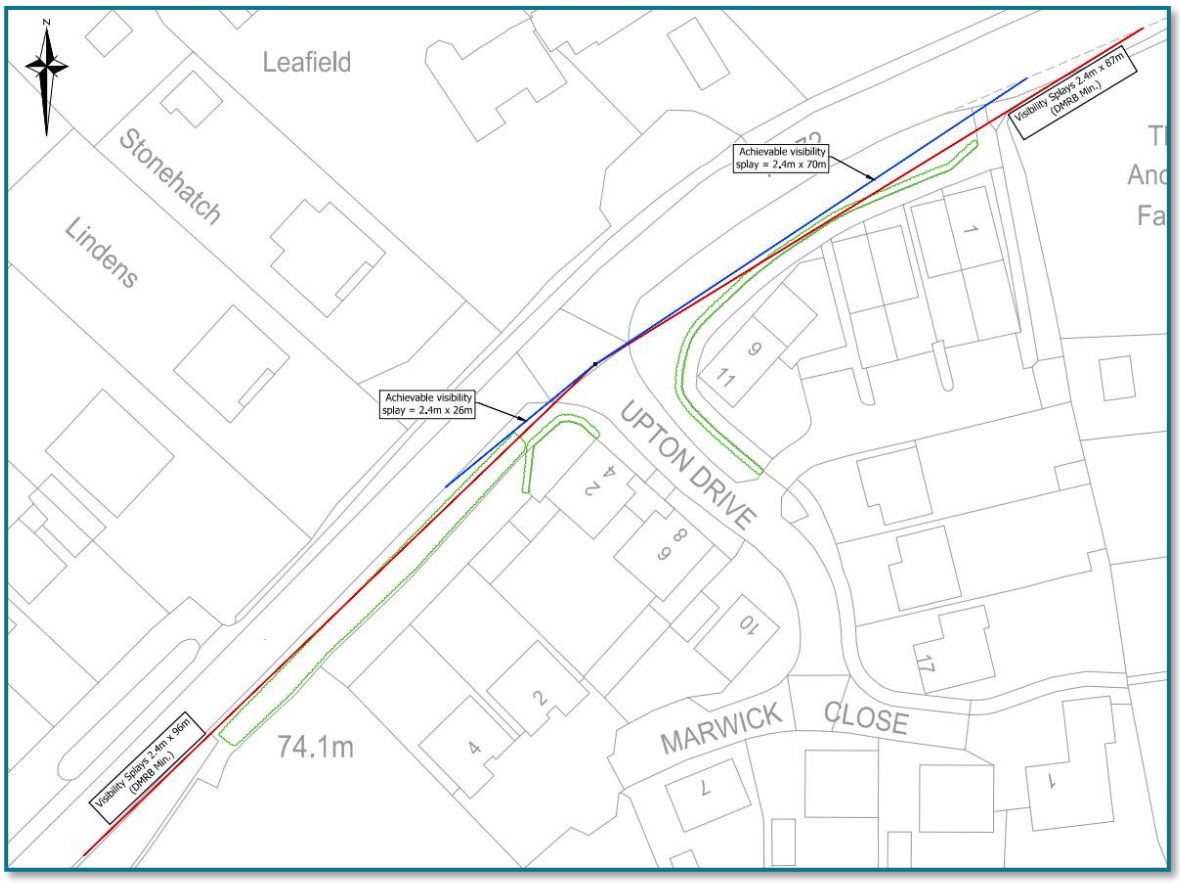
2.23 As the recorded speed survey results show from the 85th percentile figure, the actual speeds of vehicles travelling along Bolney Road are higher than the posted national speed limit of 30mph for that stretch of road.

2.24 Therefore, the visibility splay requirements are in excess of what is required for a 30mph road and therefore exceed Manual for Streets design speeds which cater for speeds up to 37mph. When speeds are in excess of 37mph, DMRB standards should therefore be applied. Therefore, in accordance with DMRB standards, the required visibility splays based on the recorded 85th% speeds are therefore:

- 36.1mph – 2.4m x 87m to the east;
- 38.3mph – 2.4m x 96m to the west.

2.25 This visibility is not achievable from the site access, making the access into Upton drive unsafe. There are existing hedgerows in place fronting the A272 which impede visibility. The achievable splays that do not encroach into third party land and avoid the hedgerows in place are 2.4m x 70m to the east and 2.4m x 26m to the west which are significantly below the visibility splay requirements for the recorded traffic speeds, please refer to **Figure 2.7** below for viewing purposes. The drawing can be viewed in detail in **Appendix D**.

Figure 2.7 – Visibility splays not achievable from Upton Drive / A272 access point



3 Modal Choices and Sustainability Summary

Bus Services

3.1 The nearest bus stops to the site are 'Ansty Cross', located along the A272. There is no pedestrian footway link from the site to the nearby bus stops located 300m from the site for westbound services and 370m for eastbound services, nor any safe crossing points or dropped kerbs to cross the A272 in order to access the existing footway.

3.2 Ansty Cross bus stops are served by bus service 89, operated by Compass Travel and STP2, operated by Sussex Coaches.

3.3 The frequency of bus services from these stops can be seen in **Table 3.1**.

Table 3.1 – Local Bus Services

Service No.	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
89 – Compass Travel	Horsham – Warninglid – Ansty – Cuckfield – Haywards Heath	Mondays, Wednesdays, Fridays only – 4 services	N/A	N/A
STP2 – Sussex Coaches	Cowfold – Bolney – Haywards Heath – Burgess Hill	1 return service	N/A	N/A

3.4 The above table shows that there is a low amount of bus services available for residents, with bus service 89 only running 4 return services on Monday, Wednesday and Friday and Sussex Coaches running 1 return bus service every day, except weekends. Therefore, residents are likely to be highly reliant on the private car for daily journeys.

Rail

3.5 The nearest railway station is Haywards Heath Station, located approximately 5.5km east of the site. This journey exceeds the NPPF recommended cycle distance of 5km and would take approximately 20-minutes by cycling (15.5km/h in accordance with IHT guidelines). The station is accessible via bus service 89 within an 11-minute bus journey but this journey is only available 4 times a day, 3 days per week.

3.6 There are 312 cycle parking spaces inside the station car park and on Market Place, covered by CCTV. There are 1069 parking spaces, including 12 accessible spaces. Haywards Heath Station is operated by Southern rail although Gatwick Express and ThamesLink Services also pass through

this station. It provides regular services to Bedford via London Bridge, Brighton, London Victoria via Gatwick Airport, Cambridge, Littlehampton via Hove and Worthing and Eastbourne.

Walking and Cycling

3.7 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

3.8 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

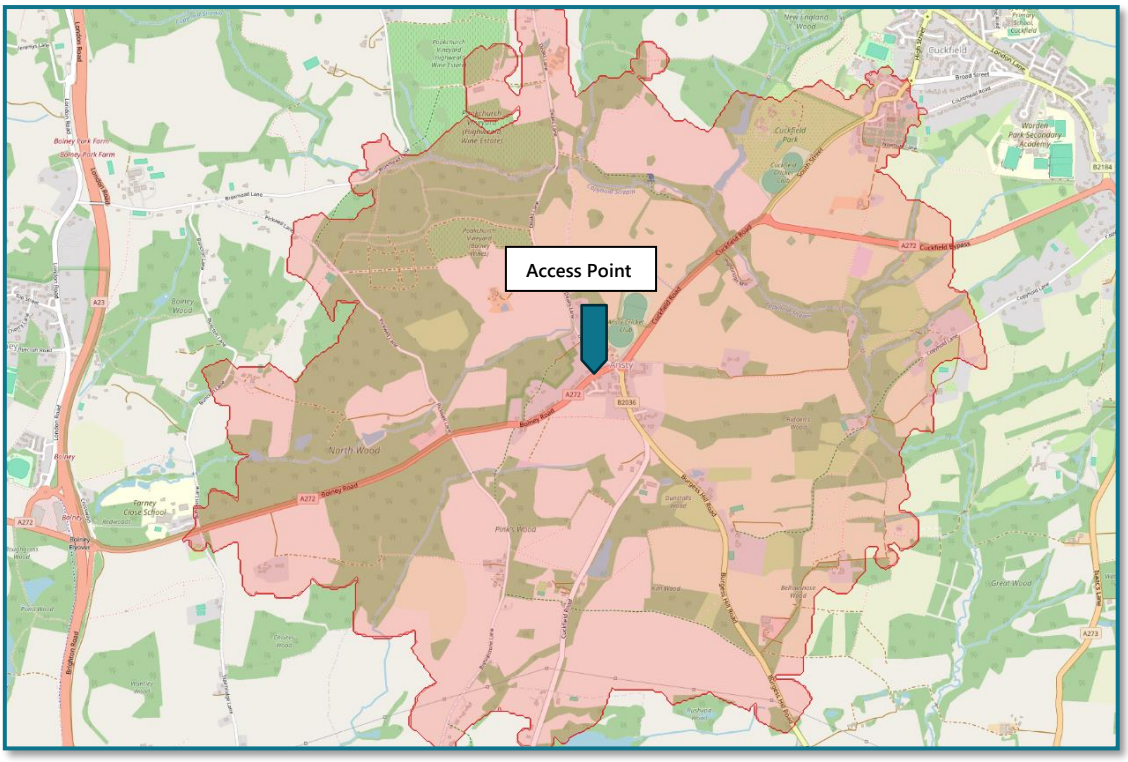
- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)
- "Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Paragraph 77).

3.9 The site is within a rural area of Mid Sussex with very limited opportunities for walking and cycling due to the lack of feasible footways and crossing points, no street lighting available and roads with high traffic speeds and hilly topography that make cycling unsafe and difficult to do for most. There are very few facilities within a 2km distance from the site, meaning that residents would be highly dependent on private vehicles to access most daily services and facilities. The following facilities are accessible within 2km of the site:

- SPAR Convenience Store (within Shell Petrol Station) – 350m east (5-minute walk time)
- Outer area of Cuckfield – 25-minute walk time (25-minute walk time with no footway provision along the majority of the A272 making this a very unsafe journey).

3.10 The isochrone map below in **Figure 3.1** depicts a 2km walking extent from the site access point at IHT recommended walking time of 1.4m/s. The below map indicates that the site is not located within a sustainable area as very few valuable facilities are located within a 2km walking distance, with minimal infrastructure to support active travel as stated above.

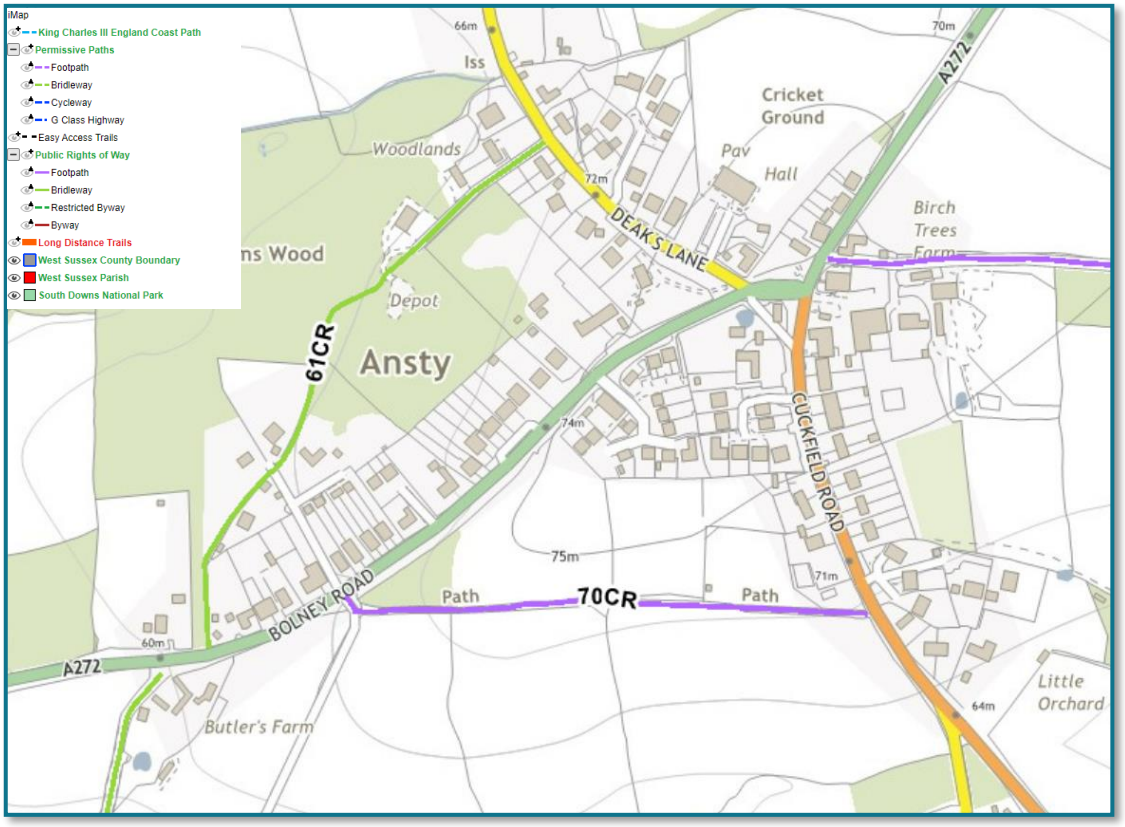
Figure 3.1 – 2km Walking Distance (25-minute walk time from access)



3.11 The outer areas of Burgess Hill and Haywards Heath are accessible within 5km. However, due to limited public transport services and limited opportunities for cycling, it is unreasonable to expect residents to utilise a cycle to carry their weekly shopping or to cycle 20+ minutes to access essential services. Therefore, as above, the private car will likely be heavily used for this site, demonstrating unless significant improvements are made to public transport as well as traffic calming measures, the site is not well placed sustainably.

3.12 There are two main PRoWs within vicinity of the site, see **Figure 3.2** below. PRoW FP 70CR runs along the horizontal boundary of the site DPA17 and DPA16 (adjacent neighbouring site). BW 60CR runs north-east from Bolney Road to Deaks Lane. Both of these routes are rural in nature, as expected for the location and would require significant resurfacing and lighting improvements in order to make this route accessible for all users.

Figure 3.2 PRoW Network within the vicinity of the site



3.13 In conclusion, the site is poorly located to be accessible via active and sustainable modes of transport. The site is located within a rural location with very limited bus services, limited essential services and amenities nearby and local towns located over 5km away, reducing the potential for cycling. On an already congested highway network that is used for commuting and a main link road between towns, any resident living here would be wholly dependant on the private car for access to daily services and amenities and therefore could likely impact the surrounding local road network.

4 Rebuttal against DPA17 Site Allocation

4.1 DPA17: Land to the west of Marwick Close, Bolney Road, Ansty has been allocated for housing land for up to 45 dwellings within the Mid Sussex District Plan (Regulation 19). The access is proposed from Upton Drive / Marwick Close from the A272 with proposed pedestrian/cyclist infrastructure links to the site abutting to the east, 'DPA16', 'Land west of North Cottages and Challoners, Cuckfield Road, Ansty', which comprises an area of 1.3ha for 30 houses, with access from Cuckfield Road.

4.2 The following points demonstrate why this allocated land is not suitable for development from a highways perspective and proposes that this land allocation is removed from the Mid Sussex District Plan for consideration.

Visibility Splays

4.3 As stated above, the visibility from the Upton Drive / Bolney Road junction is inadequate with the required visibility splays not achievable.

4.4 An Automatic Traffic Count Speed Survey (ATC) was conducted both north-east bound and south-west bound of the access to determine speeds of vehicles at the 85th percentile, travelling along Guildford Road surrounding the site access. The ATC was carried out for 7 days between 03/10/2024 to 09/10/2024. The weather conditions for the week were mostly cloudy and dry.

4.5 As the recorded speed survey results show from the 85th percentile figure, the actual speeds of vehicles travelling along Bolney Road (A272) are significantly higher than the posted speed limit of 30mph for that stretch of road. Traffic is known for accelerating away from the mini roundabouts west of the site access to escape the build up of traffic on approach to the junction, and vehicles are known for accelerating up the A272 hill on approach to the mini roundabout junction which is then met with traffic and queues often forming along the road whilst traffic waits to move.

4.6 The visibility at the junction of Upton Drive / Bolney Road is restricted, with vehicle speeds in both directions higher than the posted 30mph speed limit, therefore exceeding MfS1 requirements for visibility for a 30mph road. DMRB visibility splay standards are therefore applicable along this road type in this instance. The required visibility in line with the 85th% actual recorded speeds is as follows:

- 36.1mph – 2.4m x 87m to the east;
- 38.3mph – 2.4m x 96m to the west.

4.7 This visibility cannot be achieved from the proposed access point, as shown in **Appendix B** which shows the splays that are not achievable due to the alignment and geometry of the carriageway as

well as existing hedgerow and vegetation that impede the splays. The required splays and are only achievable by encroaching into third party land. Visibility splays of 2.4m x 70m to the east are achievable, as well as 2.4m x 26m to the west, which fall significantly below the required stopping sight distance in line with the 85th% recorded speeds. This road is therefore unsafe and not conducive for supporting an additional 45 dwellings from this access point.

4.8 The visibility splay requirements can be seen in **Table 4.1** below.

Table 4.1 Visibility Splay Requirement Table

Speed (mph)	Speed (kph)	Speed (m/s)	DMRB - Desirable min. SSD (2secs reaction time + 0.25g braking force)	DMRB - Absolute min. SSD (2secs reaction time + 0.375g braking force)	MfS2 - min. SSD (1.5secs reaction time + 0.375g braking force) - applicable to buses and HGVs (see Note 4 below)	MfS1/2 - min. SSD (1.5secs reaction time + 0.45g braking force) - applicable to light vehs (see Notes 3 & 4 below)
36.1	58.08	16.13	87.74	70.05	61.98	56.09
38.3	61.62	17.12	96.38	76.46	67.90	61.27

Note 1 On gradients, MfS1 suggests a 10% gradient will increase / decrease the rate of 'g' by around 0.1

Note 2 All above SSD calculations include an additional 2.4m as per MfS2 recommendation (para 10.2.5) to allow for the distance between the driver and the front of the vehicle.
Note 3 MfS1 used these values for all vehicles. MfS2 uses different values for light vehicles and buses / HGVs subject to Note 4 below.
Note 4 MfS2 states (para 10.1.8)
"As a guide, it is suggested that bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow, subject to consideration of local circumstances."

Poor Site Sustainability

4.9 As stated above, the site is poorly located for sustainable modes of transport. Ansty is a rural village within West Sussex and is not supported by a reliable public transport system. The nearby bus stops are served by one irregular bus service that runs 4 services per day, excluding weekends which is not a viable alternative to the private car and will not encourage people to reduce their use of private vehicles.

4.10 The nearest station is Haywards Heath at 5.2km to the east. This distance exceeds the recommended IHT cycling distances of 5km which again requires residents to travel excessive distances for sustainable modes or rely on a private vehicle in order to access these modes. The station is served by bus 89, but with this bus service only providing 4 return services per day, it is unlikely that this will be viable for those wishing to commute from Haywards Heath station. The first bus service runs

from 08.25am, which is too late for those wishing to commute to wider areas within Sussex or towards London.

4.11 Therefore, it is likely that residents of the proposed development will therefore be heavily reliant on the private car, contrary to MSDC policies DPS1: Climate Change and DPT3: Active Travel.

Lack of Active Travel Infrastructure

4.12 There are no existing footways fronting the site on the western side of the carriageway. There are existing narrow footways on the opposite side of the A272 which are not appropriate for all users and are not wide enough to be mobility compliant as they measure approximately 1.2m in width and are heavily overgrown with vegetation and undergrowth due to the limited use of the footway.

4.13 Safety of footway users is also impeded due to high vehicle speeds along this stretch of the A272 (36.1mph to the east and 38.3mph to the west) making it difficult to safely cross the road. There is also a lack of dropped kerbs and tactile paving as well as no considerations for cyclists along the road, impacting modal choice and further discouraging use of active travel, also contrary to MSDC policy DPT3: Active Travel.

Uncompliant Shared Surface Access from Upton Drive / Marwick Close

4.14 Access to the parcel of land is proposed via Upton Drive / Marwick Close from the A272 which is a shared surface road. These residential streets are intended for use by the small existing residential housing estate which comprises 15 dwellings via a shared surface road and therefore has no dedicated pedestrian footways. An additional 45 dwellings using these residential roads would be unsafe without dedicated pedestrian and cyclist infrastructure, especially when considering mobility needs. The Disabled Persons Transport Advisory Committee (DPTAC) has gathered evidence that has since been published on the Government website that criticises shared surface roads and guidance such as LTN 1/11, that is in need of an urgent revision. The CIHT report, 'Creating Better Streets' (2017) was largely written to replace LTN 1/11, however, the report recognises the lack of evidence on, and evaluation of, existing shared space schemes. The report therefore recommends further evidence-gathering, falling short of providing any recommendations on shared surface schemes. It is therefore deemed unsafe that an additional 45 dwellings are proposed to utilise these roads as the main access in/out of the development parcel without a thorough assessment on the safety considerations of this.

4.15 Moreover, the Mid Sussex design Guide (SPD – 2020), states on page 64 that: *"Within larger developments a clear street hierarchy should be promoted with the principal vehicular routes integrated within the structure of development as main streets or boulevards [...] with appropriate pavement widths and maximum design speeds of 20mph."* Therefore, the built development at

existing, proposed to link to an additional 45 dwellings is clearly not compatible for the existing street network.

5 Conclusion

5.1 This Highways technical Note has summarised the reasons for a rebuttal against the proposed land allocated for housing within the Mid Sussex District Plan (Regulation 19), known as DPA17: Land to the west of Marwick Close, Bolney Road, Ansty.

5.2 This report has summarised that there are the following 4 main issues as to why the land is not appropriate for housing development:

- Inadequate visibility splays from the Upton Drive / A272 junction, determined by actual recorded 85th% speeds which exceed the posted 30mph speed limit significantly;
- Poor site sustainability, limited modal choices and lack of essential infrastructure and services within walking or cycling distance;
- Lack of active travel infrastructure, including no footway fronting the site and unsafe pedestrian footways opposite the site with no safe crossing points or links to the existing housing in place;
- Uncompliant shared surface access along Upton Drive that is not compatible for a further 45 houses.

5.3 The above points have been summarised in detail within this report and conclude that the proposed site DPA17 is not suitable for residential development from a highways perspective and should be removed from the Mid Sussex Local Plan for consideration as a site for development.

- End of Report –

Appendix A

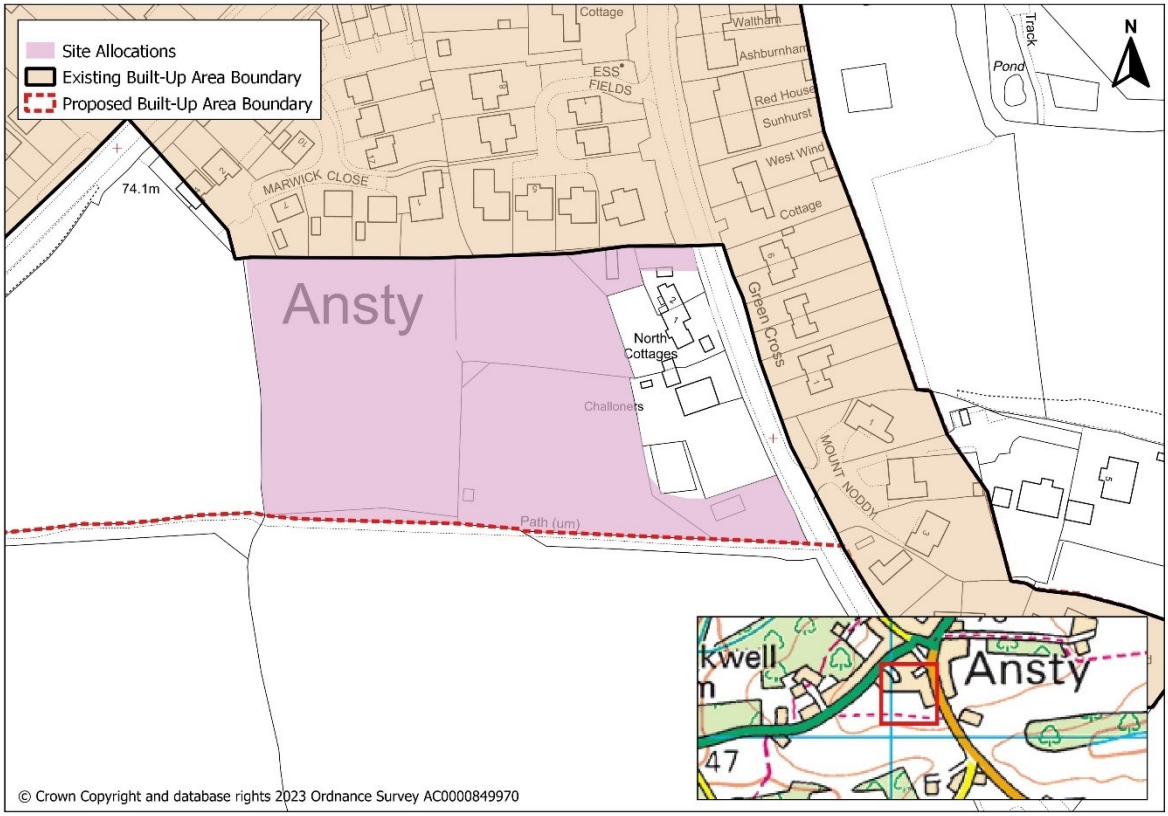
Site Location – DPA17

Policy Requirements
i. Address any impacts associated with ancient woodland in the south east corner of the site. ii. Create new pedestrian links to existing PROW network iii. Provide suitable vehicular, pedestrian and cycle access from Ham Lane. iv. Provide good acoustic design to address noise impacts associated with adjacent industrial workshops. v. Investigate, assess and address any land contamination issues arising from former uses of the site or from uses, or former uses, of land in proximity to the site. vi. Address any impacts associated with the Building Stone (Cuckfield and Ardingly) Minerals Consultation Area and the CDE Waste and Aggregate Recycling facility consultation area. vii. It meets the requirements of other relevant development plan policies.

DPA16: Land west of North Cottages and Challoners, Cuckfield Road, Ansty

Note: the boundary shown on the site map below represents the extent of the site inclusive of all built development and any mitigation requirements (e.g. landscape buffers or open space) listed within the policy requirements.

Allocation	Housing		
SHELAA:	1148	**Settlement:**	Ansty
Gross Site Area (ha):	1.3	**Number of Dwellings:**	30
Infrastructure	On-site: • Natural, semi-natural and amenity green space Financial contributions towards the provision of: • Sustainable Transport • Improvements at Haywards Heath Station • Education • Library • Community buildings • Local Community Infrastructure • Health • Play area • Other outdoor provision • Outdoor sports • Parks and Gardens Provision of: • Sustainable Transport measures • Highway works		



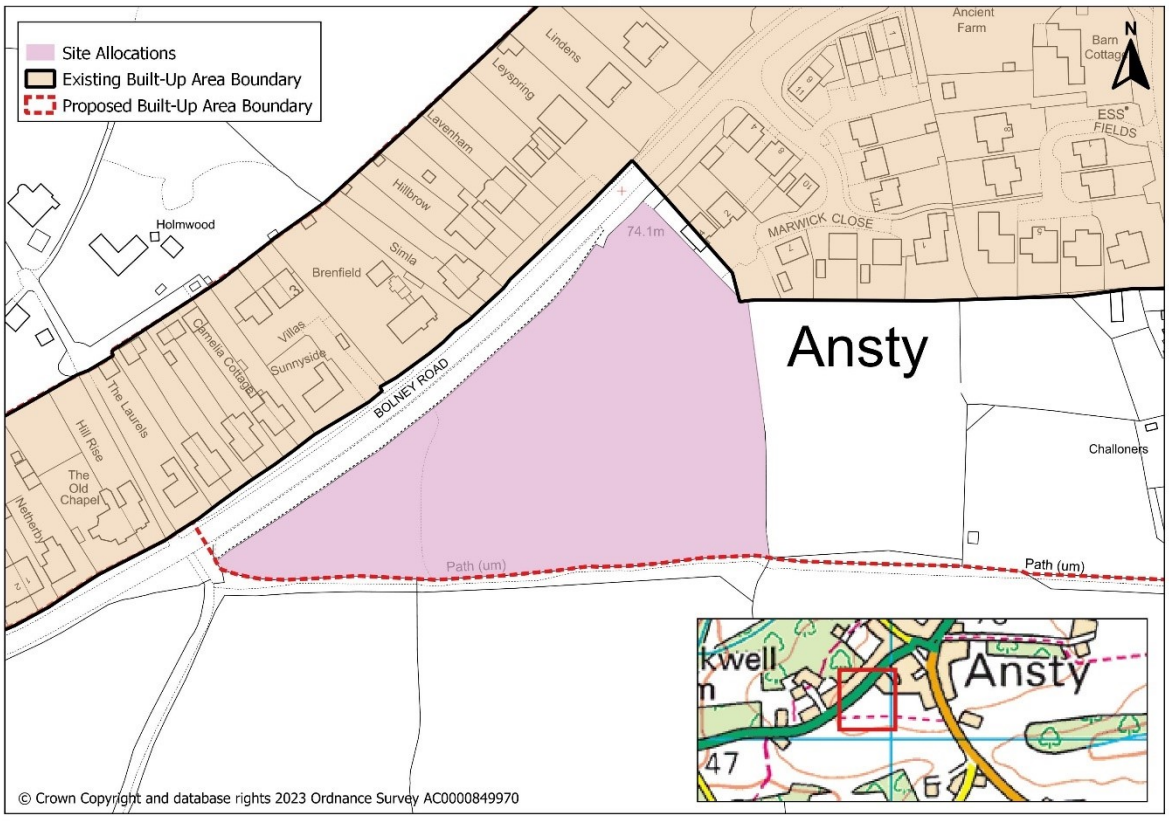
Policy Requirements

i. Provide suitable access from Cuckfield Road.
ii. Retain and provide an appropriate buffer to the mature English oak tree in the centre of the site unless it can be demonstrated and justified through survey and assessment evidence that the tree needs to be removed.
iii. Particular attention should be given to trees and hedgerows on the southern boundary adjacent to the PROW.
iv. Maintain the rural character of the PROW on the southern boundary of the site.
v. The layout of the site should take into account the location of the trees and allow for their future retention and to prevent overshadowing into private gardens.
vi. The design and layout of the site should reflect a transition from the built environment to the rural countryside.
vii. The design and layout of the site should reflect the rural character of the settlement and avoid being urban or suburban in character.
viii. Integrate development with the site to the west (DPA17) by providing pedestrian and cycling connections and green infrastructure connectivity.
ix. The layout of the site needs to take into account the location of existing water and sewerage infrastructure to allow for maintenance and future upgrades.
x. It meets the requirements of other relevant development plan policies.

DPA17: Land to the west of Marwick Close, Bolney Road, Ansty

Note: the boundary shown on the site map below represents the extent of the site inclusive of all built development and any mitigation requirements (e.g. landscape buffers or open space) listed within the policy requirements.

Allocation	Housing		
SHELAA:	784	**Settlement:**	Ansty
Gross Site Area (ha):	1.5	**Number of Dwellings:**	45
Infrastructure	On-site: • Natural, semi-natural and amenity green space Financial contributions towards the provision of: • Sustainable Transport • Improvements at Haywards Heath Station • Education • Library • Community buildings • Local Community Infrastructure • Health • Play area • Other outdoor provision • Outdoor sports • Parks and Gardens Provision of: • Sustainable Transport measures • Highway works		



Appendix B

ATC Speed Survey

Traffic Watch (UK) Ltd
Phone: 01689 824292

AUTOMATIC TRAFFIC COUNT REPORT

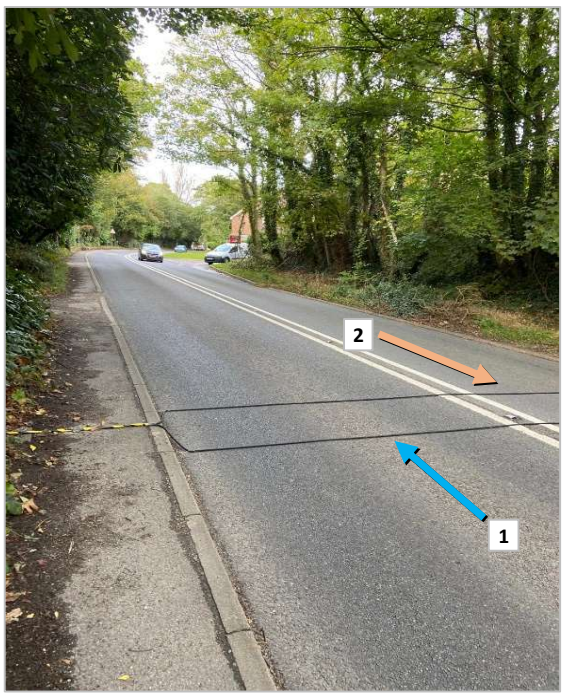
Report Id: TWTW1-021024

SITE LOCATION: Bolney Road, Haywards Heath
Coordinates (50.993783, -0.163926)

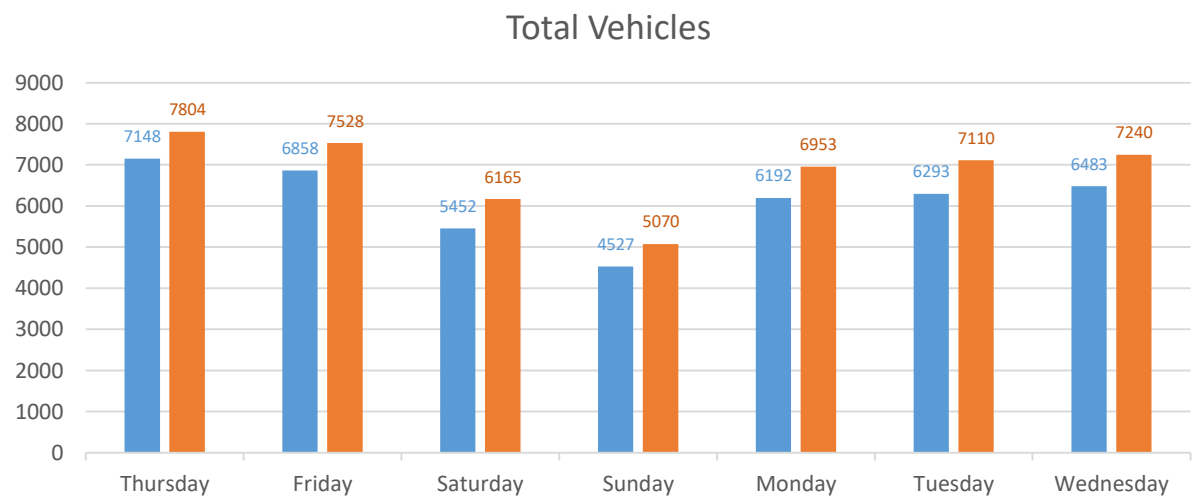
Client: GTA Civils

DATE: Thursday 3rd October - Wednesday 9th October 2024

Requester: Lawrence Stringer



			Direction 1			Direction 2		
		Summary	East Bound			West Bound		
			Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed
Day 1	Thursday	03/10/2024	7148	29.2	35.5	7804	33.3	37.9
Day 2	Friday	04/10/2024	6858	30.6	35.7	7528	34	38.6
Day 3	Saturday	05/10/2024	5452	31.9	36.8	6165	34.6	39.1
Day 4	Sunday	06/10/2024	4527	32.5	37.5	5070	34.3	39
Day 5	Monday	07/10/2024	6192	30.6	35.9	6953	33.5	37.8
Day 6	Tuesday	08/10/2024	6293	30.2	35.6	7110	32.8	37.4
Day 7	Wednesday	09/10/2024	6483	31	35.9	7240	33.5	37.9
		Week Total	**42953**	**30.8**	**36.1**	**47870**	**33.7**	**38.3**



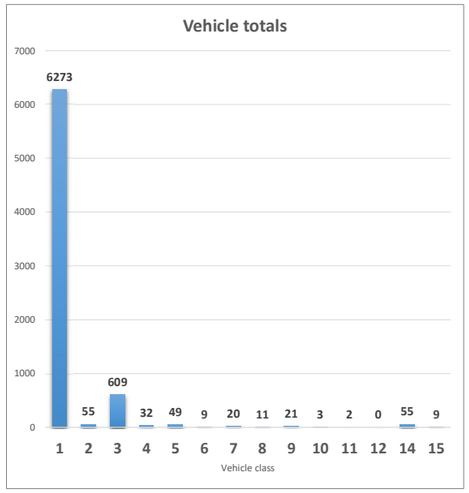
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

03 October 2024

15 Minute Bin Drops						Number Vehicle Classes VRX Scheme													
Time	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	18	3	6	1	8	16	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	13	2	4	5	2	8	0	3	0	0	0	1	1	0	0	0	0	0	0
0200	5	1	1	1	2	2	0	2	0	0	0	0	0	1	0	0	0	0	0
0300	5	3	1	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	17	3	2	8	4	11	0	3	0	0	0	1	1	1	0	0	0	0	0
0500	47	10	12	9	16	38	0	5	1	0	0	2	0	0	0	0	0	1	0
0600	174	20	32	56	66	148	0	20	0	1	0	0	0	1	1	0	0	3	0
0700	603	99	130	180	194	519	3	64	2	3	0	2	1	3	0	0	0	6	0
0800	788	186	237	212	153	710	8	48	2	5	3	0	0	4	0	1	0	6	1
0900	511	155	139	124	93	427	3	66	5	6	1	0	2	1	0	0	0	0	0
1000	389	96	115	81	97	316	6	43	6	6	1	4	1	2	0	0	0	4	0
1100	385	99	88	112	86	338	1	36	2	4	0	2	0	2	0	0	0	0	0
1200	437	97	106	113	121	361	8	47	3	5	0	3	1	0	0	0	0	8	1
1300	348	84	84	85	95	293	1	35	2	6	0	1	1	1	1	0	0	5	2
1400	439	96	90	117	136	371	3	47	6	6	0	0	1	1	0	0	0	4	0
1500	537	150	130	138	119	470	7	45	0	2	2	1	0	2	1	0	0	6	1
1600	614	162	123	177	152	555	6	45	1	0	0	1	0	1	0	0	0	4	1
1700	749	144	223	185	197	692	4	41	2	4	1	0	0	0	0	0	0	4	1
1800	438	141	115	103	79	399	4	29	0	1	1	0	0	1	0	0	0	2	1
1900	232	85	49	52	46	216	0	13	0	0	0	0	0	0	0	1	0	1	1
2000	157	33	56	39	29	149	1	5	0	0	0	1	1	0	0	0	0	0	0
2100	106	30	20	33	23	100	0	3	0	0	0	1	1	0	0	0	0	1	0
2200	86	20	23	26	17	81	0	5	0	0	0	0	0	0	0	0	0	0	0
2300	50	18	11	14	7	49	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**6238**	**1509**	**1580**	**1627**	**1522**	**5451**	**54**	**546**	**31**	**48**	**9**	**14**	**7**	**18**	**2**	**1**	**0**	**49**	**8**
06-22	**6907**	**1677**	**1737**	**1807**	**1686**	**6064**	**55**	**587**	**31**	**49**	**9**	**16**	**9**	**19**	**3**	**2**	**0**	**54**	**9**
06-00	**7043**	**1715**	**1771**	**1847**	**1710**	**6194**	**55**	**593**	**31**	**49**	**9**	**16**	**9**	**19**	**3**	**2**	**0**	**54**	**9**
00-00	**7148**	**1737**	**1797**	**1871**	**1743**	**6273**	**55**	**609**	**32**	**49**	**9**	**20**	**11**	**21**	**3**	**2**	**0**	**55**	**9**



03 October 2024

15 Minute Bin Drops						MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
Time	Hourly Totals	00-15	15-30	30-45	45-00																									
0000	18	3	6	1	8	0	0	0	0	0	0	4	5	7	2	0	0	0	0	0	0	0	0	0	0	18	100	44.1	39.5	4.6
0100	13	2	4	5	2	0	0	0	0	0	2	5	2	4	0	0	0	0	0	0	0	0	0	0	0	11	84.62	42	35.5	5.2
0200	5	1	1	1	2	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	80	-	31.8	2.7
0300	5	3	1	0	1	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	80	-	36.7	6.4
0400	17	3	2	8	4	0	0	0	0	0	1	6	6	3	1	0	0	0	0	0	0	0	0	0	0	16	94.12	42.5	36.2	4.9
0500	47	10	12	9	16	0	0	0	0	0	4	13	14	8	5	1	2	0	0	0	0	0	0	0	0	43	91.49	46.6	38.3	7.2
0600	174	20	32	56	66	0	0	0	3	14	28	73	44	9	2	1	0	0	0	0	0	0	0	0	0	129	74.14	38.3	32.6	5.7
0700	603	99	130	180	194	0	0	0	1	45	288	228	39	2	0	0	0	0	0	0	0	0	0	0	0	269	44.61	32.9	29.8	3.4
0800	788	186	237	212	153	0	160	217	109	42	84	139	35	1	1	0	0	0	0	0	0	0	0	0	0	176	22.34	31.4	19.1	9.7
0900	511	155	139	124	93	0	1	5	10	22	180	215	67	9	2	0	0	0	0	0	0	0	0	0	0	293	57.34	35	30.7	4.8
1000	389	96	115	81	97	0	0	4	9	10	119	161	69	14	3	0	0	0	0	0	0	0	0	0	0	247	63.5	36.9	31.6	5.2
1100	385	99	88	112	86	0	0	0	0	5	107	178	74	17	3	1	0	0	0	0	0	0	0	0	0	273	70.91	37	32.7	4.3
1200	437	97	106	113	121	0	0	0	0	23	178	170	54	12	0	0	0	0	0	0	0	0	0	0	0	236	54	35.3	30.9	4
1300	348	84	84	85	95	0	1	0	0	4	120	155	55	11	2	0	0	0	0	0	0	0	0	0	0	223	64.08	36	31.7	4.2
1400	439	96	90	117	136	0	0	2	0	23	183	173	50	8	0	0	0	0	0	0	0	0	0	0	0	231	52.62	34.7	30.7	4
1500	537	150	130	138	119	0	0	0	1	19	172	250	82	13	0	0	0	0	0	0	0	0	0	0	0	345	64.25	35.5	31.5	3.8
1600	614	162	123	177	152	0	1	7	21	40	182	258	86	17	2	0	0	0	0	0	0	0	0	0	0	363	59.12	35.3	30.7	5.4
1700	749	144	223	185	197	0	101	124	60	78	164	175	32	13	0	0	0	1	0	1	0	0	0	0	0	222	29.64	32.3	23	9.9
1800	438	141	115	103	79	0	0	4	0	16	169	166	67	14	2	0	0	0	0	0	0	0	0	0	0	249	56.85	36.2	31.2	4.6
1900	232	85	49	52	46	0	0	2	3	18	77	72	45	13	2	0	0	0	0	0	0	0	0	0	0	132	56.9	37.5	31.6	5.5
2000	157	33	56	39	29	0	0	0	0	1	50	57	29	17	3	0	0	0	0	0	0	0	0	0	0	106	67.52	39.2	33.1	5
2100	106	30	20	33	23	0	0	0	0	0	29	27	37	10	3	0	0	0	0	0	0	0	0	0	0	77	72.64	39.7	34.2	5.1
2200	86	20	23	26	17	0	0	0	0	1	8	32	28	16	1	0	0	0	0	0	0	0	0	0	0	77	89.53	40.7	35.7	4.7
2300	50	18	11	14	7	0	0	0	0	2	9	15	12	5	6	1	0	0	0	0	0	0	0	0	0	39	78	44.6	35.6	6.8
07-19	**6238**	**1509**	**1580**	**1627**	**1522**	**0**	**264**	**363**	**211**	**327**	**1946**	**2268**	**710**	**131**	**15**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3127**	**50.13**	**34.8**	**28.6**	**7.6**
06-22	**6907**	**1677**	**1737**	**1807**	**1686**	**0**	**264**	**365**	**217**	**360**	**2130**	**2497**	**865**	**180**	**25**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3571**	**51.7**	**35.1**	**29**	**7.6**
06-00	**7043**	**1715**	**1771**	**1847**	**1710**	**0**	**264**	**365**	**217**	**363**	**2147**	**2544**	**905**	**201**	**32**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3687**	**52.35**	**35.3**	**29.1**	**7.6**
00-00	**7148**	**1737**	**1797**	**1871**	**1743**	**0**	**264**	**365**	**217**	**363**	**2156**	**2575**	**936**	**224**	**40**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3783**	**52.92**	**35.5**	**29.2**	**7.6**

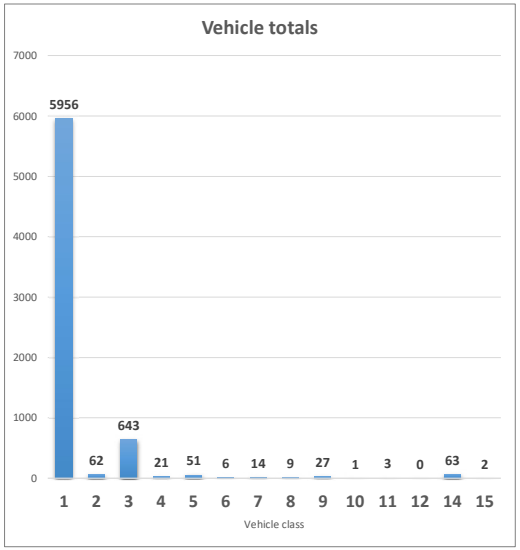
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

04 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	24	7	5	4	8	23	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	5	4	3	10	0	1	0	0	0	0	0	1	0	0	0	0	0
0200	8	1	3	4	0	3	0	4	0	0	0	1	0	0	0	0	0	0	0
0300	8	0	2	2	4	7	0	0	0	0	0	0	0	1	0	0	0	0	0
0400	26	6	5	5	10	18	0	7	0	0	0	1	0	0	0	0	0	0	0
0500	45	8	13	12	12	35	0	8	0	0	0	1	0	1	0	0	0	0	0
0600	154	18	35	45	56	126	0	21	1	2	0	0	2	1	0	0	0	1	0
0700	563	95	122	172	174	470	3	68	2	7	0	1	0	6	1	2	0	3	0
0800	640	176	185	147	132	549	7	73	3	4	1	0	0	2	0	1	0	0	0
0900	428	137	94	90	107	348	5	58	0	7	0	0	2	0	0	0	0	8	0
1000	379	88	92	92	107	308	3	55	1	6	0	0	1	0	0	0	0	5	0
1100	344	90	87	100	67	282	1	42	3	4	1	0	0	1	0	0	0	10	0
1200	419	103	119	94	103	344	5	50	3	6	0	2	1	2	0	0	0	5	1
1300	432	98	114	98	122	379	4	30	5	4	1	0	1	0	0	0	0	7	1
1400	502	123	111	122	146	430	7	50	0	2	1	3	0	3	0	0	0	6	0
1500	513	128	109	133	143	441	10	49	2	3	1	1	0	1	0	0	0	5	0
1600	610	163	139	148	160	557	7	35	0	2	1	3	0	2	0	0	0	3	0
1700	604	150	151	182	121	561	7	26	1	4	0	0	0	1	0	0	0	4	0
1800	455	140	124	95	96	420	1	28	0	0	0	0	1	2	0	0	0	3	0
1900	259	81	67	73	38	234	2	22	0	0	0	0	0	0	0	0	0	1	0
2000	134	37	38	35	24	129	0	3	0	0	0	0	0	1	0	0	0	1	0
2100	120	34	31	20	35	108	0	10	0	0	0	1	1	0	0	0	0	0	0
2200	100	28	26	26	20	96	0	1	0	0	0	0	0	2	0	0	0	1	0
2300	79	28	22	22	7	78	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**5889**	**1491**	**1447**	**1473**	**1478**	**5089**	**60**	**564**	**20**	**49**	**6**	**10**	**6**	**20**	**1**	**3**	**0**	**59**	**2**
06-22	**6556**	**1661**	**1618**	**1646**	**1631**	**5686**	**62**	**620**	**21**	**51**	**6**	**11**	**9**	**22**	**1**	**3**	**0**	**62**	**2**
06-00	**6735**	**1717**	**1666**	**1694**	**1658**	**5860**	**62**	**622**	**21**	**51**	**6**	**11**	**9**	**24**	**1**	**3**	**0**	**63**	**2**
00-00	**6858**	**1739**	**1699**	**1725**	**1695**	**5956**	**62**	**643**	**21**	**51**	**6**	**14**	**9**	**27**	**1**	**3**	**0**	**63**	**2**



04 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	24	7	5	4	8	0	0	0	0	0	3	11	6	4	0	0	0	0	0	0	0	0	0	0	0	21	87.5	41.3	34.4	4.8
0100	12	0	5	4	3	0	0	0	0	1	1	4	2	4	0	0	0	0	0	0	0	0	0	0	0	10	83.33	45	35	7.6
0200	8	1	3	4	0	0	0	0	0	0	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5	62.5	-	33.2	5.5
0300	8	0	2	2	4	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8	100	-	36.2	6.4
0400	26	6	5	5	10	0	0	0	0	0	0	12	7	4	2	1	0	0	0	0	0	0	0	0	0	26	100	43.9	37.4	6.1
0500	45	8	13	12	12	0	0	0	0	1	7	13	9	7	7	1	0	0	0	0	0	0	0	0	0	37	82.22	45.6	36.8	7.1
0600	154	18	35	45	56	0	0	0	0	5	37	61	33	17	1	0	0	0	0	0	0	0	0	0	0	112	72.73	39	33.2	5
0700	563	95	122	172	174	0	1	3	9	35	231	214	58	11	1	0	0	0	0	0	0	0	0	0	0	284	50.44	34.2	30.1	4.5
0800	640	176	185	147	132	0	46	31	24	39	203	239	55	3	0	0	0	0	0	0	0	0	0	0	0	297	46.41	33.8	27.5	8
0900	428	137	94	90	107	0	13	10	21	42	85	180	59	15	1	1	0	0	0	0	0	0	1	0	0	257	60.05	35.6	29.9	7.7
1000	379	88	92	92	107	0	0	0	0	1	89	178	93	13	5	0	0	0	0	0	0	0	0	0	0	289	76.25	36.9	32.9	4
1100	344	90	87	100	67	0	0	0	4	20	113	140	56	9	2	0	0	0	0	0	0	0	0	0	0	207	60.17	35.8	31.4	4.5
1200	419	103	119	94	103	0	8	27	15	29	161	136	35	8	0	0	0	0	0	0	0	0	0	0	0	179	42.72	33.8	28.2	6.9
1300	432	98	114	98	122	0	5	14	27	59	122	135	58	12	0	0	0	0	0	0	0	0	0	0	0	205	47.45	35.2	28.8	6.6
1400	502	123	111	122	146	0	0	0	0	41	183	212	57	9	0	0	0	0	0	0	0	0	0	0	0	278	55.38	34.5	30.7	4.1
1500	513	128	109	133	143	0	0	1	9	21	167	207	90	17	1	0	0	0	0	0	0	0	0	0	0	315	61.4	36	31.4	4.7
1600	610	163	139	148	160	0	0	2	7	33	246	224	80	18	0	0	0	0	0	0	0	0	0	0	0	322	52.79	35.1	30.6	4.4
1700	604	150	151	182	121	0	5	5	8	36	231	207	90	21	0	1	0	0	0	0	0	0	0	0	0	319	52.81	35.7	30.5	5.4
1800	455	140	124	95	96	0	0	0	6	7	150	216	65	10	1	0	0	0	0	0	0	0	0	0	0	292	64.18	35.5	31.5	3.9
1900	259	81	67	73	38	0	0	0	0	12	89	120	27	11	0	0	0	0	0	0	0	0	0	0	0	158	61	34.7	31.1	4
2000	134	37	38	35	24	0	0	0	3	1	33	56	27	12	2	0	0	0	0	0	0	0	0	0	0	97	72.39	38.4	33.1	5.3
2100	120	34	31	20	35	0	0	0	0	3	26	58	21	8	2	1	1	0	0	0	0	0	0	0	0	91	75.83	38	33.4	5.3
2200	100	28	26	26	20	0	0	0	0	0	27	35	24	11	2	1	0	0	0	0	0	0	0	0	0	73	73	39.9	34.1	5.4
2300	79	28	22	22	7	0	0	0	0	3	19	25	21	8	3	0	0	0	0	0	0	0	0	0	0	57	72.15	39.8	34.3	5.6
07-19	**5889**	**1491**	**1447**	**1473**	**1478**	**0**	**78**	**93**	**130**	**363**	**1981**	**2288**	**796**	**146**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3244**	**55.09**	**35.2**	**30.2**	**5.8**
06-22	**6556**	**1661**	**1618**	**1646**	**1631**	**0**	**78**	**93**	**133**	**384**	**2166**	**2583**	**904**	**194**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3702**	**56.47**	**35.5**	**30.4**	**5.7**
06-00	**6735**	**1717**	**1666**	**1694**	**1658**	**0**	**78**	**93**	**133**	**387**	**2212**	**2643**	**949**	**213**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3832**	**56.9**	**35.6**	**30.5**	**5.8**

00-00	6858	1739	1699	1725	1695	0	78	93	133	389	2226	2689	977	234	31	6	1	0	0	0	0	0	1	0	0	3939	57.44	35.7	30.6	5.8

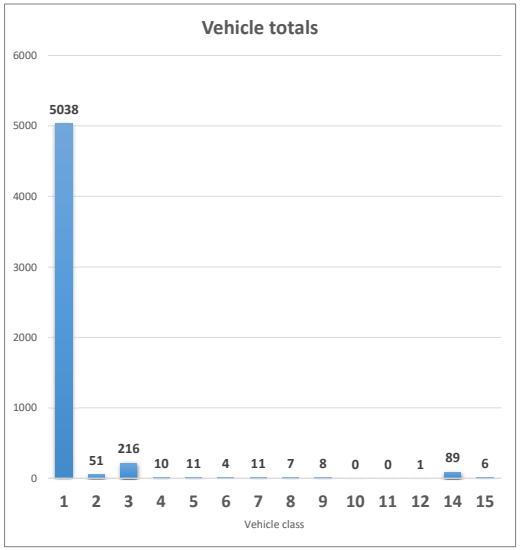
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

05 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	40	9	11	12	8	36	0	2	1	0	0	0	0	0	0	0	0	1	0
0100	19	7	7	2	3	14	0	3	0	0	0	1	1	0	0	0	0	0	0
0200	13	7	1	3	2	10	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	8	3	3	1	1	7	0	0	0	0	0	0	0	1	0	0	0	0	0
0400	15	4	1	6	4	10	0	2	1	0	0	1	0	0	0	0	0	1	0
0500	24	4	6	4	10	16	0	6	0	0	0	1	0	1	0	0	0	0	0
0600	64	4	14	14	32	58	1	3	0	1	0	1	0	0	0	0	0	0	0
0700	165	22	36	46	61	144	2	15	0	1	0	1	0	1	0	0	0	1	0
0800	297	54	69	91	83	265	6	20	2	0	1	0	1	1	0	0	0	1	0
0900	352	81	91	79	101	326	11	10	0	0	2	0	0	0	0	0	0	3	0
1000	443	86	138	101	118	398	5	25	1	3	0	0	1	1	0	0	0	8	1
1100	465	127	115	100	123	437	6	9	1	0	0	0	1	0	0	0	1	8	2
1200	478	122	114	106	136	435	5	17	1	3	0	0	0	2	0	0	0	14	1
1300	435	103	116	106	110	410	4	17	1	0	0	0	0	0	0	0	0	3	0
1400	408	97	85	111	115	377	3	14	0	2	1	1	0	0	0	0	0	9	1
1500	408	100	103	110	95	366	1	21	1	0	0	2	0	0	0	0	0	16	1
1600	416	84	110	96	126	393	2	9	0	0	0	0	0	0	0	0	0	12	0
1700	466	118	119	111	118	446	0	10	0	0	0	1	1	0	0	0	0	8	0
1800	294	87	77	71	59	279	1	11	0	0	0	0	0	1	0	0	0	2	0
1900	216	69	45	50	52	203	2	7	0	1	0	1	1	0	0	0	0	1	0
2000	127	33	36	29	29	124	1	2	0	0	0	0	0	0	0	0	0	0	0
2100	109	27	25	29	28	105	1	3	0	0	0	0	0	0	0	0	0	0	0
2200	111	39	26	14	32	106	0	4	0	0	0	1	0	0	0	0	0	0	0
2300	79	19	26	21	13	73	0	3	1	0	0	0	1	0	0	0	0	1	0
07-19	**4627**	**1081**	**1173**	**1128**	**1245**	**4276**	**46**	**178**	**7**	**9**	**4**	**5**	**4**	**6**	**0**	**0**	**1**	**85**	**6**
06-22	**5143**	**1214**	**1293**	**1250**	**1386**	**4766**	**51**	**193**	**7**	**11**	**4**	**7**	**5**	**6**	**0**	**0**	**1**	**86**	**6**
06-00	**5333**	**1272**	**1345**	**1285**	**1431**	**4945**	**51**	**200**	**8**	**11**	**4**	**8**	**6**	**6**	**0**	**0**	**1**	**87**	**6**
00-00	**5452**	**1306**	**1374**	**1313**	**1459**	**5038**	**51**	**216**	**10**	**11**	**4**	**11**	**7**	**8**	**0**	**0**	**1**	**89**	**6**



05 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	40	9	11	12	8	0	0	0	0	1	0	12	16	5	6	0	0	0	0	0	0	0	0	0	0	39	97.5	46	37.7	5.8
0100	19	7	7	2	3	0	0	0	0	1	3	4	7	4	0	0	0	0	0	0	0	0	0	0	0	15	78.95	40.6	35.2	5.5
0200	13	7	1	3	2	0	0	0	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	0	0	12	92.31	42.1	35.9	3.9
0300	8	3	3	1	1	0	0	0	0	1	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	75	-	38.2	8.6
0400	15	4	1	6	4	0	0	0	0	0	1	8	4	2	0	0	0	0	0	0	0	0	0	0	0	14	93.33	40.7	35	4
0500	24	4	6	4	10	0	0	0	0	0	3	6	10	3	2	0	0	0	0	0	0	0	0	0	0	21	87.5	42.8	36.2	5.8
0600	64	4	14	14	32	0	0	0	0	0	11	17	19	13	4	0	0	0	0	0	0	0	0	0	0	53	82.81	41.5	36.1	5.5
0700	165	22	36	46	61	0	0	0	0	1	36	71	39	15	3	0	0	0	0	0	0	0	0	0	0	128	77.58	38.9	33.5	4.6
0800	297	54	69	91	83	0	0	0	0	7	60	124	72	27	7	0	0	0	0	0	0	0	0	0	0	230	77.44	39	33.7	4.9
0900	352	81	91	79	101	0	0	0	15	5	74	166	76	15	1	0	0	0	0	0	0	0	0	0	0	258	73.3	36.4	32.2	4.9
1000	443	86	138	101	118	0	12	6	29	25	120	172	62	13	4	0	0	0	0	0	0	0	0	0	0	251	56.66	35.8	29.8	6.9
1100	465	127	115	100	123	0	2	20	11	19	121	199	76	15	1	1	0	0	0	0	0	0	0	0	0	292	62.8	36	30.7	6.3
1200	478	122	114	106	136	0	0	20	9	20	148	196	78	7	0	0	0	0	0	0	0	0	0	0	0	281	58.79	35.5	30.4	5.6
1300	435	103	116	106	110	0	0	0	0	2	162	193	71	7	0	0	0	0	0	0	0	0	0	0	0	271	62.3	35.6	31.6	3.4
1400	408	97	85	111	115	0	0	1	4	18	142	170	62	11	0	0	0	0	0	0	0	0	0	0	0	243	59.56	35.3	31.1	4.3
1500	408	100	103	110	95	0	6	22	3	9	104	158	86	17	3	0	0	0	0	0	0	0	0	0	0	264	64.71	37.3	31.1	6.9
1600	416	84	110	96	126	0	0	0	1	6	106	162	109	31	1	0	0	0	0	0	0	0	0	0	0	303	72.84	37.5	33	4.4
1700	466	118	119	111	118	0	0	0	2	7	148	202	88	17	2	0	0	0	0	0	0	0	0	0	0	309	66.31	36.2	32.3	4.1
1800	294	87	77	71	59	0	0	0	0	5	104	114	57	13	1	0	0	0	0	0	0	0	0	0	0	185	62.93	36.8	32.2	4.3
1900	216	69	45	50	52	0	0	0	1	7	58	80	54	13	3	0	0	0	0	0	0	0	0	0	0	150	69.44	38	32.8	4.9
2000	127	33	36	29	29	0	0	0	0	1	34	56	25	7	4	0	0	0	0	0	0	0	0	0	0	92	72.44	36.9	33.2	4.6
2100	109	27	25	29	28	0	0	0	0	2	22	46	30	6	1	2	0	0	0	0	0	0	0	0	0	85	77.98	38.2	33.7	4.9
2200	111	39	26	14	32	0	0	0	0	0	32	43	30	5	1	0	0	0	0	0	0	0	0	0	0	79	71.17	37.6	33	4.1
2300	79	19	26	21	13	0	0	0	1	2	19	30	18	9	0	0	0	0	0	0	0	0	0	0	0	57	72.15	39	33.2	5.1
07-19	**4627**	**1081**	**1173**	**1128**	**1245**	**0**	**20**	**69**	**74**	**124**	**1325**	**1927**	**876**	**188**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3015**	**65.16**	**36.5**	**31.6**	**5.4**
06-22	**5143**	**1214**	**1293**	**1250**	**1386**	**0**	**20**	**69**	**75**	**134**	**1450**	**2126**	**1004**	**227**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3395**	**66.01**	**36.7**	**31.8**	**5.3**
06-00	**5333**	**1272**	**1345**	**1285**	**1431**	**0**	**20**	**69**	**76**	**136**	**1501**	**2199**	**1052**	**241**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3531**	**66.21**	**36.7**	**31.8**	**5.3**

00-00	5452	1306	1374	1313	1459	0	20	69	76	139	1510	2233	1096	260	46	3	0	0	0	0	0	0	0	0	0	3638	66.73	36.8	31.9	5.4

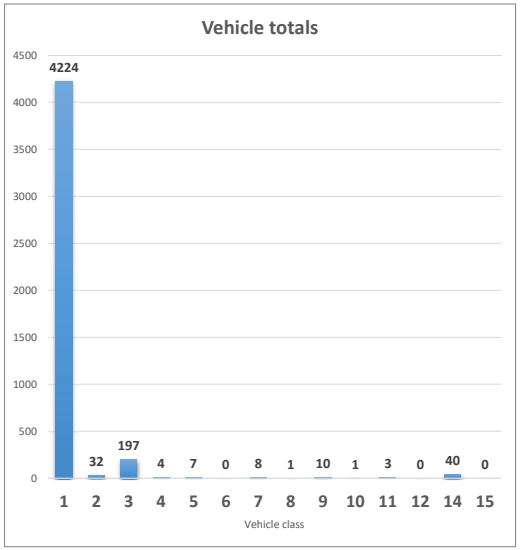
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

06 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	33	11	10	6	6	33	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	5	4	6	4	16	0	2	0	0	0	0	1	0	0	0	0	0	0
0200	17	2	3	6	6	13	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	9	2	3	3	1	4	0	3	1	0	0	0	0	1	0	0	0	0	0
0400	14	2	4	5	3	9	0	3	0	1	0	1	0	0	0	0	0	0	0
0500	18	3	2	8	5	11	0	4	0	0	0	1	0	2	0	0	0	0	0
0600	45	6	12	8	19	39	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	87	11	26	23	27	71	2	10	1	1	0	0	0	2	0	0	0	0	0
0800	158	28	37	35	58	146	3	6	0	1	0	0	0	0	0	0	0	2	0
0900	259	53	57	68	81	236	5	15	1	1	0	0	0	0	0	1	0	0	0
1000	317	65	106	72	74	292	2	16	0	1	0	1	0	1	0	0	0	4	0
1100	377	80	88	101	108	346	3	13	0	1	0	2	0	0	1	1	0	10	0
1200	401	105	100	95	101	378	4	11	0	0	0	1	0	0	0	1	0	6	0
1300	421	105	124	104	88	395	4	15	0	0	0	0	0	1	0	0	0	6	0
1400	416	115	102	88	111	393	3	17	0	1	0	0	0	0	0	0	0	2	0
1500	425	104	96	108	117	406	1	14	0	0	0	0	0	0	0	0	0	4	0
1600	374	82	116	106	70	363	0	10	0	0	0	0	0	0	0	0	0	1	0
1700	337	72	82	85	98	322	3	10	0	0	0	0	0	0	0	0	0	2	0
1800	269	76	64	70	59	253	2	10	1	0	0	1	0	0	0	0	0	2	0
1900	211	58	49	58	46	206	0	4	0	0	0	0	0	1	0	0	0	0	0
2000	135	46	36	31	22	126	0	8	0	0	0	0	0	1	0	0	0	0	0
2100	86	20	21	24	21	76	0	8	0	0	0	1	0	1	0	0	0	0	0
2200	65	24	13	21	7	62	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	34	10	9	7	8	28	0	5	0	0	0	0	0	0	0	0	0	1	0
07-19	**3841**	**896**	**998**	**955**	**992**	**3601**	**32**	**147**	**3**	**6**	**0**	**5**	**0**	**4**	**1**	**3**	**0**	**39**	**0**
06-22	**4318**	**1026**	**1116**	**1076**	**1100**	**4048**	**32**	**173**	**3**	**6**	**0**	**6**	**0**	**7**	**1**	**3**	**0**	**39**	**0**
06-00	**4417**	**1060**	**1138**	**1104**	**1115**	**4138**	**32**	**181**	**3**	**6**	**0**	**6**	**0**	**7**	**1**	**3**	**0**	**40**	**0**
00-00	**4527**	**1085**	**1164**	**1138**	**1140**	**4224**	**32**	**197**	**4**	**7**	**0**	**8**	**1**	**10**	**1**	**3**	**0**	**40**	**0**



06 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	33	11	10	6	6	0	0	0	0	0	4	9	8	8	2	2	0	0	0	0	0	0	0	0	0	29	87.88	44.7	37.2	6.4
0100	19	5	4	6	4	0	0	0	0	0	5	8	3	1	1	1	0	0	0	0	0	0	0	0	0	14	73.68	40.2	34.5	6.1
0200	17	2	3	6	6	0	0	0	0	0	7	4	3	2	0	1	0	0	0	0	0	0	0	0	0	10	58.82	43.7	34.3	7.3
0300	9	2	3	3	1	0	0	0	0	0	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6	66.67	-	34.1	6.3
0400	14	2	4	5	3	0	0	0	0	0	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13	92.86	37.7	33.9	3.6
0500	18	3	2	8	5	0	0	0	0	0	6	3	6	3	0	0	0	0	0	0	0	0	0	0	0	12	66.67	41.6	34.1	5.8
0600	45	6	12	8	19	0	0	0	0	0	6	16	14	6	3	0	0	0	0	0	0	0	0	0	0	39	86.67	42.5	36	5.2
0700	87	11	26	23	27	0	0	0	0	0	17	22	24	21	1	2	0	0	0	0	0	0	0	0	0	70	80.46	42.6	36.1	6.2
0800	158	28	37	35	58	0	0	0	0	2	56	52	34	10	4	0	0	0	0	0	0	0	0	0	0	100	63.29	38.4	32.8	5.1
0900	259	53	57	68	81	0	0	0	1	7	69	128	43	8	3	0	0	0	0	0	0	0	0	0	0	182	70.27	36.8	32.2	4.3
1000	317	65	106	72	74	0	2	1	4	7	102	121	60	16	4	0	0	0	0	0	0	0	0	0	0	201	63.41	37	31.9	5.4
1100	377	80	88	101	108	0	0	0	1	8	123	149	78	16	1	1	0	0	0	0	0	0	0	0	0	245	64.99	36.9	32.1	4.4
1200	401	105	100	95	101	0	0	0	0	10	143	142	90	12	2	2	0	0	0	0	0	0	0	0	0	248	61.85	37.7	32.2	4.6
1300	421	105	124	104	88	0	0	0	0	7	115	180	92	20	6	0	0	1	0	0	0	0	0	0	0	299	71.02	37.7	32.7	4.8
1400	416	115	102	88	111	0	0	3	2	12	103	179	87	30	0	0	0	0	0	0	0	0	0	0	0	296	71.15	37.5	32.5	4.8
1500	425	104	96	108	117	0	0	0	5	17	102	202	81	15	3	0	0	0	0	0	0	0	0	0	0	301	70.82	36.6	32.1	4.5
1600	374	82	116	106	70	0	0	0	0	2	89	171	90	17	4	1	0	0	0	0	0	0	0	0	0	283	75.67	37.6	33.2	4.2
1700	337	72	82	85	98	0	0	1	0	6	73	156	70	28	3	0	0	0	0	0	0	0	0	0	0	257	76.26	38.3	33.3	4.8
1800	269	76	64	70	59	0	0	2	7	6	87	114	37	14	2	0	0	0	0	0	0	0	0	0	0	167	62.08	36.1	31.4	5.1
1900	211	58	49	58	46	0	0	0	0	1	64	95	48	3	0	0	0	0	0	0	0	0	0	0	0	146	69.19	36.3	32.2	3.7
2000	135	46	36	31	22	0	0	0	2	8	57	42	23	2	1	0	0	0	0	0	0	0	0	0	0	68	50.37	36.5	30.8	4.8
2100	86	20	21	24	21	0	0	0	0	3	24	37	17	4	1	0	0	0	0	0	0	0	0	0	0	59	68.6	36.7	32.5	4.2
2200	65	24	13	21	7	0	0	0	0	3	20	19	17	4	2	0	0	0	0	0	0	0	0	0	0	42	64.62	38	33	5.6
2300	34	10	9	7	8	0	0	0	0	1	12	12	5	3	1	0	0	0	0	0	0	0	0	0	0	21	61.76	38.8	32.4	5.5
07-19	**3841**	**896**	**998**	**955**	**992**	**0**	**2**	**7**	**20**	**84**	**1079**	**1616**	**786**	**207**	**33**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2649**	**68.97**	**37.5**	**32.5**	**4.8**
06-22	**4318**	**1026**	**1116**	**1076**	**1100**	**0**	**2**	**7**	**22**	**96**	**1230**	**1806**	**888**	**222**	**38**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2961**	**68.57**	**37.4**	**32.5**	**4.8**
06-00	**4417**	**1060**	**1138**	**1104**	**1115**	**0**	**2**	**7**	**22**	**100**	**1262**	**1837**	**910**	**229**	**41**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3024**	**68.46**	**37.5**	**32.5**	**4.8**

00-00	4527	1085	1164	1138	1140	0	2	7	22	100	1288	1870	938	245	44	10	0	1	0	0	0	0	0	0	0	3108	68.65	37.5	32.5	4.8

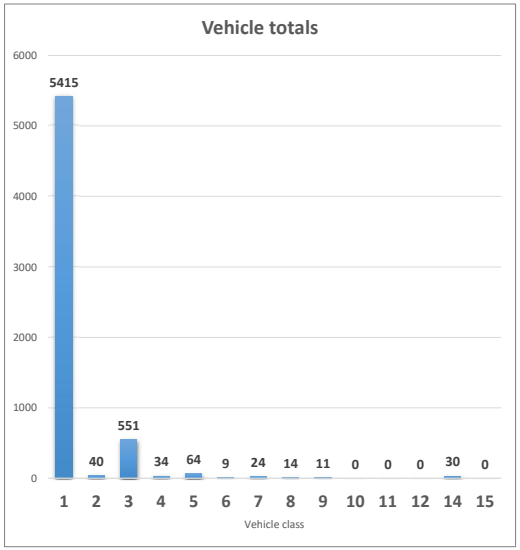
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

07 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	9	2	1	2	4	8	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	6	1	5	0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0
0200	8	1	2	1	4	6	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	1	1	5	3	0	2	0	0	0	1	1	0	0	0	0	0	0
0400	17	4	4	2	7	15	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	47	7	11	13	16	42	0	2	0	0	0	2	0	0	0	0	0	1	0
0600	164	25	28	52	59	145	1	15	3	0	0	0	0	0	0	0	0	0	0
0700	517	73	130	144	170	446	2	52	3	6	2	1	1	0	0	0	0	4	0
0800	673	191	127	204	151	593	5	58	2	2	0	5	0	5	0	0	0	3	0
0900	487	144	139	104	100	410	5	58	3	5	2	2	1	0	0	0	0	1	0
1000	480	112	133	120	115	389	5	56	7	13	1	3	3	1	0	0	0	2	0
1100	372	88	97	91	96	315	3	43	2	7	0	1	1	0	0	0	0	0	0
1200	384	96	92	115	81	320	4	44	5	4	0	0	2	0	0	0	0	5	0
1300	354	90	107	75	82	301	1	37	1	9	0	1	2	0	0	0	0	2	0
1400	408	112	94	95	107	350	4	39	3	9	0	1	1	0	0	0	0	1	0
1500	412	97	98	98	119	352	2	43	3	7	1	1	0	1	0	0	0	2	0
1600	433	117	100	92	124	386	3	35	1	0	0	2	0	0	0	0	0	6	0
1700	524	135	142	134	113	490	2	24	0	2	2	2	0	2	0	0	0	0	0
1800	377	98	96	95	88	355	1	19	0	0	1	0	0	0	0	0	0	1	0
1900	213	63	67	36	47	199	0	11	1	0	0	0	0	0	0	0	0	2	0
2000	117	32	37	23	25	110	1	4	0	0	0	1	0	1	0	0	0	0	0
2100	98	27	26	17	28	95	1	0	0	0	0	1	1	0	0	0	0	0	0
2200	57	14	16	16	11	55	0	1	0	0	0	0	0	1	0	0	0	0	0
2300	28	8	6	8	6	26	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**5421**	**1353**	**1355**	**1367**	**1346**	**4707**	**37**	**508**	**30**	**64**	**9**	**19**	**11**	**9**	**0**	**0**	**0**	**27**	**0**
06-22	**6013**	**1500**	**1513**	**1495**	**1505**	**5256**	**40**	**538**	**34**	**64**	**9**	**21**	**12**	**10**	**0**	**0**	**0**	**29**	**0**
06-00	**6098**	**1522**	**1535**	**1519**	**1522**	**5337**	**40**	**541**	**34**	**64**	**9**	**21**	**12**	**11**	**0**	**0**	**0**	**29**	**0**
00-00	**6192**	**1537**	**1559**	**1538**	**1558**	**5415**	**40**	**551**	**34**	**64**	**9**	**24**	**14**	**11**	**0**	**0**	**0**	**30**	**0**



07 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	9	2	1	2	4	0	0	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	0	9	100	-	37.1	5.2
0100	6	1	5	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	50	-	28	7
0200	8	1	2	1	4	0	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0	0	0	0	6	75	-	34.9	5.7
0300	7	0	1	1	5	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28.57	-	31.3	5.8
0400	17	4	4	2	7	0	0	0	0	0	2	4	4	5	2	0	0	0	0	0	0	0	0	0	15	88.24	44.6	37.6	6.6
0500	47	7	11	13	16	0	0	0	0	1	3	20	12	8	2	0	1	0	0	0	0	0	0	0	43	91.49	42.4	36.1	6
0600	164	25	28	52	59	0	0	0	0	2	34	66	46	15	1	0	0	0	0	0	0	0	0	0	128	78.05	38.8	33.7	4.5
0700	517	73	130	144	170	0	0	0	3	25	168	235	77	8	1	0	0	0	0	0	0	0	0	0	321	62.09	35.3	31.2	4
0800	673	191	127	204	151	0	144	117	39	49	136	153	31	4	0	0	0	0	0	0	0	0	0	0	188	27.93	32.5	21.4	10.2
0900	487	144	139	104	100	0	0	5	8	30	200	185	51	8	0	0	0	0	0	0	0	0	0	0	244	50.1	34.3	30.2	4.5
1000	480	112	133	120	115	0	0	1	2	8	167	235	56	11	0	0	0	0	0	0	0	0	0	0	302	62.92	34.9	31.4	3.8
1100	372	88	97	91	96	0	0	0	1	4	139	164	52	10	2	0	0	0	0	0	0	0	0	0	228	61.29	35.3	31.6	3.9
1200	384	96	92	115	81	0	0	0	0	1	105	178	79	19	2	0	0	0	0	0	0	0	0	0	278	72.4	37.4	32.7	4.1
1300	354	90	107	75	82	0	0	2	0	18	132	132	61	8	1	0	0	0	0	0	0	0	0	0	202	57.06	35.9	31.2	4.4
1400	408	112	94	95	107	0	1	6	3	18	142	166	57	13	2	0	0	0	0	0	0	0	0	0	238	58.33	35.8	31.2	5.1
1500	412	97	98	98	119	0	1	7	6	10	130	173	70	14	1	0	0	0	0	0	0	0	0	0	258	62.62	35.9	31.3	5.2
1600	433	117	100	92	124	0	0	1	1	7	173	159	73	18	1	0	0	0	0	0	0	0	0	0	251	57.97	36.3	31.7	4.2
1700	524	135	142	134	113	0	0	0	3	10	187	238	65	20	0	0	0	0	0	0	0	0	1	0	324	61.83	35.4	31.6	4.8
1800	377	98	96	95	88	0	0	0	1	9	115	156	83	9	3	0	1	0	0	0	0	0	0	0	252	66.84	36.9	32.3	4.5
1900	213	63	67	36	47	0	0	0	0	2	64	83	51	12	1	0	0	0	0	0	0	0	0	0	147	69.01	37.4	32.6	4.3
2000	117	32	37	23	25	0	0	0	0	1	32	46	26	9	3	0	0	0	0	0	0	0	0	0	84	71.79	38.4	33.3	4.9
2100	98	27	26	17	28	0	0	0	0	2	24	39	22	8	3	0	0	0	0	0	0	0	0	0	72	73.47	38.5	33.3	5.4
2200	57	14	16	16	11	0	0	0	0	1	10	31	10	4	0	1	0	0	0	0	0	0	0	0	46	80.7	38.6	33.3	4.8
2300	28	8	6	8	6	0	0	0	0	0	6	11	7	2	1	1	0	0	0	0	0	0	0	0	22	78.57	42.8	34.5	6.3
07-19	**5421**	**1353**	**1355**	**1367**	**1346**	**0**	**146**	**139**	**67**	**189**	**1794**	**2174**	**755**	**142**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3086**	**56.93**	**35.5**	**30.2**	**6.4**
06-22	**6013**	**1500**	**1513**	**1495**	**1505**	**0**	**146**	**139**	**67**	**196**	**1948**	**2408**	**900**	**186**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3517**	**58.49**	**35.8**	**30.5**	**6.3**
06-00	**6098**	**1522**	**1535**	**1519**	**1522**	**0**	**146**	**139**	**67**	**197**	**1964**	**2450**	**917**	**192**	**22**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3585**	**58.79**	**35.8**	**30.6**	**6.3**

00-00	6192	1537	1559	1538	1558	0	146	139	68	199	1977	2485	937	209	27	2	2	0	0	0	0	0	0	1	0	3663	59.16	35.9	30.6	6.4

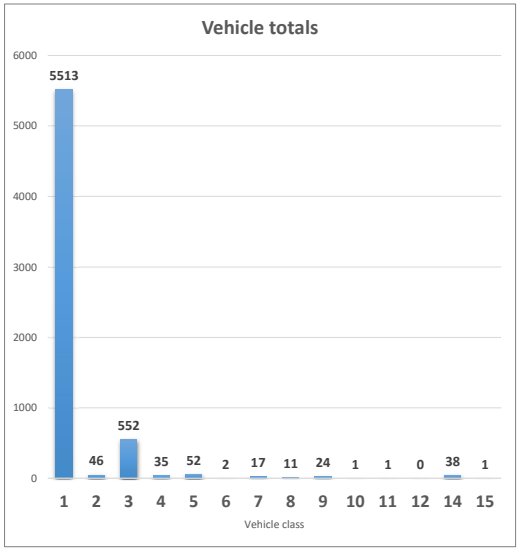
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

08 October 2024

	15 Minute Bin Drops					Number Vehicle Classes VRX Scheme													
Time	Hourly Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	12	2	3	4	3	11	0	0	0	0	0	0	1	0	0	0	0	0	0
0100	8	1	3	1	3	5	0	2	0	0	0	1	0	0	0	0	0	0	0
0200	4	0	1	2	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	8	2	4	1	1	4	0	1	0	1	0	0	1	1	0	0	0	0	0
0400	16	2	5	5	4	9	0	4	1	1	0	1	0	0	0	0	0	0	0
0500	49	6	14	18	11	39	0	8	0	0	0	1	0	1	0	0	0	0	0
0600	191	27	27	71	66	161	3	22	1	1	0	0	2	1	0	0	0	0	0
0700	611	93	130	187	201	538	4	53	5	5	0	1	0	2	0	0	0	3	0
0800	629	175	185	144	125	549	9	44	8	7	2	1	1	3	0	0	0	5	0
0900	481	103	150	118	110	403	5	60	1	6	0	3	0	1	0	0	0	2	0
1000	355	86	92	91	86	302	2	41	2	5	0	1	0	1	0	0	0	1	0
1100	352	83	93	93	83	286	0	45	2	5	0	1	0	4	0	0	0	9	0
1200	330	82	87	74	87	273	3	37	2	6	0	2	1	3	0	0	0	2	1
1300	348	88	91	71	98	288	3	37	4	3	0	1	3	3	0	1	0	5	0
1400	379	96	97	91	95	324	2	40	3	5	0	0	1	0	1	0	0	3	0
1500	414	106	106	101	101	356	4	43	4	4	0	2	0	1	0	0	0	0	0
1600	554	135	125	143	151	506	3	43	1	1	0	0	0	0	0	0	0	0	0
1700	580	143	150	156	131	544	3	27	1	1	0	0	0	0	0	0	0	4	0
1800	402	119	105	100	78	382	3	16	0	0	0	0	0	0	0	0	0	1	0
1900	230	71	65	45	49	215	1	13	0	0	0	0	0	0	0	0	0	1	0
2000	139	48	31	31	29	127	1	6	0	1	0	1	1	1	0	0	0	1	0
2100	95	29	16	30	20	88	0	4	0	0	0	1	0	2	0	0	0	0	0
2200	69	22	14	25	8	68	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	37	11	9	8	9	34	0	2	0	0	0	0	0	0	0	0	0	1	0
07-19	**5435**	**1309**	**1411**	**1369**	**1346**	**4751**	**41**	**486**	**33**	**48**	**2**	**12**	**6**	**18**	**1**	**1**	**0**	**35**	**1**
06-22	**6090**	**1484**	**1550**	**1546**	**1510**	**5342**	**46**	**531**	**34**	**50**	**2**	**14**	**9**	**22**	**1**	**1**	**0**	**37**	**1**
06-00	**6196**	**1517**	**1573**	**1579**	**1527**	**5444**	**46**	**534**	**34**	**50**	**2**	**14**	**9**	**22**	**1**	**1**	**0**	**38**	**1**
00-00	**6293**	**1530**	**1603**	**1610**	**1550**	**5513**	**46**	**552**	**35**	**52**	**2**	**17**	**11**	**24**	**1**	**1**	**0**	**38**	**1**



08 October 2024

	15 Minute Bin Drops					MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
Time	Hourly Totals	00-15	15-30	30-45	45-00																									
0000	12	2	3	4	3	0	0	0	0	0	3	2	5	1	0	1	0	0	0	0	0	0	0	0	0	9	75	40.8	35.6	7.5
0100	8	1	3	1	3	0	0	0	1	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	62.5	-	30.2	7
0200	4	0	1	2	1	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	50	-	31.6	6.2
0300	8	2	4	1	1	0	0	0	0	1	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	50	-	34	7.9
0400	16	2	5	5	4	0	0	0	0	1	3	7	2	3	0	0	0	0	0	0	0	0	0	0	0	12	75	42	33	6.1
0500	49	6	14	18	11	0	0	0	0	1	5	17	12	6	7	1	0	0	0	0	0	0	0	0	0	43	87.76	45.4	36.9	6.6
0600	191	27	27	71	66	0	0	0	0	15	63	69	39	4	0	1	0	0	0	0	0	0	0	0	0	113	59.16	37.5	31.4	4.9
0700	611	93	130	187	201	0	1	9	35	54	227	208	72	4	1	0	0	0	0	0	0	0	0	0	0	285	46.64	34.4	29.3	5.4
0800	629	175	185	144	125	0	126	94	61	40	140	122	37	9	0	0	0	0	0	0	0	0	0	0	0	168	26.71	32.4	21.8	10.2
0900	481	103	150	118	110	0	0	0	0	12	169	204	82	12	2	0	0	0	0	0	0	0	0	0	0	300	62.37	36.2	31.7	4.1
1000	355	86	92	91	86	0	0	1	1	2	98	194	39	17	3	0	0	0	0	0	0	0	0	0	0	253	71.27	35.5	32.3	4
1100	352	83	93	93	83	0	0	0	0	9	121	133	70	17	1	0	1	0	0	0	0	0	0	0	0	222	63.07	36.7	32.1	4.6
1200	330	82	87	74	87	0	0	0	2	6	74	169	66	13	0	0	0	0	0	0	0	0	0	0	0	248	75.15	36.3	32.4	3.9
1300	348	88	91	71	98	0	0	0	6	11	106	147	61	16	1	0	0	0	0	0	0	0	0	0	0	225	64.66	36.1	31.8	4.6
1400	379	96	97	91	95	0	0	0	0	9	108	172	75	15	0	0	0	0	0	0	0	0	0	0	0	262	69.13	36.8	32.2	4.1
1500	414	106	106	101	101	0	0	3	4	22	154	162	54	15	0	0	0	0	0	0	0	0	0	0	0	231	55.8	35.3	30.9	4.7
1600	554	135	125	143	151	0	0	1	5	29	213	230	56	18	2	0	0	0	0	0	0	0	0	0	0	306	55.23	34.8	30.9	4.2
1700	580	143	150	156	131	0	13	19	25	48	234	186	48	7	0	0	0	0	0	0	0	0	0	0	0	241	41.55	33.4	28.4	6.3
1800	402	119	105	100	78	0	0	0	5	26	154	147	62	8	0	0	0	0	0	0	0	0	0	0	0	217	53.98	35.5	30.9	4.4
1900	230	71	65	45	49	0	0	0	0	4	74	111	39	2	0	0	0	0	0	0	0	0	0	0	0	152	66.09	35.5	31.6	3.5
2000	139	48	31	31	29	0	0	0	0	7	47	53	28	3	1	0	0	0	0	0	0	0	0	0	0	85	61.15	36.7	31.8	4.3
2100	95	29	16	30	20	0	0	0	0	6	19	42	22	5	1	0	0	0	0	0	0	0	0	0	0	70	73.68	36.6	32.7	4.5
2200	69	22	14	25	8	0	0	0	2	1	22	31	9	3	1	0	0	0	0	0	0	0	0	0	0	44	63.77	35.6	31.7	5.1
2300	37	11	9	8	9	0	0	0	0	3	5	16	6	5	1	1	0	0	0	0	0	0	0	0	0	29	78.38	40.8	34.3	6.1
07-19	**5435**	**1309**	**1411**	**1369**	**1346**	**0**	**140**	**127**	**144**	**268**	**1798**	**2074**	**722**	**151**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2958**	**54.43**	**35.2**	**29.9**	**6.5**
06-22	**6090**	**1484**	**1550**	**1546**	**1510**	**0**	**140**	**127**	**144**	**300**	**2001**	**2349**	**850**	**165**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3378**	**55.47**	**35.5**	**30.1**	**6.3**
06-00	**6196**	**1517**	**1573**	**1579**	**1527**	**0**	**140**	**127**	**146**	**304**	**2028**	**2396**	**865**	**173**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3451**	**55.7**	**35.5**	**30.1**	**6.3**

00-00	6293	1530	1603	1610	1550	0	140	127	147	307	2046	2427	885	188	21	4	1	0	0	0	0	0	0	0	0	3526	56.03	35.6	30.2	6.3

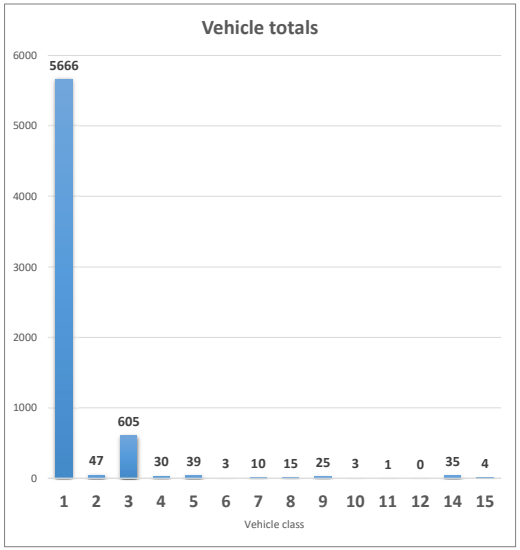
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

09 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	8	5	1	1	1	5	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	10	3	5	1	1	6	0	2	0	0	0	1	0	1	0	0	0	0	0
0200	5	0	1	0	4	1	0	3	0	0	0	1	0	0	0	0	0	0	0
0300	7	3	1	2	1	4	1	1	0	0	0	0	0	1	0	0	0	0	0
0400	17	3	7	3	4	10	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	52	15	14	9	14	42	1	5	0	1	0	2	0	1	0	0	0	0	0
0600	167	22	35	44	66	140	1	19	0	3	0	0	0	2	0	1	0	1	0
0700	556	81	124	146	205	484	4	54	5	2	0	0	3	1	0	0	0	3	0
0800	620	196	158	117	149	555	6	40	5	6	1	0	0	3	0	0	0	4	0
0900	471	133	113	112	113	387	2	68	3	1	0	1	3	3	0	0	0	3	0
1000	412	84	120	94	114	335	3	53	3	7	1	1	1	4	0	0	0	4	0
1100	368	81	93	87	107	308	5	39	3	4	0	0	4	2	0	0	0	3	0
1200	336	72	81	105	78	278	2	49	1	1	0	0	0	1	1	0	0	2	1
1300	368	92	82	94	100	318	1	41	3	2	0	1	0	1	0	0	0	1	0
1400	432	116	103	107	106	361	5	51	3	6	1	1	0	1	1	0	0	2	0
1500	495	125	120	131	119	441	1	43	2	2	0	1	0	2	0	0	0	2	1
1600	520	117	106	163	134	472	6	33	1	1	0	1	1	1	0	0	0	4	0
1700	634	164	166	160	144	584	6	39	0	1	0	0	0	0	1	0	0	2	1
1800	369	112	96	78	83	344	2	19	0	0	0	0	0	0	0	0	0	3	1
1900	274	83	63	60	68	252	0	19	0	1	0	0	1	0	0	0	0	1	0
2000	144	47	43	25	29	137	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	108	22	32	28	26	97	0	8	0	0	0	0	2	1	0	0	0	0	0
2200	81	24	21	16	20	77	1	3	0	0	0	0	0	0	0	0	0	0	0
2300	29	5	12	9	3	28	0	0	0	1	0	0	0	0	0	0	0	0	0
07-19	**5581**	**1373**	**1362**	**1394**	**1452**	**4867**	**43**	**529**	**29**	**33**	**3**	**6**	**12**	**19**	**3**	**0**	**0**	**33**	**4**
06-22	**6274**	**1547**	**1535**	**1551**	**1641**	**5493**	**44**	**582**	**29**	**37**	**3**	**6**	**15**	**22**	**3**	**1**	**0**	**35**	**4**
06-00	**6384**	**1576**	**1568**	**1576**	**1664**	**5598**	**45**	**585**	**29**	**38**	**3**	**6**	**15**	**22**	**3**	**1**	**0**	**35**	**4**
00-00	**6483**	**1605**	**1597**	**1592**	**1689**	**5666**	**47**	**605**	**30**	**39**	**3**	**10**	**15**	**25**	**3**	**1**	**0**	**35**	**4**



09 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	8	5	1	1	1	0	0	0	0	1	1	2	1	3	0	0	0	0	0	0	0	0	0	0	6	75	-	35.4	8
0100	10	3	5	1	1	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	6	60	-	31.3	5.5
0200	5	0	1	0	4	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	80	-	32.7	6.1
0300	7	3	1	2	1	0	0	0	0	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	4	57.14	-	33.2	7
0400	17	3	7	3	4	0	0	0	0	1	2	9	2	3	0	0	0	0	0	0	0	0	0	0	14	82.35	42.8	33.5	5.8
0500	52	15	14	9	14	0	0	0	0	3	9	22	13	4	1	0	0	0	0	0	0	0	0	0	40	76.92	39.6	34	4.9
0600	167	22	35	44	66	0	0	0	0	5	60	53	37	12	0	0	0	0	0	0	0	0	0	0	102	61.08	38	32.3	4.8
0700	556	81	124	146	205	0	6	4	10	44	208	188	85	10	1	0	0	0	0	0	0	0	0	0	284	51.08	35.6	30.2	5.4
0800	620	196	158	117	149	0	103	44	39	43	168	185	34	4	0	0	0	0	0	0	0	0	0	0	223	35.97	33.1	24.3	9.7
0900	471	133	113	112	113	0	0	0	0	9	159	201	81	19	2	0	0	0	0	0	0	0	0	0	303	64.33	36.2	31.9	4
1000	412	84	120	94	114	0	0	0	0	7	118	204	71	9	3	0	0	0	0	0	0	0	0	0	287	69.66	35.9	32	3.8
1100	368	81	93	87	107	0	0	0	0	9	100	179	62	17	1	0	0	0	0	0	0	0	0	0	259	70.38	36.5	32.3	4
1200	336	72	81	105	78	0	0	0	0	4	107	161	54	10	0	0	0	0	0	0	0	0	0	0	225	66.96	35.8	32	3.6
1300	368	92	82	94	100	0	0	0	0	7	115	171	66	9	0	0	0	0	0	0	0	0	0	0	246	66.85	36	31.8	3.7
1400	432	116	103	107	106	0	1	4	4	9	148	197	59	9	1	0	0	0	0	0	0	0	0	0	266	61.57	35.1	31.2	4.4
1500	495	125	120	131	119	0	0	1	4	36	178	201	65	10	0	0	0	0	0	0	0	0	0	0	276	55.76	35.1	30.7	4.3
1600	520	117	106	163	134	0	0	9	4	6	169	212	104	14	2	0	0	0	0	0	0	0	0	0	332	63.85	36.2	31.6	4.9
1700	634	164	166	160	144	0	1	0	1	11	216	296	93	15	1	0	0	0	0	0	0	0	0	0	405	63.88	35.2	31.6	3.8
1800	369	112	96	78	83	0	0	11	10	11	102	174	46	12	1	1	1	0	0	0	0	0	0	0	235	63.69	35.4	31	5.7
1900	274	83	63	60	68	0	0	0	0	5	72	138	45	12	2	0	0	0	0	0	0	0	0	0	197	71.9	36.1	32.3	4
2000	144	47	43	25	29	0	0	0	0	3	36	54	29	17	4	0	1	0	0	0	0	0	0	0	105	72.92	40.1	33.9	5.6
2100	108	22	32	28	26	0	0	0	0	0	23	42	32	10	0	1	0	0	0	0	0	0	0	0	85	78.7	39.2	34.1	4.6
2200	81	24	21	16	20	0	0	0	0	0	11	30	20	13	6	1	0	0	0	0	0	0	0	0	70	86.42	41.8	36	6
2300	29	5	12	9	3	0	0	0	0	0	6	9	6	7	1	0	0	0	0	0	0	0	0	0	23	79.31	42.7	35.3	5.5
07-19	**5581**	**1373**	**1362**	**1394**	**1452**	**0**	**111**	**73**	**72**	**196**	**1788**	**2369**	**820**	**138**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3341**	**59.86**	**35.5**	**30.7**	**5.7**
06-22	**6274**	**1547**	**1535**	**1551**	**1641**	**0**	**111**	**73**	**72**	**209**	**1979**	**2656**	**963**	**189**	**18**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3830**	**61.05**	**35.8**	**30.9**	**5.7**
06-00	**6384**	**1576**	**1568**	**1576**	**1664**	**0**	**111**	**73**	**72**	**209**	**1996**	**2695**	**989**	**209**	**25**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3923**	**61.45**	**35.9**	**31**	**5.7**

00-00	6483	1605	1597	1592	1689	0	111	73	72	216	2014	2736	1008	222	26	3	2	0	0	0	0	0	0	0	0	3997	61.65	35.9	31	5.7

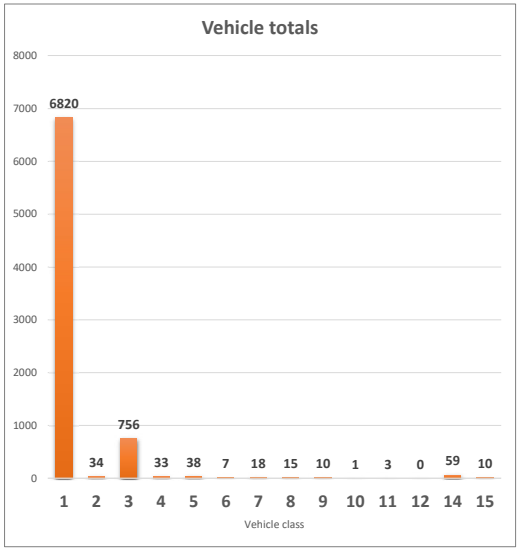
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

03 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	20	2	3	9	6	17	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	7	1	2	2	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	15	5	3	4	3	9	0	5	0	0	0	0	1	0	0	0	0	0	0
0300	10	1	3	4	2	7	0	2	0	0	0	0	1	0	0	0	0	0	0
0400	20	2	2	7	9	13	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	86	14	19	19	34	75	0	7	0	1	0	0	0	1	0	0	0	1	1
0600	265	28	56	71	110	220	3	39	2	0	0	0	0	1	0	0	0	0	0
0700	705	135	184	175	211	617	3	70	1	5	1	0	0	2	0	0	0	4	2
0800	777	221	204	169	183	714	0	53	3	2	0	0	0	1	0	0	0	3	1
0900	489	143	125	109	112	414	2	55	7	4	0	2	0	2	0	0	0	3	0
1000	448	99	115	124	110	359	5	65	5	5	1	0	1	0	0	1	0	6	0
1100	477	110	124	122	121	388	5	65	0	3	1	5	3	0	0	0	0	6	1
1200	429	102	113	114	100	358	4	51	2	4	0	2	2	1	0	0	0	4	1
1300	447	111	104	122	110	372	2	61	3	5	2	0	0	1	0	0	0	1	0
1400	514	97	149	122	146	435	1	62	2	3	0	2	0	0	0	0	0	7	2
1500	566	139	112	140	175	490	1	57	2	5	1	1	3	0	0	0	0	5	1
1600	743	189	204	156	194	662	3	68	2	0	1	0	2	0	0	1	0	4	0
1700	662	161	170	189	142	620	1	27	0	0	0	2	0	1	1	1	0	8	1
1800	485	153	140	123	69	446	2	30	1	1	0	0	2	0	0	0	0	3	0
1900	237	85	61	49	42	217	1	16	1	0	0	1	0	0	0	0	0	1	0
2000	160	49	44	40	27	151	1	4	1	0	0	1	0	0	0	0	0	2	0
2100	110	25	38	22	25	103	0	5	1	0	0	1	0	0	0	0	0	0	0
2200	84	28	24	19	13	81	0	1	0	0	0	1	0	0	0	0	0	1	0
2300	48	10	12	15	11	46	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**6742**	**1660**	**1744**	**1665**	**1673**	**5875**	**29**	**664**	**28**	**37**	**7**	**14**	**13**	**8**	**1**	**3**	**0**	**54**	**9**
06-22	**7514**	**1847**	**1943**	**1847**	**1877**	**6566**	**34**	**728**	**33**	**37**	**7**	**17**	**13**	**9**	**1**	**3**	**0**	**57**	**9**
06-00	**7646**	**1885**	**1979**	**1881**	**1901**	**6693**	**34**	**731**	**33**	**37**	**7**	**18**	**13**	**9**	**1**	**3**	**0**	**58**	**9**
00-00	**7804**	**1910**	**2011**	**1926**	**1957**	**6820**	**34**	**756**	**33**	**38**	**7**	**18**	**15**	**10**	**1**	**3**	**0**	**59**	**10**



03 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	20	2	3	9	6	0	0	0	0	0	1	6	8	2	2	0	1	0	0	0	0	0	0	0	0	19	95	45.6	38	6.7
0100	7	1	2	2	2	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7	100	-	40.1	3.9
0200	15	5	3	4	3	0	0	0	0	0	2	3	4	3	3	0	0	0	0	0	0	0	0	0	0	13	86.67	46.1	37.6	6.9
0300	10	1	3	4	2	0	0	0	0	0	1	2	2	2	3	0	0	0	0	0	0	0	0	0	0	9	90	-	39.9	7.3
0400	20	2	2	7	9	0	0	0	0	0	3	2	5	6	3	1	0	0	0	0	0	0	0	0	0	17	85	47.2	38.9	7
0500	86	14	19	19	34	0	0	0	1	1	7	18	23	23	10	2	1	0	0	0	0	0	0	0	0	77	89.53	46.2	38.3	7.2
0600	265	28	56	71	110	0	0	0	0	7	33	100	78	37	8	2	0	0	0	0	0	0	0	0	0	225	84.91	40.5	35.1	5.4
0700	705	135	184	175	211	0	0	1	1	5	165	345	156	29	3	0	0	0	0	0	0	0	0	0	0	533	75.6	36.6	32.8	3.9
0800	777	221	204	169	183	0	10	8	9	22	192	401	108	24	2	1	0	0	0	0	0	0	0	0	0	536	68.98	35.6	31.4	5.3
0900	489	143	125	109	112	0	0	0	4	24	79	221	122	35	3	1	0	0	0	0	0	0	0	0	0	382	78.12	38.1	33.2	4.8
1000	448	99	115	124	110	0	0	0	0	4	90	208	112	30	4	0	0	0	0	0	0	0	0	0	0	354	79.02	38.3	33.5	4.3
1100	477	110	124	122	121	0	0	0	1	3	82	224	142	20	4	1	0	0	0	0	0	0	0	0	0	391	81.97	37.6	33.7	4
1200	429	102	113	114	100	0	1	3	5	14	80	179	109	30	6	2	0	0	0	0	0	0	0	0	0	326	75.99	38	33.3	5.4
1300	447	111	104	122	110	0	0	1	1	3	76	188	147	24	6	1	0	0	0	0	0	0	0	0	0	366	81.88	38.1	33.8	4.5
1400	514	97	149	122	146	0	1	0	4	9	76	229	155	36	3	1	0	0	0	0	0	0	0	0	0	424	82.49	38.3	33.7	4.7
1500	566	139	112	140	175	0	1	4	7	10	106	265	146	22	4	0	1	0	0	0	0	0	0	0	0	438	77.39	37.1	32.8	4.9
1600	743	189	204	156	194	0	0	0	0	7	159	369	178	27	3	0	0	0	0	0	0	0	0	0	0	577	77.66	36.8	32.9	3.8
1700	662	161	170	189	142	0	10	11	13	10	153	292	137	33	1	0	0	2	0	0	0	0	0	0	0	465	70.24	37	31.8	6.2
1800	485	153	140	123	69	0	0	2	1	5	87	224	131	31	3	1	0	0	0	0	0	0	0	0	0	390	80.41	38.1	33.6	4.6
1900	237	85	61	49	42	0	0	0	0	0	26	92	84	27	6	1	1	0	0	0	0	0	0	0	0	211	89.03	40	35.3	4.7
2000	160	49	44	40	27	0	0	0	0	1	29	60	46	21	3	0	0	0	0	0	0	0	0	0	0	130	81.25	40.1	34.4	4.9
2100	110	25	38	22	25	0	0	0	0	0	14	51	32	6	6	1	0	0	0	0	0	0	0	0	0	96	87.27	38.8	35	4.8
2200	84	28	24	19	13	0	0	0	0	4	8	18	36	13	3	1	1	0	0	0	0	0	0	0	0	72	85.71	41.6	36.4	6
2300	48	10	12	15	11	0	0	0	0	0	5	11	18	10	2	2	0	0	0	0	0	0	0	0	0	43	89.58	43.5	37.5	5.8
07-19	**6742**	**1660**	**1744**	**1665**	**1673**	**0**	**23**	**30**	**46**	**116**	**1345**	**3145**	**1643**	**341**	**42**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5182**	**76.86**	**37.4**	**32.9**	**4.8**
06-22	**7514**	**1847**	**1943**	**1847**	**1877**	**0**	**23**	**30**	**46**	**124**	**1447**	**3448**	**1883**	**432**	**65**	**12**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5844**	**77.77**	**37.7**	**33.1**	**4.9**
06-00	**7646**	**1885**	**1979**	**1881**	**1901**	**0**	**23**	**30**	**46**	**128**	**1460**	**3477**	**1937**	**455**	**70**	**15**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5959**	**77.94**	**37.8**	**33.2**	**4.9**

00-00	7804	1910	2011	1926	1957	0	23	30	47	129	1474	3508	1982	495	91	18	5	2	0	0	0	0	0	0	0	6101	78.18	37.9	33.3	5

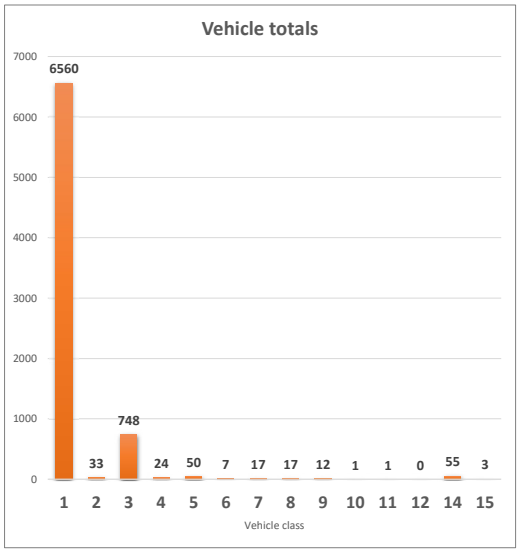
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

04 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	11	5	1	4	1	9	0	1	0	0	0	0	0	1	0	0	0	0	0
0100	13	7	4	0	2	11	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	9	2	3	1	3	6	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	14	2	5	3	4	12	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	20	2	2	6	10	15	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	69	7	9	26	27	60	0	6	1	0	0	0	0	0	0	0	0	1	1
0600	274	30	57	78	109	232	1	37	1	1	0	1	1	0	0	0	0	0	0
0700	644	101	164	195	184	565	0	69	1	3	1	0	2	0	0	0	0	2	1
0800	668	159	183	171	155	583	3	67	2	2	1	4	1	1	0	0	0	4	0
0900	492	132	121	125	114	408	6	62	4	3	0	3	0	0	0	1	0	5	0
1000	500	120	122	143	115	410	6	63	1	6	0	1	2	4	0	0	0	7	0
1100	475	116	127	115	117	386	3	73	3	2	1	0	1	1	0	0	0	5	0
1200	482	99	116	136	131	414	1	54	2	5	0	1	1	1	1	0	0	2	0
1300	455	112	118	125	100	382	3	56	3	4	1	0	0	0	0	0	0	6	0
1400	535	136	136	134	129	454	3	59	1	10	0	2	1	0	0	0	0	5	0
1500	587	125	160	143	159	511	3	54	1	6	2	1	3	0	0	0	0	6	0
1600	677	185	185	140	167	609	2	53	0	4	1	3	1	0	0	0	0	4	0
1700	564	150	155	137	122	522	1	31	1	2	0	0	1	0	0	0	0	5	1
1800	382	113	104	96	69	362	1	17	0	1	0	0	0	1	0	0	0	0	0
1900	252	71	73	52	56	227	0	20	1	1	0	0	1	1	0	0	0	1	0
2000	152	35	47	39	31	141	0	10	0	0	0	0	0	1	0	0	0	0	0
2100	111	32	31	30	18	105	0	4	0	0	0	0	1	0	0	0	0	1	0
2200	80	18	21	21	20	76	0	2	0	0	0	0	1	1	0	0	0	0	0
2300	62	15	15	17	15	60	0	0	0	0	0	1	0	0	0	0	0	1	0
07-19	**6461**	**1548**	**1691**	**1660**	**1562**	**5606**	**32**	**658**	**19**	**48**	**7**	**15**	**13**	**8**	**1**	**1**	**0**	**51**	**2**
06-22	**7250**	**1716**	**1899**	**1859**	**1776**	**6311**	**33**	**729**	**21**	**50**	**7**	**16**	**16**	**10**	**1**	**1**	**0**	**53**	**2**
06-00	**7392**	**1749**	**1935**	**1897**	**1811**	**6447**	**33**	**731**	**21**	**50**	**7**	**17**	**17**	**11**	**1**	**1**	**0**	**54**	**2**
00-00	**7528**	**1774**	**1959**	**1937**	**1858**	**6560**	**33**	**748**	**24**	**50**	**7**	**17**	**17**	**12**	**1**	**1**	**0**	**55**	**3**



04 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	11	5	1	4	1	0	0	0	0	0	1	3	1	4	2	0	0	0	0	0	0	0	0	0	10	90.91	46.2	38.9	5.7
0100	13	7	4	0	2	0	0	0	0	0	1	1	4	2	3	0	1	1	0	0	0	0	0	0	12	92.31	58.5	42.6	9.8
0200	9	2	3	1	3	0	0	0	0	0	0	2	1	2	3	1	0	0	0	0	0	0	0	0	9	100	-	43.1	6.6
0300	14	2	5	3	4	0	0	0	0	0	0	3	7	2	1	1	0	0	0	0	0	0	0	0	14	100	45.7	38	5.3
0400	20	2	2	6	10	0	0	0	0	0	1	4	8	4	3	0	0	0	0	0	0	0	0	0	19	95	45.7	38.7	5.4
0500	69	7	9	26	27	0	0	0	1	0	4	14	17	19	11	3	0	0	0	0	0	0	0	0	64	92.75	46.4	39	6.6
0600	274	30	57	78	109	0	0	0	0	1	40	96	81	43	8	3	2	0	0	0	0	0	0	0	233	85.04	40.9	35.7	5.5
0700	644	101	164	195	184	0	0	1	1	8	109	295	175	47	8	0	0	0	0	0	0	0	0	0	525	81.52	38.4	33.8	4.3
0800	668	159	183	171	155	0	2	1	4	2	142	300	167	43	6	0	1	0	0	0	0	0	0	0	517	77.4	37.8	33.3	4.6
0900	492	132	121	125	114	0	0	0	3	7	85	216	147	28	4	0	0	0	0	0	0	2	0	0	397	80.69	38	33.7	5.5
1000	500	120	122	143	115	0	0	0	5	6	100	216	141	28	4	0	0	0	0	0	0	0	0	0	389	77.8	37.3	33.3	4.3
1100	475	116	127	115	117	0	0	0	0	13	64	200	155	38	5	0	0	0	0	0	0	0	0	0	398	83.79	38.7	34.2	4.4
1200	482	99	116	136	131	0	0	2	3	8	114	193	127	28	7	0	0	0	0	0	0	0	0	0	355	73.65	38	33.1	4.8
1300	455	112	118	125	100	0	0	0	3	9	100	206	107	26	3	1	0	0	0	0	0	0	0	0	343	75.38	37.7	33	4.5
1400	535	136	136	134	129	0	0	0	0	4	104	220	160	41	5	1	0	0	0	0	0	0	0	0	427	79.81	39.1	34.1	4.5
1500	587	125	160	143	159	0	0	0	1	2	105	251	181	40	6	1	0	0	0	0	0	0	0	0	479	81.6	37.9	33.9	4.2
1600	677	185	185	140	167	0	0	0	2	11	126	317	180	35	5	1	0	0	0	0	0	0	0	0	538	79.47	37.2	33.3	4.3
1700	564	150	155	137	122	0	0	0	2	5	96	216	200	36	7	0	2	0	0	0	0	0	0	0	461	81.74	38.4	34.1	4.6
1800	382	113	104	96	69	0	0	0	0	2	70	161	121	24	4	0	0	0	0	0	0	0	0	0	310	81.15	38.3	33.9	4.1
1900	252	71	73	52	56	0	0	0	1	10	41	107	65	20	7	1	0	0	0	0	0	0	0	0	200	79.37	38.9	33.9	5.3
2000	152	35	47	39	31	0	0	0	1	0	24	59	47	18	3	0	0	0	0	0	0	0	0	0	127	83.55	39.8	34.8	4.8
2100	111	32	31	30	18	0	0	0	0	1	7	45	38	13	6	1	0	0	0	0	0	0	0	0	103	92.79	40.8	35.9	4.7
2200	80	18	21	21	20	0	0	0	0	0	11	26	23	12	3	5	0	0	0	0	0	0	0	0	69	86.25	42.1	36.7	6.2
2300	62	15	15	17	15	0	0	0	0	0	10	12	18	15	4	1	2	0	0	0	0	0	0	0	52	83.87	43.8	37.7	7
07-19	**6461**	**1548**	**1691**	**1660**	**1562**	**0**	**2**	**4**	**24**	**77**	**1215**	**2791**	**1861**	**414**	**64**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5139**	**79.54**	**38**	**33.6**	**4.5**
06-22	**7250**	**1716**	**1899**	**1859**	**1776**	**0**	**2**	**4**	**26**	**89**	**1327**	**3098**	**2092**	**508**	**88**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5802**	**80.03**	**38.4**	**33.8**	**4.6**
06-00	**7392**	**1749**	**1935**	**1897**	**1811**	**0**	**2**	**4**	**26**	**89**	**1348**	**3136**	**2133**	**535**	**95**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5923**	**80.13**	**38.5**	**33.9**	**4.7**

00-00	7528	1774	1959	1937	1858	0	2	4	27	89	1355	3163	2171	568	118	20	8	1	0	0	0	0	2	0	0	6051	80.38	38.6	34	4.8

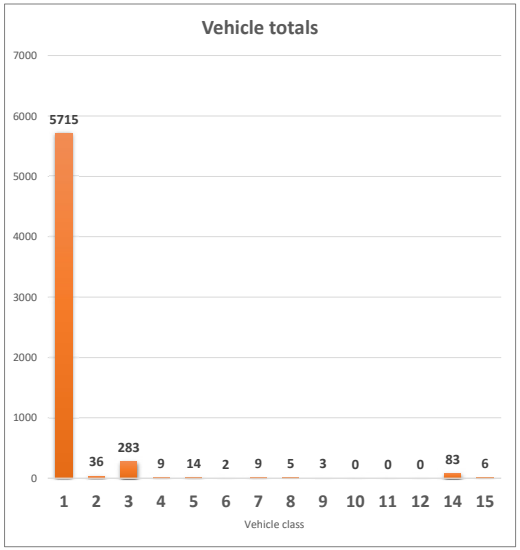
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

05 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	36	3	16	12	5	33	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	19	5	5	8	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	11	3	3	3	2	9	0	1	0	0	0	0	0	0	0	0	0	0	1
0300	14	3	2	7	2	13	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	16	1	1	12	2	13	0	1	1	0	0	0	0	0	0	0	0	1	0
0500	31	4	10	9	8	27	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	84	12	18	21	33	78	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	206	47	49	62	48	179	4	17	1	0	0	1	0	1	0	0	0	3	0
0800	362	65	100	103	94	332	3	19	1	2	0	0	0	0	0	0	0	5	0
0900	410	81	108	106	115	372	2	24	0	4	0	1	0	0	0	0	0	7	0
1000	528	113	140	137	138	486	4	24	0	1	0	0	1	0	0	0	0	11	1
1100	574	157	136	138	143	526	5	22	0	2	1	1	0	0	0	0	0	14	3
1200	599	163	143	136	157	567	3	22	0	0	0	0	0	0	0	0	0	6	1
1300	522	129	134	144	115	484	2	26	1	2	1	1	0	2	0	0	0	3	0
1400	463	110	132	104	117	432	3	14	0	2	0	0	0	0	0	0	0	12	0
1500	443	102	102	124	115	413	6	20	0	0	0	0	1	0	0	0	0	3	0
1600	467	125	109	115	118	429	1	26	0	0	0	2	1	0	0	0	0	8	0
1700	423	110	108	105	100	397	2	14	1	1	0	1	0	0	0	0	0	7	0
1800	316	93	81	79	63	298	0	14	0	0	0	2	0	0	0	0	0	2	0
1900	194	53	51	49	41	183	0	9	1	0	0	0	1	0	0	0	0	0	0
2000	130	37	34	28	31	126	0	3	1	0	0	0	0	0	0	0	0	0	0
2100	116	22	44	26	24	112	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	105	29	23	26	27	99	0	4	0	0	0	0	1	0	0	0	0	1	0
2300	96	27	22	23	24	89	1	5	1	0	0	0	0	0	0	0	0	0	0
07-19	**5313**	**1295**	**1342**	**1353**	**1323**	**4915**	**35**	**242**	**4**	**14**	**2**	**9**	**3**	**3**	**0**	**0**	**0**	**81**	**5**
06-22	**5837**	**1419**	**1489**	**1477**	**1452**	**5414**	**35**	**264**	**6**	**14**	**2**	**9**	**4**	**3**	**0**	**0**	**0**	**81**	**5**
06-00	**6038**	**1475**	**1534**	**1526**	**1503**	**5602**	**36**	**273**	**7**	**14**	**2**	**9**	**5**	**3**	**0**	**0**	**0**	**82**	**5**
00-00	**6165**	**1494**	**1571**	**1577**	**1523**	**5715**	**36**	**283**	**9**	**14**	**2**	**9**	**5**	**3**	**0**	**0**	**0**	**83**	**6**



05 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	36	3	16	12	5	0	0	0	0	1	4	14	13	4	0	0	0	0	0	0	0	0	0	0	31	86.11	38.4	34.6	4.2
0100	19	5	5	8	1	0	0	0	0	0	0	6	8	2	1	2	0	0	0	0	0	0	0	0	19	100	46.2	38.2	5.8
0200	11	3	3	3	2	0	0	0	1	0	3	4	1	1	1	0	0	0	0	0	0	0	0	0	7	63.64	43.2	32.8	7.4
0300	14	3	2	7	2	0	0	0	0	0	1	1	7	1	4	0	0	0	0	0	0	0	0	0	13	92.86	46.8	39.6	5.5
0400	16	1	1	12	2	0	0	0	0	0	1	1	9	4	1	0	0	0	0	0	0	0	0	0	15	93.75	42.5	38.2	4.2
0500	31	4	10	9	8	0	0	0	0	0	2	6	11	10	1	1	0	0	0	0	0	0	0	0	29	93.55	44.5	38.5	5.7
0600	84	12	18	21	33	0	0	0	0	0	10	23	18	20	11	2	0	0	0	0	0	0	0	0	74	88.1	45.8	37.9	6.3
0700	206	47	49	62	48	0	0	0	0	0	19	63	83	30	11	0	0	0	0	0	0	0	0	0	187	90.78	40.8	36.2	4.7
0800	362	65	100	103	94	0	0	0	0	1	45	110	130	58	15	3	0	0	0	0	0	0	0	0	316	87.29	41.5	36.1	5.2
0900	410	81	108	106	115	0	0	0	0	1	60	165	148	27	8	1	0	0	0	0	0	0	0	0	349	85.12	38.7	34.7	4.3
1000	528	113	140	137	138	0	0	0	1	3	95	233	152	40	3	1	0	0	0	0	0	0	0	0	429	81.25	38.5	34	4.3
1100	574	157	136	138	143	0	3	5	1	4	70	267	177	42	4	0	1	0	0	0	0	0	0	0	491	85.54	38.4	33.8	4.9
1200	599	163	143	136	157	0	0	4	0	12	84	286	174	34	3	1	1	0	0	0	0	0	0	0	499	83.31	37.7	33.7	4.5
1300	522	129	134	144	115	0	0	0	0	5	52	235	165	58	5	2	0	0	0	0	0	0	0	0	465	89.08	39.1	34.8	4.4
1400	463	110	132	104	117	0	0	0	2	4	61	207	159	27	3	0	0	0	0	0	0	0	0	0	396	85.53	38	34	4
1500	443	102	102	124	115	0	1	1	0	1	69	191	141	34	5	0	0	0	0	0	0	0	0	0	371	83.75	38.6	34.2	4.6
1600	467	125	109	115	118	0	0	0	1	2	58	196	153	50	5	1	1	0	0	0	0	0	0	0	406	86.94	39.3	34.8	4.5
1700	423	110	108	105	100	0	0	0	1	8	77	203	103	24	6	1	0	0	0	0	0	0	0	0	337	79.67	37	33.3	4.4
1800	316	93	81	79	63	0	0	0	0	4	44	123	114	22	8	0	1	0	0	0	0	0	0	0	268	84.81	38.7	34.5	4.6
1900	194	53	51	49	41	0	0	0	0	6	21	85	49	28	2	2	0	1	0	0	0	0	0	0	167	86.08	40.5	35	5.5
2000	130	37	34	28	31	0	0	0	0	3	14	57	38	16	1	1	0	0	0	0	0	0	0	0	113	86.92	39.6	34.7	4.9
2100	116	22	44	26	24	0	0	0	0	2	13	35	48	16	0	2	0	0	0	0	0	0	0	0	101	87.07	40.9	35.7	5
2200	105	29	23	26	27	0	0	0	0	0	16	32	33	19	3	1	1	0	0	0	0	0	0	0	89	84.76	41.4	35.8	5.3
2300	96	27	22	23	24	0	0	0	0	1	9	28	36	18	2	1	0	1	0	0	0	0	0	0	86	89.58	41.9	36.6	5.7
07-19	**5313**	**1295**	**1342**	**1353**	**1323**	**0**	**4**	**10**	**6**	**45**	**734**	**2279**	**1699**	**446**	**76**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4514**	**84.96**	**38.7**	**34.4**	**4.6**
06-22	**5837**	**1419**	**1489**	**1477**	**1452**	**0**	**4**	**10**	**6**	**56**	**792**	**2479**	**1852**	**526**	**90**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4969**	**85.13**	**38.9**	**34.5**	**4.7**
06-00	**6038**	**1475**	**1534**	**1526**	**1503**	**0**	**4**	**10**	**6**	**57**	**817**	**2539**	**1921**	**563**	**95**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5144**	**85.19**	**39**	**34.5**	**4.7**

00-00	6165	1494	1571	1577	1523	0	4	10	7	58	828	2571	1970	585	103	22	5	2	0	0	0	0	0	0	0	5258	85.29	39.1	34.6	4.8

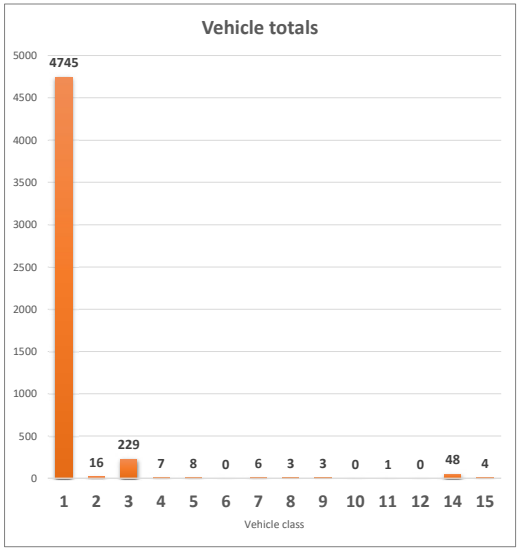
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

06 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	46	22	12	6	6	41	0	3	1	0	0	0	0	0	0	0	0	1	0
0100	17	8	4	1	4	17	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	7	3	2	4	14	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	4	4	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	15	4	4	4	3	13	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	19	7	4	4	4	17	0	0	0	0	0	0	0	0	0	0	0	1	1
0600	67	13	14	13	27	61	2	2	0	1	0	1	0	0	0	0	0	0	0
0700	156	24	43	41	48	133	1	11	1	0	0	1	2	0	0	0	0	6	1
0800	284	41	64	94	85	268	1	9	0	1	0	1	0	0	0	0	0	4	0
0900	395	84	105	98	108	361	0	21	1	3	0	1	0	1	0	0	0	7	0
1000	459	108	114	122	115	427	3	20	0	1	0	0	0	0	0	0	0	8	0
1100	487	112	120	127	128	460	2	17	1	0	0	1	0	0	0	0	0	5	1
1200	546	151	120	132	143	510	1	29	0	1	0	0	0	0	0	0	0	5	0
1300	397	116	86	95	100	370	2	22	1	0	0	0	0	0	0	0	0	2	0
1400	403	114	118	86	85	384	1	14	0	0	0	0	0	0	0	0	0	4	0
1500	377	103	95	90	89	356	0	18	0	1	0	0	0	0	0	1	0	1	0
1600	377	101	101	90	85	357	2	16	1	0	0	0	0	0	0	0	0	1	0
1700	297	86	82	67	62	281	1	12	0	0	0	0	0	1	0	0	0	2	0
1800	245	72	65	57	51	236	0	6	0	0	0	1	0	0	0	0	0	1	1
1900	168	46	45	44	33	158	0	8	1	0	0	0	1	0	0	0	0	0	0
2000	151	49	40	37	25	147	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	67	19	18	17	13	63	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	45	11	11	7	16	41	0	4	0	0	0	0	0	0	0	0	0	0	0
2300	26	7	8	4	7	21	0	4	0	0	0	0	0	1	0	0	0	0	0
07-19	**4423**	**1112**	**1113**	**1099**	**1099**	**4143**	**14**	**195**	**5**	**7**	**0**	**5**	**2**	**2**	**0**	**1**	**0**	**46**	**3**
06-22	**4876**	**1239**	**1230**	**1210**	**1197**	**4572**	**16**	**213**	**6**	**8**	**0**	**6**	**3**	**2**	**0**	**1**	**0**	**46**	**3**
06-00	**4947**	**1257**	**1249**	**1221**	**1220**	**4634**	**16**	**221**	**6**	**8**	**0**	**6**	**3**	**3**	**0**	**1**	**0**	**46**	**3**
00-00	**5070**	**1305**	**1280**	**1242**	**1243**	**4745**	**16**	**229**	**7**	**8**	**0**	**6**	**3**	**3**	**0**	**1**	**0**	**48**	**4**



06 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	46	22	12	6	6	0	0	0	0	0	6	10	14	10	5	1	0	0	0	0	0	0	0	0	40	86.96	44.4	37.7	6.4
0100	17	8	4	1	4	0	0	0	0	0	0	7	5	4	0	0	1	0	0	0	0	0	0	0	17	100	43.8	37.7	6.7
0200	16	7	3	2	4	0	0	0	0	0	2	5	5	2	1	1	0	0	0	0	0	0	0	0	14	87.5	45.4	36.9	6.6
0300	10	0	4	4	2	0	0	0	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0	0	10	100	-	39.4	5.6
0400	15	4	4	4	3	0	0	0	0	0	0	0	0	5	9	0	1	0	0	0	0	0	0	0	15	100	49.8	46.2	3.5
0500	19	7	4	4	4	0	0	0	1	0	2	1	5	7	3	0	0	0	0	0	0	0	0	0	16	84.21	46.2	38.8	7.6
0600	67	13	14	13	27	0	0	0	0	0	8	17	25	10	3	3	1	0	0	0	0	0	0	0	59	88.06	43.8	37.2	6.5
0700	156	24	43	41	48	0	0	0	1	5	20	58	46	19	4	2	1	0	0	0	0	0	0	0	130	83.33	40.6	35	5.8
0800	284	41	64	94	85	0	0	0	0	2	33	99	91	46	10	2	1	0	0	0	0	0	0	0	249	87.68	41.2	35.7	5.3
0900	395	84	105	98	108	0	0	0	0	3	58	145	137	41	7	3	1	0	0	0	0	0	0	0	334	84.56	39.6	34.8	4.9
1000	459	108	114	122	115	0	1	1	3	6	68	207	147	26	0	0	0	0	0	0	0	0	0	0	380	82.79	38	33.7	4.4
1100	487	112	120	127	128	0	0	1	1	6	91	202	144	38	4	0	0	0	0	0	0	0	0	0	388	79.67	38.1	33.8	4.5
1200	546	151	120	132	143	0	0	0	0	5	92	276	131	38	3	1	0	0	0	0	0	0	0	0	449	82.23	37.7	33.5	4.1
1300	397	116	86	95	100	0	0	0	0	9	71	155	113	44	3	1	0	1	0	0	0	0	0	0	317	79.85	39.1	34.1	5.2
1400	403	114	118	86	85	0	0	0	0	6	61	175	121	35	3	1	0	1	0	0	0	0	0	0	336	83.37	38.7	34.3	4.5
1500	377	103	95	90	89	0	0	0	0	2	3	79	144	113	31	5	0	0	0	0	0	0	0	0	293	77.72	38.6	33.9	4.7
1600	377	101	101	90	85	0	0	0	0	0	8	65	164	112	24	4	0	0	0	0	0	0	0	0	304	80.64	38.1	33.7	4.3
1700	297	86	82	67	62	0	0	0	1	3	51	108	102	26	5	1	0	0	0	0	0	0	0	0	242	81.48	39.1	34.2	4.8
1800	245	72	65	57	51	0	1	0	1	1	38	124	68	11	1	0	0	0	0	0	0	0	0	0	204	83.27	37.4	33.3	4.1
1900	168	46	45	44	33	0	0	0	0	4	32	72	45	12	2	1	0	0	0	0	0	0	0	0	132	78.57	38	33.7	4.9
2000	151	49	40	37	25	0	0	0	0	3	27	63	46	11	1	0	0	0	0	0	0	0	0	0	121	80.13	37.6	33.7	4.3
2100	67	19	18	17	13	0	0	0	1	0	6	21	25	9	2	3	0	0	0	0	0	0	0	0	60	89.55	42.7	36.4	5.9
2200	45	11	11	7	16	0	0	0	0	0	12	10	17	4	1	1	0	0	0	0	0	0	0	0	33	73.33	39.7	35.1	5.9
2300	26	7	8	4	7	0	0	0	0	1	4	13	2	3	3	0	0	0	0	0	0	0	0	0	21	80.77	43	34.5	6.2
07-19	**4423**	**1112**	**1113**	**1099**	**1099**	**0**	**2**	**2**	**9**	**57**	**727**	**1857**	**1325**	**379**	**49**	**11**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3626**	**81.98**	**38.8**	**34.1**	**4.7**
06-22	**4876**	**1239**	**1230**	**1210**	**1197**	**0**	**2**	**2**	**10**	**64**	**800**	**2030**	**1466**	**421**	**57**	**18**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3998**	**81.99**	**38.8**	**34.1**	**4.7**
06-00	**4947**	**1257**	**1249**	**1221**	**1220**	**0**	**2**	**2**	**10**	**65**	**816**	**2053**	**1485**	**428**	**61**	**19**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4052**	**81.91**	**38.8**	**34.1**	**4.8**

00-00	5070	1305	1280	1242	1243	0	2	2	11	65	826	2077	1518	460	79	22	6	2	0	0	0	0	0	0	0	4164	82.13	39	34.3	4.9

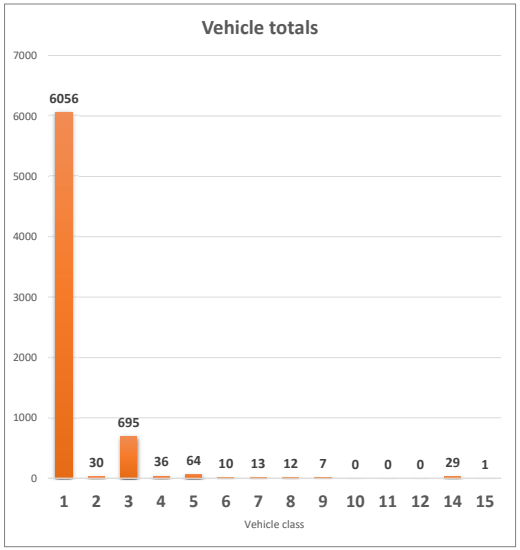
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

07 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	12	6	1	1	4	10	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	4	2	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	13	4	1	3	5	12	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	6	1	2	2	1	4	0	1	0	0	0	0	1	0	0	0	0	0	0
0400	28	10	6	6	6	22	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	92	16	19	23	34	78	0	12	1	0	0	0	0	0	0	0	0	1	0
0600	264	44	51	67	102	237	1	21	2	2	0	0	0	1	0	0	0	0	0
0700	662	126	168	177	191	588	4	58	2	3	2	1	2	0	0	0	0	2	0
0800	670	185	156	159	170	617	0	41	3	4	1	0	3	0	0	0	0	1	0
0900	493	120	143	93	137	401	6	68	6	9	0	0	0	0	0	0	0	3	0
1000	479	138	120	115	106	394	2	70	1	6	0	2	0	2	0	0	0	1	1
1100	505	142	114	122	127	412	3	68	5	11	2	2	1	0	0	0	0	1	0
1200	410	112	105	106	87	329	1	62	5	6	1	1	0	0	0	0	0	5	0
1300	381	84	110	95	92	316	1	50	1	8	0	0	3	1	0	0	0	1	0
1400	426	96	110	120	100	353	4	54	1	6	2	3	1	0	0	0	0	2	0
1500	550	131	139	136	144	468	1	69	3	4	0	1	0	1	0	0	0	3	0
1600	579	134	162	137	146	518	4	48	2	4	0	1	0	0	0	0	0	2	0
1700	537	159	139	127	112	508	1	24	0	0	0	1	0	0	0	0	0	3	0
1800	365	120	99	86	60	340	1	19	1	1	1	0	1	0	0	0	0	1	0
1900	171	49	44	50	28	156	1	11	0	0	1	1	0	1	0	0	0	0	0
2000	126	40	31	31	24	118	0	4	1	0	0	0	0	0	0	0	0	3	0
2100	99	25	34	29	11	96	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	56	23	9	13	11	53	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	25	12	6	4	3	24	0	0	0	0	0	0	0	1	0	0	0	0	0
07-19	**6057**	**1547**	**1565**	**1473**	**1472**	**5244**	**28**	**631**	**30**	**62**	**9**	**12**	**11**	**4**	**0**	**0**	**0**	**25**	**1**
06-22	**6717**	**1705**	**1725**	**1650**	**1637**	**5851**	**30**	**670**	**33**	**64**	**10**	**13**	**11**	**6**	**0**	**0**	**0**	**28**	**1**
06-00	**6798**	**1740**	**1740**	**1667**	**1651**	**5928**	**30**	**673**	**33**	**64**	**10**	**13**	**11**	**7**	**0**	**0**	**0**	**28**	**1**
00-00	**6953**	**1779**	**1771**	**1702**	**1701**	**6056**	**30**	**695**	**36**	**64**	**10**	**13**	**12**	**7**	**0**	**0**	**0**	**29**	**1**



07 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	12	6	1	1	4	0	0	0	0	0	1	4	5	1	1	0	0	0	0	0	0	0	0	0	11	91.67	42.8	35.9	5.4
0100	4	2	2	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	2	50	-	31.5	8.8
0200	13	4	1	3	5	0	0	0	0	0	1	1	2	6	3	0	0	0	0	0	0	0	0	0	12	92.31	48.2	40.9	6.5
0300	6	1	2	2	1	0	0	0	0	1	0	1	2	0	1	1	0	0	0	0	0	0	0	0	5	83.33	-	37.7	10.5
0400	28	10	6	6	6	0	0	0	0	0	4	4	6	9	4	1	0	0	0	0	0	0	0	0	24	85.71	46.1	38.6	7.5
0500	92	16	19	23	34	0	0	0	1	0	8	21	35	20	6	1	0	0	0	0	0	0	0	0	83	90.22	42.9	37.2	5.7
0600	264	44	51	67	102	0	0	0	0	2	24	105	104	23	5	0	1	0	0	0	0	0	0	0	238	90.15	39	35.3	4.3
0700	662	126	168	177	191	0	0	0	1	20	167	331	122	18	3	0	0	0	0	0	0	0	0	0	474	71.6	36.1	32.2	3.9
0800	670	185	156	159	170	0	14	9	3	11	137	332	137	20	4	0	0	0	0	0	0	0	0	3	496	74.03	36.4	32.1	7.2
0900	493	120	143	93	137	0	0	1	1	15	102	250	102	17	4	1	0	0	0	0	0	0	0	0	374	75.86	36.5	32.6	4.4
1000	479	138	120	115	106	0	0	0	3	15	98	225	113	24	1	0	0	0	0	0	0	0	0	0	363	75.78	36.9	32.8	4.3
1100	505	142	114	122	127	0	0	1	1	11	120	235	108	25	4	0	0	0	0	0	0	0	0	0	372	73.66	37.1	32.7	4.4
1200	410	112	105	106	87	0	0	0	0	1	74	186	116	25	7	1	0	0	0	0	0	0	0	0	335	81.71	37.9	33.9	4.3
1300	381	84	110	95	92	0	0	0	0	2	71	156	123	24	3	2	0	0	0	0	0	0	0	0	308	80.84	38.3	34.1	4.3
1400	426	96	110	120	100	0	0	0	0	2	79	202	109	27	4	3	0	0	0	0	0	0	0	0	345	80.99	37.7	33.6	4.4
1500	550	131	139	136	144	0	0	0	0	2	76	239	188	36	9	0	0	0	0	0	0	0	0	0	472	85.82	38.5	34.4	4.1
1600	579	134	162	137	146	0	0	0	2	10	136	254	142	29	4	1	0	1	0	0	0	0	0	0	431	74.44	37.2	33.1	4.5
1700	537	159	139	127	112	0	0	0	1	2	84	254	146	44	2	3	0	0	0	0	0	0	1	0	450	83.8	38.2	34.1	5
1800	365	120	99	86	60	0	0	0	1	8	64	165	102	23	2	0	0	0	0	0	0	0	0	0	292	80	37.9	33.5	4.3
1900	171	49	44	50	28	0	0	0	2	4	23	57	58	22	4	1	0	0	0	0	0	0	0	0	142	83.04	40.3	34.9	5.6
2000	126	40	31	31	24	0	0	0	0	2	16	50	45	9	4	0	0	0	0	0	0	0	0	0	108	85.71	39.3	34.6	4.5
2100	99	25	34	29	11	0	0	0	0	1	10	46	31	9	1	1	0	0	0	0	0	0	0	0	88	88.89	39.6	34.8	4.7
2200	56	23	9	13	11	0	0	0	0	0	10	15	14	10	4	3	0	0	0	0	0	0	0	0	46	82.14	44.7	37.2	6.9
2300	25	12	6	4	3	0	0	0	0	1	2	14	3	3	1	1	0	0	0	0	0	0	0	0	22	88	41.4	34.8	6.7
07-19	**6057**	**1547**	**1565**	**1473**	**1472**	**0**	**14**	**11**	**13**	**99**	**1208**	**2829**	**1508**	**312**	**47**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**4712**	**77.79**	**37.4**	**33.2**	**4.8**
06-22	**6717**	**1705**	**1725**	**1650**	**1637**	**0**	**14**	**11**	**15**	**108**	**1281**	**3087**	**1746**	**375**	**61**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**5288**	**78.73**	**37.7**	**33.4**	**4.8**
06-00	**6798**	**1740**	**1740**	**1667**	**1651**	**0**	**14**	**11**	**15**	**109**	**1293**	**3116**	**1763**	**388**	**66**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**5356**	**78.79**	**37.7**	**33.4**	**4.9**

00-00	6953	1779	1771	1702	1701	0	14	11	16	111	1308	3148	1813	425	81	20	1	1	0	0	0	0	0	1	3	5493	79	37.8	33.5	5

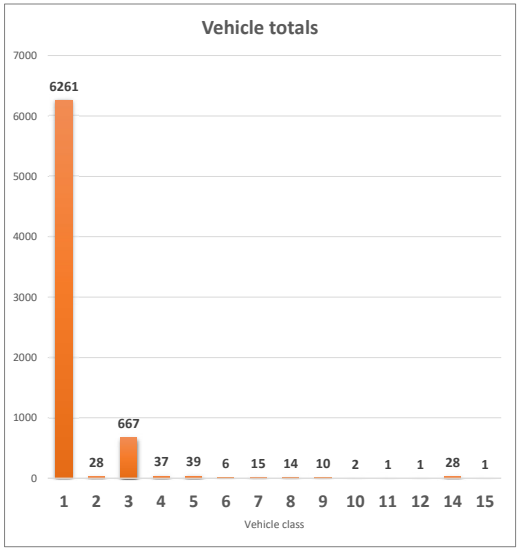
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

08 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	11	2	1	4	4	10	0	0	0	1	0	0	0	0	0	0	0	0	0
0100	9	1	3	1	4	6	0	2	0	0	0	0	0	1	0	0	0	0	0
0200	9	0	4	3	2	7	0	1	0	0	0	0	0	1	0	0	0	0	0
0300	9	1	1	6	1	6	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	16	2	5	4	5	13	0	2	0	1	0	0	0	0	0	0	0	0	0
0500	90	13	16	33	28	81	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	255	30	51	74	100	220	0	29	3	0	0	0	1	1	0	0	0	1	0
0700	670	132	164	181	193	598	4	60	2	2	2	0	0	0	0	0	0	2	0
0800	686	178	174	165	169	627	1	50	4	0	0	1	1	1	0	0	0	1	0
0900	429	132	113	105	79	367	2	45	5	6	0	1	1	1	0	1	0	0	0
1000	411	83	111	103	114	331	4	62	5	4	0	1	2	2	0	0	0	0	0
1100	374	94	98	93	89	309	3	47	4	7	1	0	0	0	0	0	0	3	0
1200	383	103	89	94	97	323	1	50	1	2	0	1	0	1	0	0	0	4	0
1300	397	85	96	104	112	328	2	49	2	3	0	3	4	0	0	0	1	5	0
1400	442	105	117	116	104	378	2	50	2	4	1	2	1	1	0	0	0	1	0
1500	527	140	106	131	150	454	1	63	0	3	1	2	1	0	1	0	0	0	1
1600	660	169	191	150	150	588	0	62	1	3	1	2	1	0	1	0	0	1	0
1700	655	174	155	163	163	604	5	34	2	3	0	0	0	0	0	0	0	7	0
1800	446	133	132	99	82	416	2	23	4	0	0	1	0	0	0	0	0	0	0
1900	258	88	78	51	41	245	1	11	0	0	0	0	0	0	0	0	0	1	0
2000	132	42	42	28	20	126	0	5	0	0	0	0	0	0	0	0	0	1	0
2100	124	25	29	36	34	117	0	5	0	0	0	0	1	0	0	0	0	1	0
2200	78	28	19	21	10	71	0	4	1	0	0	1	1	0	0	0	0	0	0
2300	39	9	15	7	8	36	0	2	0	0	0	0	0	1	0	0	0	0	0
07-19	**6080**	**1528**	**1546**	**1504**	**1502**	**5323**	**27**	**595**	**32**	**37**	**6**	**14**	**11**	**6**	**2**	**1**	**1**	**24**	**1**
06-22	**6849**	**1713**	**1746**	**1693**	**1697**	**6031**	**28**	**645**	**35**	**37**	**6**	**14**	**13**	**7**	**2**	**1**	**1**	**28**	**1**
06-00	**6966**	**1750**	**1780**	**1721**	**1715**	**6138**	**28**	**651**	**36**	**37**	**6**	**15**	**14**	**8**	**2**	**1**	**1**	**28**	**1**
00-00	**7110**	**1769**	**1810**	**1772**	**1759**	**6261**	**28**	**667**	**37**	**39**	**6**	**15**	**14**	**10**	**2**	**1**	**1**	**28**	**1**



08 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	11	2	1	4	4	0	0	0	0	0	1	2	4	2	2	0	0	0	0	0	0	0	0	0	0	10	90.91	45.3	38.3	5.8
0100	9	1	3	1	4	0	0	0	0	1	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7	77.78	-	33.5	7.1
0200	9	0	4	3	2	0	0	0	0	0	1	1	1	4	2	0	0	0	0	0	0	0	0	0	0	8	88.89	-	39.8	6.9
0300	9	1	1	6	1	0	0	0	0	0	3	0	4	0	2	0	0	0	0	0	0	0	0	0	0	6	66.67	-	36.2	7.5
0400	16	2	5	4	5	0	0	0	0	1	1	0	4	6	3	0	1	0	0	0	0	0	0	0	0	14	87.5	46.9	40.4	7.7
0500	90	13	16	33	28	0	0	0	0	0	5	18	28	27	9	3	0	0	0	0	0	0	0	0	0	85	94.44	44.7	39.2	5.6
0600	255	30	51	74	100	0	0	0	0	2	51	109	76	13	3	0	0	1	0	0	0	0	0	0	0	202	79.22	38.1	33.9	4.6
0700	670	132	164	181	193	0	0	2	3	18	146	326	156	19	0	0	0	0	0	0	0	0	0	0	0	501	74.78	36.6	32.4	4
0800	686	178	174	165	169	0	9	7	5	22	171	345	108	17	1	1	0	0	0	0	0	0	0	0	0	472	68.8	35.5	31.3	5.2
0900	429	132	113	105	79	0	0	0	0	2	77	209	117	21	3	0	0	0	0	0	0	0	0	0	0	350	81.59	37.9	33.5	3.9
1000	411	83	111	103	114	0	0	1	2	2	73	212	84	32	3	2	0	0	0	0	0	0	0	0	0	333	81.02	38	33.5	4.6
1100	374	94	98	93	89	0	0	0	0	4	54	189	97	29	0	0	1	0	0	0	0	0	0	0	0	316	84.49	38.3	33.8	4.1
1200	383	103	89	94	97	0	0	0	0	3	68	156	125	25	6	0	0	0	0	0	0	0	0	0	0	312	81.46	38.3	34.1	4.4
1300	397	85	96	104	112	0	0	2	2	3	78	180	107	19	5	1	0	0	0	0	0	0	0	0	0	312	78.59	37.4	33.2	4.6
1400	442	105	117	116	104	0	0	0	0	15	78	178	125	43	3	0	0	0	0	0	0	0	0	0	0	349	78.96	38.7	33.7	4.6
1500	527	140	106	131	150	0	0	1	4	14	94	219	167	24	4	0	0	0	0	0	0	0	0	0	0	414	78.56	37.9	33.4	4.5
1600	660	169	191	150	150	0	0	0	3	27	144	312	154	20	0	0	0	0	0	0	0	0	0	0	0	486	73.64	36.8	32.4	4.2
1700	655	174	155	163	163	0	0	0	7	58	299	246	42	3	0	0	0	0	0	0	0	0	0	0	0	291	44.43	33.3	29.5	3.8
1800	446	133	132	99	82	0	0	0	1	7	113	195	109	19	2	0	0	0	0	0	0	0	0	0	0	325	72.87	36.8	32.8	4.2
1900	258	88	78	51	41	0	0	1	2	6	40	119	69	15	5	0	0	1	0	0	0	0	0	0	0	209	81.01	37.7	33.6	5
2000	132	42	42	28	20	0	0	0	0	2	28	51	37	13	1	0	0	0	0	0	0	0	0	0	0	102	77.27	38.7	33.8	4.6
2100	124	25	29	36	34	0	0	0	0	4	22	64	27	7	0	0	0	0	0	0	0	0	0	0	0	98	79.03	38.2	32.9	4.4
2200	78	28	19	21	10	0	0	0	0	3	12	30	17	14	2	0	0	0	0	0	0	0	0	0	0	63	80.77	41.3	34.5	5.6
2300	39	9	15	7	8	0	0	0	0	1	9	13	11	5	0	0	0	0	0	0	0	0	0	0	0	29	74.36	39.8	33.8	4.7
07-19	**6080**	**1528**	**1546**	**1504**	**1502**	**0**	**9**	**13**	**27**	**175**	**1395**	**2767**	**1391**	**271**	**27**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4461**	**73.37**	**37**	**32.6**	**4.5**
06-22	**6849**	**1713**	**1746**	**1693**	**1697**	**0**	**9**	**14**	**29**	**189**	**1536**	**3110**	**1600**	**319**	**36**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5072**	**74.05**	**37.1**	**32.7**	**4.6**
06-00	**6966**	**1750**	**1780**	**1721**	**1715**	**0**	**9**	**14**	**29**	**193**	**1557**	**3153**	**1628**	**338**	**38**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5164**	**74.13**	**37.1**	**32.7**	**4.6**

00-00	7110	1769	1810	1772	1759	0	9	14	29	195	1569	3178	1671	377	57	7	2	2	0	0	0	0	0	0	0	5294	74.46	37.4	32.8	4.7

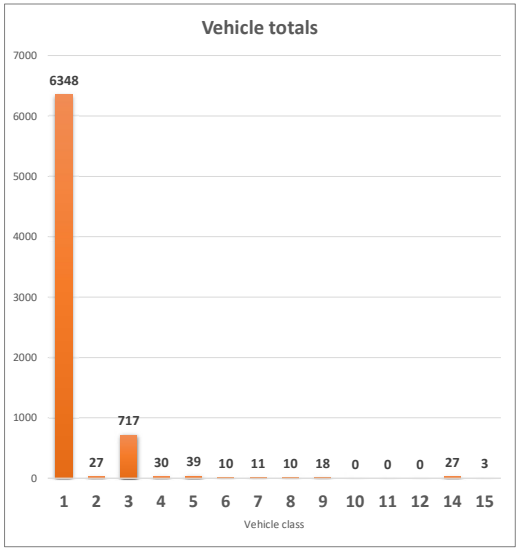
Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

09 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes VRX Scheme 1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
0000	19	4	7	4	4	15	0	3	0	0	0	0	0	1	0	0	0	0	0
0100	7	2	3	1	1	5	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	10	1	3	2	4	7	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	11	1	4	3	3	7	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	6	3	9	14	0	2	1	0	0	0	0	1	0	0	0	0	0
0500	78	8	22	25	23	71	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	247	36	43	73	95	214	0	25	0	3	0	0	1	2	0	0	0	2	0
0700	673	139	149	200	185	586	3	71	3	3	2	1	1	1	0	0	0	2	0
0800	662	198	149	146	169	593	2	57	4	4	1	1	0	0	0	0	0	0	0
0900	416	96	122	94	104	362	1	43	1	6	0	0	1	0	0	0	0	1	1
1000	375	91	76	103	105	304	2	57	6	2	1	2	1	0	0	0	0	0	0
1100	455	123	100	118	114	376	3	63	2	6	1	1	1	2	0	0	0	0	0
1200	406	112	101	91	102	360	2	38	1	1	0	0	2	2	0	0	0	0	0
1300	455	123	109	115	108	363	3	78	2	2	2	1	1	0	0	0	0	2	1
1400	457	112	121	113	111	383	0	60	2	3	1	0	1	3	0	0	0	4	0
1500	540	129	150	124	137	455	2	68	3	4	2	2	1	0	0	0	0	3	0
1600	676	155	201	168	152	610	5	51	1	4	0	2	0	2	0	0	0	1	0
1700	673	169	188	151	165	630	3	33	2	0	0	0	0	1	0	0	0	3	1
1800	418	108	118	109	83	395	0	19	0	0	0	0	0	1	0	0	0	3	0
1900	241	77	59	70	35	224	1	14	0	0	0	0	0	0	0	0	0	2	0
2000	176	45	65	27	39	166	0	7	0	0	0	0	0	0	0	0	0	3	0
2100	121	35	32	36	18	109	0	10	1	0	0	0	0	0	0	0	0	1	0
2200	78	32	21	15	10	74	0	3	0	1	0	0	0	0	0	0	0	0	0
2300	28	6	11	5	6	25	0	1	0	0	0	0	0	2	0	0	0	0	0
07-19	**6206**	**1555**	**1584**	**1532**	**1535**	**5417**	**26**	**638**	**27**	**35**	**10**	**10**	**9**	**12**	**0**	**0**	**0**	**19**	**3**
06-22	**6991**	**1748**	**1783**	**1738**	**1722**	**6130**	**27**	**694**	**28**	**38**	**10**	**10**	**10**	**14**	**0**	**0**	**0**	**27**	**3**
06-00	**7097**	**1786**	**1815**	**1758**	**1738**	**6229**	**27**	**698**	**28**	**39**	**10**	**10**	**10**	**16**	**0**	**0**	**0**	**27**	**3**
00-00	**7240**	**1802**	**1860**	**1796**	**1782**	**6348**	**27**	**717**	**30**	**39**	**10**	**11**	**10**	**18**	**0**	**0**	**0**	**27**	**3**



09 October 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	19	4	7	4	4	0	0	0	0	0	6	5	6	2	0	0	0	0	0	0	0	0	0	0	13	68.42	39.3	33.3	4.8
0100	7	2	3	1	1	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	5	71.43	-	31.4	4.8
0200	10	1	3	2	4	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	10	100	-	37	4.7
0300	11	1	4	3	3	0	0	0	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	11	100	45.2	38.8	4.5
0400	18	0	6	3	9	0	0	0	0	1	3	8	4	2	0	0	0	0	0	0	0	0	0	0	14	77.78	39	33.2	5.2
0500	78	8	22	25	23	0	0	0	0	0	4	34	21	16	2	0	1	0	0	0	0	0	0	0	74	94.87	42.4	36.5	5.2
0600	247	36	43	73	95	0	0	0	0	2	28	104	90	20	3	0	0	0	0	0	0	0	0	0	217	87.85	39.1	34.7	4.2
0700	673	139	149	200	185	0	1	0	1	8	163	351	135	13	1	0	0	0	0	0	0	0	0	0	500	74.29	36.1	32.4	3.7
0800	662	198	149	146	169	0	4	2	3	13	200	323	99	17	0	1	0	0	0	0	0	0	0	0	440	66.47	35.5	31.7	4.5
0900	416	96	122	94	104	0	0	0	0	4	45	205	138	21	3	0	0	0	0	0	0	0	0	0	367	88.22	37.7	34	3.8
1000	375	91	76	103	105	0	0	0	0	6	87	158	103	20	1	0	0	0	0	0	0	0	0	0	282	75.2	37.5	33	4.2
1100	455	123	100	118	114	0	0	0	0	4	83	201	137	29	0	1	0	0	0	0	0	0	0	0	368	80.88	38	33.6	4.1
1200	406	112	101	91	102	0	0	0	0	11	46	187	121	36	5	0	0	0	0	0	0	0	0	0	349	85.96	38.6	34.2	4.4
1300	455	123	109	115	108	0	0	0	1	5	75	218	123	25	7	1	0	0	0	0	0	0	0	0	374	82.2	37.9	33.6	4.3
1400	457	112	121	113	111	0	1	0	0	9	76	209	121	36	5	0	0	0	0	0	0	0	0	0	371	81.18	38.1	33.7	4.5
1500	540	129	150	124	137	0	0	0	0	6	99	225	164	39	7	0	0	0	0	0	0	0	0	0	435	80.56	38.5	33.9	4.4
1600	676	155	201	168	152	0	0	0	2	19	134	345	142	30	4	0	0	0	0	0	0	0	0	0	521	77.07	36.9	32.8	4.1
1700	673	169	188	151	165	0	0	0	1	4	156	317	179	16	0	0	0	0	0	0	0	0	0	0	512	76.08	36.8	32.8	3.6
1800	418	108	118	109	83	0	0	6	1	5	64	176	126	31	8	0	0	1	0	0	0	0	0	0	342	81.82	38.8	34	5.2
1900	241	77	59	70	35	0	0	0	0	0	30	115	62	28	2	2	1	1	0	0	0	0	0	0	211	87.55	39.9	34.8	5.1
2000	176	45	65	27	39	0	0	0	0	1	25	56	61	28	5	0	0	0	0	0	0	0	0	0	150	85.23	41	35.6	4.9
2100	121	35	32	36	18	0	0	0	0	1	12	35	42	23	4	4	0	0	0	0	0	0	0	0	108	89.26	42.3	36.7	5.7
2200	78	32	21	15	10	0	0	0	0	1	7	37	21	10	2	0	0	0	0	0	0	0	0	0	70	89.74	40.3	35	4.7
2300	28	6	11	5	6	0	0	0	0	0	7	5	11	1	0	3	0	1	0	0	0	0	0	0	21	75	48.3	36.9	8.9
07-19	**6206**	**1555**	**1584**	**1532**	**1535**	**0**	**6**	**8**	**9**	**94**	**1228**	**2915**	**1588**	**313**	**41**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4861**	**78.33**	**37.5**	**33.2**	**4.3**
06-22	**6991**	**1748**	**1783**	**1738**	**1722**	**0**	**6**	**8**	**9**	**98**	**1323**	**3225**	**1843**	**412**	**55**	**9**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5547**	**79.34**	**37.8**	**33.4**	**4.4**
06-00	**7097**	**1786**	**1815**	**1758**	**1738**	**0**	**6**	**8**	**9**	**99**	**1337**	**3267**	**1875**	**423**	**57**	**12**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5638**	**79.44**	**37.8**	**33.5**	**4.4**

00-00	7240	1802	1860	1796	1782	0	6	8	9	101	1351	3325	1916	446	61	12	2	3	0	0	0	0	0	0	0	5765	79.63	37.9	33.5	4.5

Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: East Bound

Thursday 3rd October - Wednesday 9th October 2024

	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme													
Day	Day Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
Mon	6192	1537	1559	1538	1558	5415	40	551	34	64	9	24	14	11	0	0	0	30	0
Tue	6293	1530	1603	1610	1550	5513	46	552	35	52	2	17	11	24	1	1	0	38	1
Wed	6483	1605	1597	1592	1689	5666	47	605	30	39	3	10	15	25	3	1	0	35	4
Thu	7148	1737	1797	1871	1743	6273	55	609	32	49	9	20	11	21	3	2	0	55	9
Fri	6858	1739	1699	1725	1695	5956	62	643	21	51	6	14	9	27	1	3	0	63	2
|Sat	5452	1306	1374	1313	1459	5038	51	216	10	11	4	11	7	8	0	0	1	89	6
|Sun	4527	1085	1164	1138	1140	4224	32	197	4	7	0	8	1	10	1	3	0	40	0
--	**42953**	**10539**	**10793**	**10787**	**10834**	**38085**	**333**	**3373**	**166**	**273**	**33**	**104**	**68**	**126**	**9**	**10**	**1**	**350**	**22**

Thursday 3rd October - Wednesday 9th October 2024

	15 Minute Bin Drops																														
Day	Day Totals	00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
Mon	6192	1537	1559	1538	1558	0	146	139	68	199	1977	2485	937	209	27	2	2	0	0	0	0	0	0	1	0	3663	59.16	35.9	30.6	6.4
Tue	6293	1530	1603	1610	1550	0	140	127	147	307	2046	2427	885	188	21	4	1	0	0	0	0	0	0	0	0	3526	56.03	35.6	30.2	6.3
Wed	6483	1605	1597	1592	1689	0	111	73	72	216	2014	2736	1008	222	26	3	2	0	0	0	0	0	0	0	0	3997	61.65	35.9	31	5.7
Thu	7148	1737	1797	1871	1743	0	264	365	217	363	2156	2575	936	224	40	4	2	1	0	1	0	0	0	0	0	3783	52.92	35.5	29.2	7.6
Fri	6858	1739	1699	1725	1695	0	78	93	133	389	2226	2689	977	234	31	6	1	0	0	0	0	0	1	0	0	3939	57.44	35.7	30.6	5.8
|Sat	5452	1306	1374	1313	1459	0	20	69	76	139	1510	2233	1096	260	46	3	0	0	0	0	0	0	0	0	0	3638	66.73	36.8	31.9	5.4
|Sun	4527	1085	1164	1138	1140	0	2	7	22	100	1288	1870	938	245	44	10	0	1	0	0	0	0	0	0	0	3108	68.65	37.5	32.5	4.8
--	**42953**	**10539**	**10793**	**10787**	**10834**	**0**	**761**	**873**	**735**	**1713**	**13217**	**17015**	**6777**	**1582**	**235**	**32**	**8**	**2**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**25654**	**59.73**	**36.1**	**30.8**	**6.2**
						0.00%	1.77%	2.03%	1.71%	3.99%	30.77%	39.61%	15.78%	3.68%	0.55%	0.07%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					

Traffic Watch (UK) Ltd
Phone: 01689 824292

ATC REPORT

Report Id: TWTW1-021024
Site Location: Bolney Road, Haywards Heath
Direction: West Bound

Thursday 3rd October - Wednesday 9th October 2024

	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme													
Day	Day Totals	00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
Mon	6953	1779	1771	1702	1701	6056	30	695	36	64	10	13	12	7	0	0	0	29	1
Tue	7110	1769	1810	1772	1759	6261	28	667	37	39	6	15	14	10	2	1	1	28	1
Wed	7240	1802	1860	1796	1782	6348	27	717	30	39	10	11	10	18	0	0	0	27	3
Thu	7804	1910	2011	1926	1957	6820	34	756	33	38	7	18	15	10	1	3	0	59	10
Fri	7528	1774	1959	1937	1858	6560	33	748	24	50	7	17	17	12	1	1	0	55	3
|Sat	6165	1494	1571	1577	1523	5715	36	283	9	14	2	9	5	3	0	0	0	83	6
|Sun	5070	1305	1280	1242	1243	4745	16	229	7	8	0	6	3	3	0	1	0	48	4
--	**47870**	**11833**	**12262**	**11952**	**11823**	**42505**	**204**	**4095**	**176**	**252**	**42**	**89**	**76**	**63**	**4**	**6**	**1**	**329**	**28**

Thursday 3rd October - Wednesday 9th October 2024

	15 Minute Bin Drops																												
Day	Day Totals	00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	]PSL 30	]PSL% 30	P-Tile 85%	Average Speed	Standard deviation
Mon	6953	1779	1771	1702	1701	0	14	11	16	111	1308	3148	1813	425	81	20	1	1	0	0	0	0	0	1	3	5493	79	37.8	33.5	5
Tue	7110	1769	1810	1772	1759	0	9	14	29	195	1569	3178	1671	377	57	7	2	2	0	0	0	0	0	0	0	5294	74.46	37.4	32.8	4.7
Wed	7240	1802	1860	1796	1782	0	6	8	9	101	1351	3325	1916	446	61	12	2	3	0	0	0	0	0	0	0	5765	79.63	37.9	33.5	4.5
Thu	7804	1910	2011	1926	1957	0	23	30	47	129	1474	3508	1982	495	91	18	5	2	0	0	0	0	0	0	0	6101	78.18	37.9	33.3	5
Fri	7528	1774	1959	1937	1858	0	2	4	27	89	1355	3163	2171	568	118	20	8	1	0	0	0	0	2	0	0	6051	80.38	38.6	34	4.8
|Sat	6165	1494	1571	1577	1523	0	4	10	7	58	828	2571	1970	585	103	22	5	2	0	0	0	0	0	0	0	5258	85.29	39.1	34.6	4.8
|Sun	5070	1305	1280	1242	1243	0	2	2	11	65	826	2077	1518	460	79	22	6	2	0	0	0	0	0	0	0	4164	82.13	39	34.3	4.9
--	**47870**	**11833**	**12262**	**11952**	**11823**	**0**	**60**	**79**	**146**	**748**	**8711**	**20970**	**13041**	**3356**	**590**	**121**	**29**	**13**	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**38126**	**79.64**	**38.3**	**33.7**	**4.8**
						0.00%	0.13%	0.17%	0.30%	1.56%	18.20%	43.81%	27.24%	7.01%	1.23%	0.25%	0.06%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%					

Traffic Watch (UK) Ltd
Phone: 01689 824292

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		

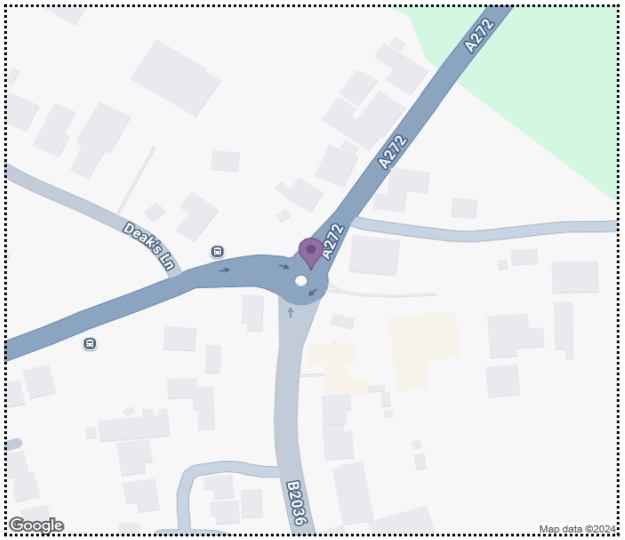
Appendix C

CrashMap Outputs

crashmap.co.uk

Validated Data

Crash Date:	Friday, May 24, 2019	**Time of Crash:**	11:43:00	**Crash Reference:**	2019471902679
Highest Injury Severity:	Slight	**Road Number:**	A272	**Casualties:**	2
Highway Authority:	West Sussex			**Vehicles:**	3
Local Authority:	Mid Sussex			**OS Grid Reference:**	529136 123292
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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

Validated Data

Crash Date: Friday, May 24, 2019 **Time of Crash:** 11:43:00 **Crash Reference:** 2019471902679

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	8	Female	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
3	Car (excluding private hire)	4	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

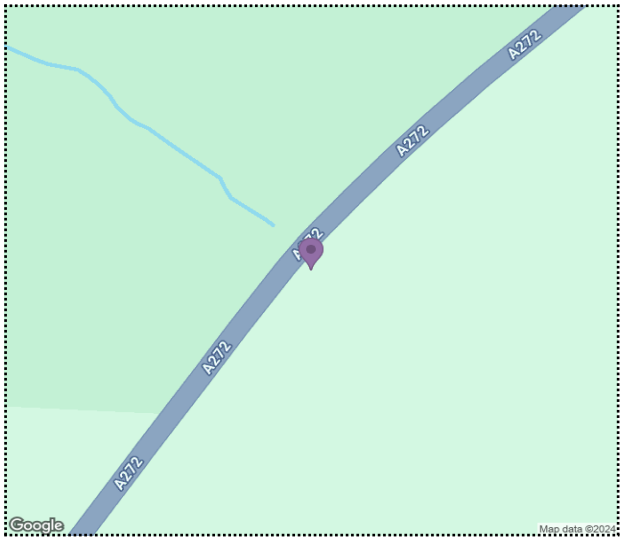
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, February 8, 2019	**Time of Crash:**	02:50:00	**Crash Reference:**	2019471900770
Highest Injury Severity:	Slight	**Road Number:**	A272	**Casualties:**	1
Highway Authority:	West Sussex			**Vehicles:**	1
Local Authority:	Mid Sussex			**OS Grid Reference:**	529369 123631
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

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

powered by agilysis

Validated Data

Crash Date: Friday, February 8, 2019 **Time of Crash:** 02:50:00 **Crash Reference:** 2019471900770

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

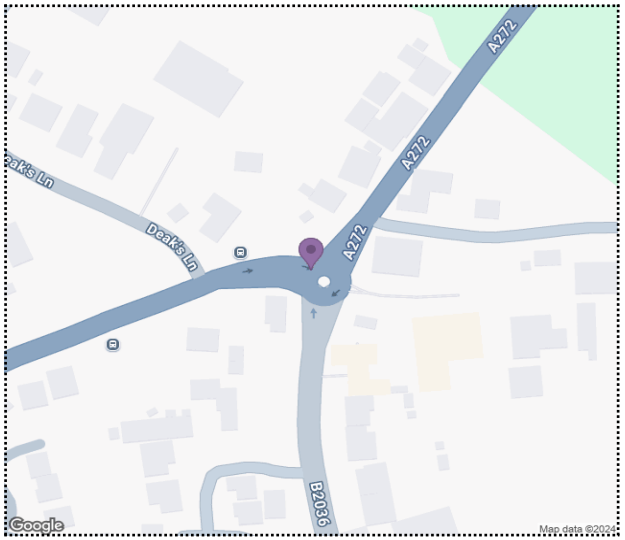
For more information about the data please visit: www.crashmap.co.uk/home/faq

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

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, August 27, 2019	**Time of Crash:**	05:55:00	**Crash Reference:**	2019470871426
Highest Injury Severity:	Slight	**Road Number:**	A272	**Casualties:**	1
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Mid Sussex			**OS Grid Reference:**	529127 123292
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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

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

Crash Date: Tuesday, August 27, 2019 **Time of Crash:** 05:55:00 **Crash Reference:** 2019470871426

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle is in the act of turning left	Front	Journey as part of work	None	None
2	Car (excluding private hire)	19	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	Wall or fence

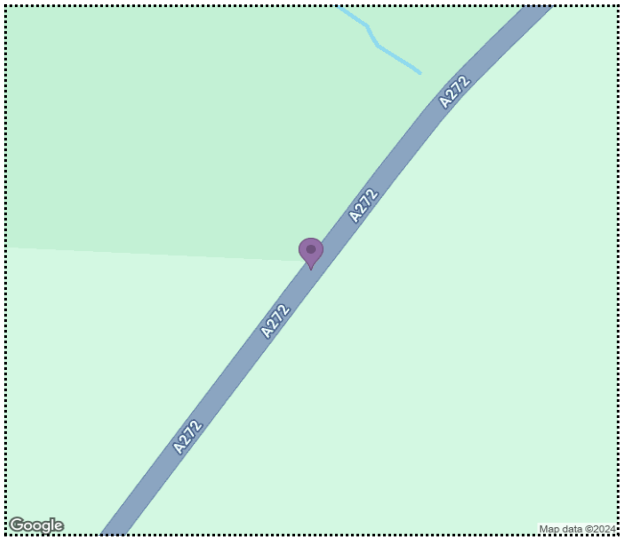
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, June 9, 2021	**Time of Crash:**	15:40:00	**Crash Reference:**	2021471054261
Highest Injury Severity:	Serious	**Road Number:**	A272	**Casualties:**	2
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Mid Sussex			**OS Grid Reference:**	529313 123565
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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

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

Validated Data

Crash Date: Wednesday, June 9, 2021 **Time of Crash:** 15:40:00 **Crash Reference:** 2021471054261

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

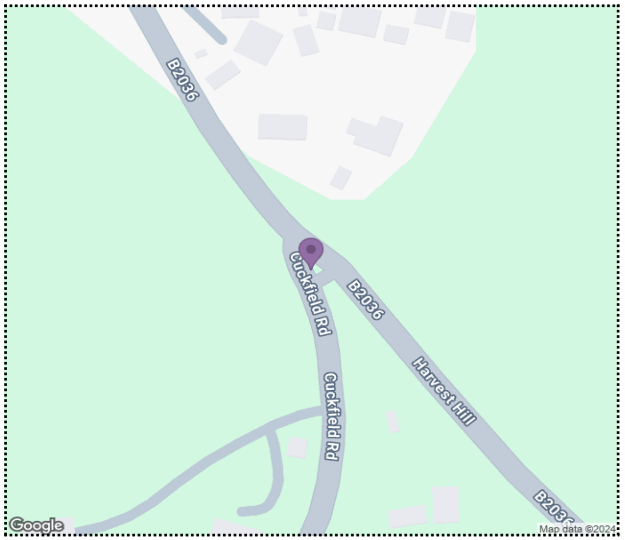
For more information about the data please visit: www.crashmap.co.uk/home/faq

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

crashmap.co.uk

Validated Data

Highest Injury Severity:	Slight	**Road Number:**	B2036	**Casualties:**	2
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Mid Sussex			**OS Grid Reference:**	529246 122956
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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

powered by agilysis

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	46 - 55	Vehicle is in the act of turning left	Front	Journey as part of work	None	None
2	Car (excluding private hire)	12	Female	16 - 20	Vehicle is waiting to turn left	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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

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

Appendix D

Visibility Splay Drawing

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	15.10.2024	JMW	LS

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

Client

Architect

Project: UPTON DRIVE, ANSTY

Title: VISIBILITY SPLAY PLAN

Status: PRELIMINARY

Date: OCTOBER 2024

Scale @ A3: 1:500

Drawing Number: 13389/2100

Rev.: P1




Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www.gtacivils.co.uk
GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02