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Hollyrood House, Ardingly Road, Lindfield,
West Sussex, RH16 2QY

TRANSPORT STATEMENT

for

St Marks Properties (XVII) Limited

31 October 2024

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1 Introduction

- 1.1 This Transport Statement has been prepared by Vision Transport Planning on behalf of St Marks Properties (XVII) Limited (the Applicant). Vision Transport Planning has been commissioned to assess the highway and transportation implications associated with the redevelopment of Hollyrood House, Ardingly Road, Lindfield, West Sussex RH16 2QY (the site).
- 1.2 The site is located on the outskirts of the village of Lindfield and is situated circa 2.75 kilometres to the south of the village of Ardingly and 3.0 kilometres to the north-east of Haywards Heath town centre and mainline rail station. The site is positioned between the B2028 Ardingly Road and Park Lane, with the site being situated to the east of Ardingly Road and to the west of Park Lane. The site falls within the administrative boundaries of Mid Sussex District Council (the Local Planning Authority) and West Sussex County Council (the County Highway Authority).
- 1.3 The site includes a number of buildings including a large detached building, known as Hollyrood House, a detached activity hall, a detached property known as Oakwood, Holly Rood Cottage and a number of outbuildings and sheds. The buildings within the site benefit from an established Class C2 care home (residential institution) land use, with the exception of Holly Rood Cottage, which has a Class C3 (residential) land use. The buildings are currently vacant, but were last used as a care home for adults with learning disabilities and/or autistic spectrum conditions.
- 1.4 The site benefits from having two separate vehicular accesses. The site's main 'principal' vehicular access is gained from Ardingly Road (to the west of the site), whilst a 'secondary' access provides access to/from Park Lane. The site includes significant areas of hardstanding that accommodates car parking for approximately 30 vehicles, with further areas of hardstanding associated with servicing, on-site turning and access.
- 1.5 The development proposals seek the change of use of the site and associated buildings from the established C2 (residential institution) land use to a C3 (residential) land use. The main building (Hollyrood House) would be converted to create 17 apartments, Oakwood would be converted to create two houses, whilst Holly Rood Cottage would be retained as a single dwelling. The redeveloped site will be provided with a total of 39 car parking spaces, secure cycle parking and electric vehicle charge points (all in accordance with relevant standards).
- 1.6 The redeveloped site will retain the existing access arrangements (albeit with minor enhancements) and the site will continue to be accessed from Ardingly Road and Park Lane.
- 1.7 The development proposals will give rise to a material reduction in traffic attraction associated with the site. Section 5 of this Transport Statement sets out an assessment of the traffic impact implications of the proposed development and assesses the change of use (of the site) from an established care home land use to a residential land use. Overall the development proposals provide a degree of betterment in respect to access and conditions within the adjoining public highway (through the assessed reduction in traffic attraction).

1.8 This Transport Statement sets out highway and transportation matters relevant to the redevelopment proposals. The remainder of this report is structured as follows:

- Chapter 2 – Transport Policy
- Chapter 3 – Existing Conditions
- Chapter 4 – Development Proposals
- Chapter 5 – Transport Impacts
- Chapter 6 – Summary and Conclusions.

2 Transport Policy

2.1 A review of relevant transport policy has been carried out. The key policy documents that include transport policies relevant to the development proposals are set out in the following key documents:

- National Planning Policy Framework – December 2023;
- Planning Practice Guidance – March 2014;
- Mid Sussex District Plan 2014-2031 – March 2018 (updated 2019);
- Mid Sussex Development Infrastructure and Contributions SPD – July 2018; and
- West Sussex County Council Guidance on Parking at New Developments – September 2020.

National Planning Policy Framework – December 2023

2.2 The National Planning Policy Framework (NPPF) was originally published in March 2012, with an updated version being issued in February 2019, July 2021, September 2023 and December 2023. The NPPF sets out a presumption in favour of sustainable development. The NPPF recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, promoting sustainable transport forms an important element of the NPPF, which states at paragraph 109 that:

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

2.3 In respect to the consideration of development proposals the NPPF states, at paragraph 114, that:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.4 Paragraph 115 of the NPPF sets out that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.5 Paragraph 116 of the NPPF sets out that development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

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

2.6 Paragraph 117 of the NPPF confirms that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Planning Practice Guidance

2.7 The Planning Practice Guidance (PPG) is a web based resource that was launched by the Department of Communities & Local Government in March 2014. The PPG provides guidance on matters such as the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.8 The PPG supports national planning policy and sets out that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and

- reducing the need for new development to increase existing road capacity or provide new roads.

2.9 The PPG sets out that *"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal"* and that *"Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts."*

2.10 Furthermore, the PPG confirms that *"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework."*

Mid Sussex District Plan 2014-2031 – March 2018

2.11 The Mid Sussex District Plan was formally adopted on the 28th March 2018 and forms part of the development plan for Mid Sussex District Council. The Mid Sussex District Plan (which replaces the Mid Sussex Local Plan 2004) sets out broad guidance on the distribution and quality of development in the form of 'higher level' strategic policies. The District Plan supports the National Planning Policy Framework's 'presumption in favour of sustainable development'. Relevant transportation policies contained within the Mid Sussex District Plan are set out below.

2.12 Policy DP21 – Transport

"Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- *A high quality transport network that promotes a competitive and prosperous economy;*
- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *Access to services, employment and housing; and*
- *A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the*

availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;

- *Development which generates significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

2.13 Policy DP22 – Rights of Way and other Recreational Routes

"Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

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

Mid Sussex Development Infrastructure and Contributions SPD – July 2018.

- 2.14 The Mid Sussex Development Infrastructure and Contributions Supplementary Planning Document (SPD) was formally adopted by the District Council on the 25th July 2018. The SPD provides information about the provision of and/or contributions towards infrastructure. The SPD identifies cases where infrastructure provision (including contributions) will be sought through planning obligations and Section 278 highway agreements.

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

- 2.15 West Sussex County Council's Guidance on Parking at New Developments has been produced in consultation with the Local Planning Authorities in West Sussex, following a review of the County Council's previous guidance.
- 2.16 The guidance outlines the County Council's approach to parking at new developments (both residential and non-residential) and is to be used to help determine the level of parking at new developments.

Car Parking

- 2.17 West Sussex County Council's parking guidance sets out expected levels of parking demand taking into account the location of development and dwelling size. The guidance defines 'parking behaviour zones' with differing standards applied on a zonal basis. The site falls within the parking behaviour zone 1 (PBZ1).
- 2.18 Having regard to the location of the development site (PBZ1), the following table summarises the anticipated vehicular parking demands that are relevant to the development proposals:

Dwelling Size (number of bedrooms)	Number of Habitable Rooms	Residential Parking Demand (spaces per dwelling) for PBZ1
1 bed	1 to 3	1.5 spaces per dwelling
2 bed	4	1.7 spaces per dwelling
3 + bed	5 to 6	2.2 spaces per dwelling
4+ beds	7 or more	2.7 spaces per dwelling

Table 2.1 – WSCC Residential Parking Demand (spaces per dwelling)

Cycle Parking

- 2.19 West Sussex County Council's guidance also sets out minimum cycle parking standards for new developments. Table 2.2, below, sets out the minimum cycle parking standards that are relevant to the development proposals.

Dwelling Type	Dwelling Size (number of bedrooms)	Recommended Guidance for Minimum Cycle Parking Levels
Flats	1 & 2 bedrooms	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	3+ bedrooms	1 space
Houses	1 & 2 bedrooms	1 space
Houses	3+ bedrooms	2 spaces

Table 2.2 – WSCC's Minimum Cycle Parking Standards

Electric Vehicle Charge Points

- 2.20 West Sussex County Council's guidance sets out standards in respect to the provision of electric vehicle charge points. Principle B of the guidance sets out that 'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in the future.

Transport Policy Summary

- 2.21 The following sections of this Statement determine that the development site is located within a sustainable location and that the proposals are provided with an appropriate access strategy. The proposals provide EVCPs, car and cycle parking in accordance with adopted standards. Furthermore, the redevelopment of the site will result in a reduction in vehicular trips to and from the site. As such it is concluded that the proposals accord with the relevant transport policies and guidance that has been set out above.

3 Existing Conditions

- 3.1 The site includes a number of buildings including a large detached building, known as Hollyrood House, a detached activity hall, a detached property known as Oakwood, Holly Rood Cottage and a number of outbuildings and sheds. The buildings within the site benefit from an established Class C2 care home (residential institution) land use, with the exception of Holly Rood Cottage, which has a Class C3 (residential) land use. A brief description of each of the main buildings, within the site, is provided below:
- Hollyrood House provides 19 (care home) residents bedrooms, 3 kitchens, 3 living rooms and 3 dining rooms, and a staff flat.
 - Oakwood is a two-storey building and accommodates four (care home) residents bedrooms, a kitchen, several day rooms, a sensory therapy room and a workshop.
 - The activity centre is located to the east of the main house. The activity centre includes a studio flat.
 - Holly Rood Cottage is located to the east of the site and is adjacent to Park Lane. Holly Rood Cottage is a two storey, three bedroom, building with a Class 3 (residential) land use.
- 3.2 In summary, the site accommodates a number of buildings that collectively provide the following accommodation:
- 24 x 'residents' bedrooms associated with the care home land use;
 - 1 x staff flat; and
 - 1 x three-bedroom dwelling.
- 3.3 The buildings are currently vacant, but were last used as a care home for adults with learning disabilities and/or autistic spectrum conditions.

Site Location

- 3.4 The site is located on the outskirts of the village of Lindfield and is situated circa 2.75 kilometres to the south of the village of Ardingly and 3.0 kilometres to the north-east of Haywards Heath town centre and mainline rail station. The site is positioned between the B2028 Ardingly Road and Park Lane, with the site being situated to the east of Ardingly Road and to the west of Park Lane. The site falls within the administrative boundaries of Mid Sussex District Council (the Local Planning Authority) and West Sussex County Council (the County Highway Authority).
- 3.5 The B2028 Ardingly Road (to the west of the site) runs broadly on a north to south axis and provides a regional link between Lindfield and Haywards Heath, to the south, and Ardingly, to the north. Ardingly Road becomes High Street (to the south of the site).
- 3.6 Park Lane (to the east of the site) is a rural lane in nature and provides access to the B2028 Ardingly Road (circa 300 metres to the south of the site) and provides access to Horsten Keynes (to the north east of the site) via Keysford Lane.

3.7 Figure 3.1 below, indicates the location of the site and its relationship to the local highway network.

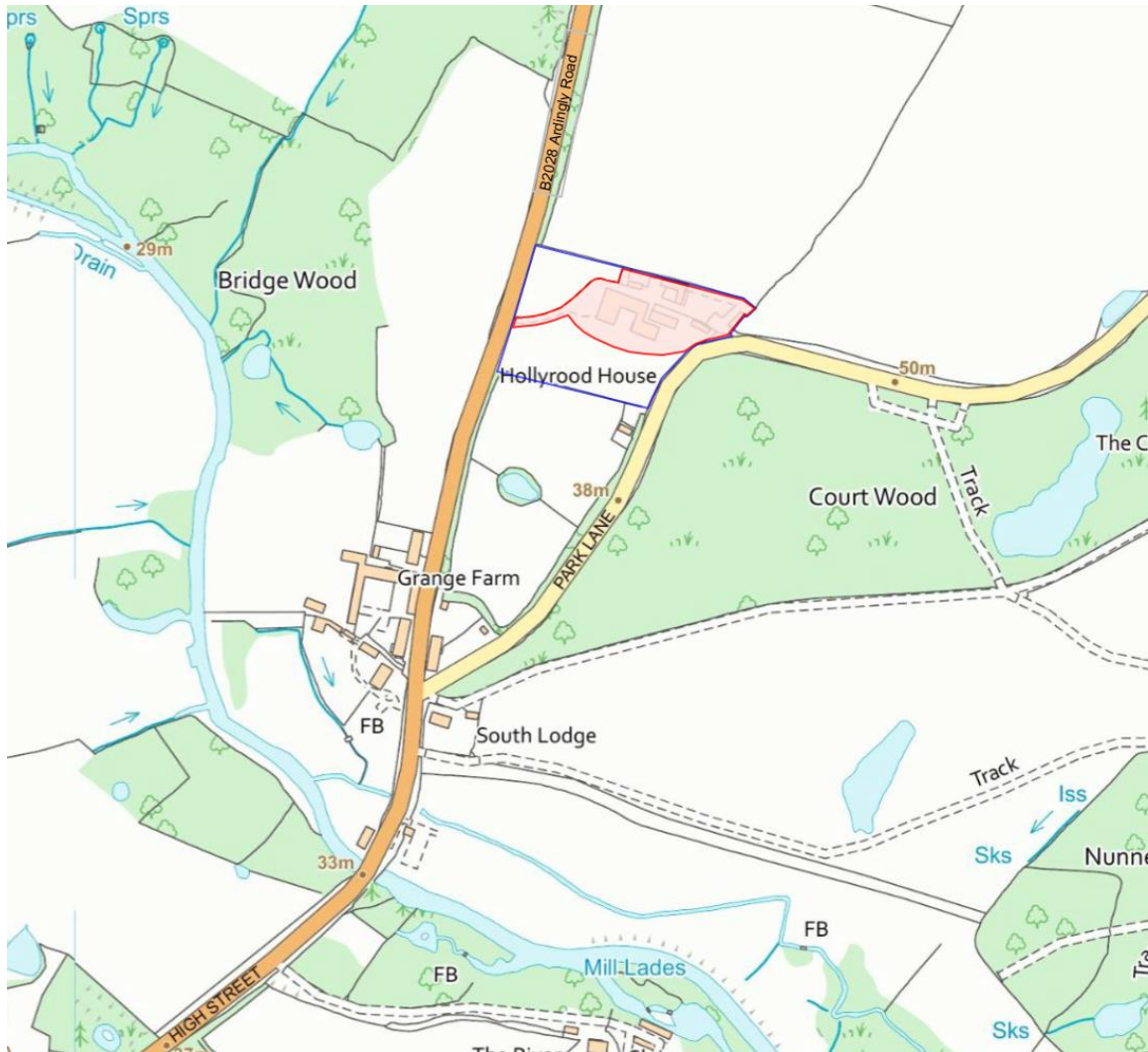


Figure 3.1 – Location Plan

Highway Conditions

- 3.8 Ardingly Road is a single carriageway street, which is subject to a 60 mph speed limit (within the vicinity of the site). Ardingly Road has a carriageway width of circa 6.0 metres and benefits from verge margins on both sides of the carriageway.
- 3.9 Park Lane is a rural single carriageway lane in nature and is subject to a 60 mph speed limit. Park Lane has a carriageway width of circa 5.0 metres and also benefits for the presence of wide verge margins on both sides of the carriageway.
- 3.10 A copy of the public highway plan has been attached as **Appendix A**, which confirms the areas of highway (within the vicinity of the site) that are maintainable at public expense.

Existing Access Arrangements

- 3.11 The site benefits from having two separate vehicular accesses. The site's main 'principal' vehicular access is gained from Ardingly Road (to the west of the site), whilst a 'secondary' access provides access to/from Park Lane.
- 3.12 The site's principal vehicular access (to/from Ardingly Road) is circa 4.4 metres wide, when measured between the existing wooden edgings, and then flares out towards Ardingly Road. Within the site the access widens to circa 5.0 metres. It is understood that the Ardingly Road access provided the main access to the care home for residents and visitors. A photo of the site's principal access to Ardingly Road is provided below.



Existing vehicular access to Ardingly Road

- 3.13 In addition to the 'principal' access the site benefits from a secondary access to Park Lane (to the east of the site). A photo of the existing 'secondary' access to Park Lane is provided below (currently boarded up).



Existing 'secondary' access to Park Lane

- 3.14 Pedestrian access to the site can be gained from both Ardingly Road and Park Lane via the existing accesses that are described above.

Parking and Servicing

- 3.15 The site includes significant areas of hardstanding that accommodates car parking for approximately 30 vehicles, with further areas of hardstanding associated with servicing, on-site turning and access.
- 3.16 Servicing for the care home has historically taken place from within the site, to the front/side of the main building, with access gained from Ardingly Road.

Traffic Surveys

- 3.17 To inform the design of the site accesses and the associated visibility splays, traffic surveys within Ardingly Road and Park Lane were commissioned. Automatic Traffic Counters (ATCs) were positioned within Ardingly Road and Park Lane (within the vicinity of the existing accesses). The ATCs were in place for a one week period (Monday 9th September 2024 to Sunday 15th September 2024).

- 3.18 A copy of the results of the ATC surveys have been attached as **Appendix B**. A summary of the average weekday traffic flows and surveyed speeds, taken from the results of the ATCs, are presented within Tables 3.1 and 3.2 below:

Ardingly Road	Direction of Travel	
	Northbound	Southbound
Average Speed	43.0 mph	41.1 mph
85 th Percentile Speed	49.4 mph	49.2 mph
Average Weekday Traffic Flow (0700-1900)	2504	2437

Table 3.1 – Summary of Traffic Survey (Ardingly Road)

Park Lane	Direction of Travel	
	Northbound	Southbound
Average Speed	31.7 mph	32.2 mph
85 th Percentile Speed	36.5 mph	37.1 mph
Average Weekday Traffic Flow (0700-1900)	263	354

Table 3.2 – Summary of Traffic Survey (Park Lane)

- 3.19 The results of the traffic survey and the 85th percentile speeds have been utilised to inform the design of the proposed site accesses and associated visibility splays.

Accessibility

Policy and Guidance

- 3.20 Walking and cycling can provide important alternatives to the private car and should be encouraged as part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) provides advice in respect to planning for walking and cycling within new residential development. The CIHT documents 'Planning for Walking (2015)' and 'Planning for Cycling (2014)' provide useful guidance on walk and cycle distances.

- 3.21 'Planning for Walking' sets out that "...about 80 per cent of journeys shorter than 1 mile are made wholly on foot" and "For journeys that are 1 to 2 miles long, 26 per cent are made on foot". Planning for Walking also recognises that people will walk further to rail stations (compared to bus stops) which reflects the greater perceived quality or importance of rail services.
- 3.22 'Planning for Cycling' sets out that "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles)". Planning for cycling recognises that the bicycle is a potential mode for many trips less than 5 miles (8 kilometres).
- 3.23 Cycling also provides an important alternative to the private car. Planning for Cycling (2014), published by the Chartered Institute of Highways and Transportation, provides advice in respect to cycling trips and clarifies that the bicycle is a potential mode of transport for journeys under five miles (circa 8 kilometres). It is notable that the site is within a 3.6 kilometre cycle distance of Haywards Heath town centre, where a wide, comprehensive and varied range of services and facilities are available.

Accessibility to Public Transport (Bus)

- 3.24 The site is well located in respect to access to bus services. There are existing bus stops that are located within Ardingly Road immediately adjacent to, and opposite, the site's principal access.
- 3.25 The bus stops within Ardingly Road are within a 100 metre walk distance from the proposed apartments/dwellings (along the private drive). The bus stops within Ardingly Road provide access to bus service 270 and 272, which are operated by Metro Bus.
- 3.26 Bus service 270 provides an hourly Monday to Sunday service to a range of local destinations including East Grinstead (including rail station), Ashurst Wood, Forest Row, Wych Cross, Lindfield, Haywards Heath (including rail station), Burgess Hill, Hassocks and Brighton.
- 3.27 Bus service 272 provides a Monday to Sunday service to a range of local destinations including Crawley (including rail station), Copthorne, Wakehurst, Lindfield, Haywards Heath (including rail station), Wivelsfield, Burgess Hill (including rail station), Hassocks, Pyecombe, Patcham and Brighton.
- 3.28 It is apparent that the site is conveniently located for access to regular bus services that provide access to a wide range of local destinations, including town centres, schools and mainline rail stations (East Grinstead, Crawley, Haywards Heath and Burgess Hill). Copies of relevant bus timetable information has been included at **Appendix C**.

Accessibility to Public Transport (Rail)

- 3.29 Haywards Heath mainline rail station is located circa 3.0 kilometres to the south-west of the site and is accessible from the site by bus (from the bus stops within Ardingly Road that are located directly adjacent to the site access), with a journey time of circa 10 mins. Additionally, Haywards Heath rail station can be accessed from the site by cycling, with the site being located a circa 3.6 kilometre cycle distance from Haywards Heath rail station.

- 3.30 Haywards Heath mainline rail station provides direct rail services to London Victoria (circa 45 minutes) and London Bridge as well as a range of destinations including Brighton, Preston Park, Hassocks, Burgess Hill, Wivelsfield, Littlehampton, Balcombe, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction, Stevenage, St Albans, Luton, Luton Airport and Cambridge. The station provides 312 secure cycle parking spaces, whilst the station car park has 1069 car parking spaces (including 12 accessible spaces).

Accessibility Summary

- 3.31 In summary, and having regard to the semi-rural location of the site, the site is accessible to sustainable modes of transport, including convenient access to bus and rail services. In the context of the semi-rural location, the redevelopment of the site offers the potential to deliver development within an area where sustainable means of travel can be accommodated and encouraged.

4 Development Proposals

- 4.1 The development proposals seek the change of use of the site and associated buildings from the established C2 (residential institution) land use to a C3 (residential) land use. The main building (Hollyrood House) would be converted to create 17 apartments, Oakwood would be converted to create two houses, whilst Holly Rood Cottage would be retained as a single dwelling. The following provides a breakdown of the accommodation that the development proposals will deliver.
- 4 x 1 bedroom apartments
 - 13 x 2 bedroom apartments
 - 3 x 3 Bedroom two storey dwellings.
- 4.2 The development proposals will deliver a total of 20 dwellings of which 17 (85%) would be flats and three (15%) would be houses.
- 4.3 The converted building will be provided with landscaped areas and areas of hardstanding (to accommodate parking, servicing areas and access). The development proposals include the provision of car and cycle parking and electric vehicle charging points.

Access Arrangements

- 4.4 The redeveloped site will retain the existing access arrangements (albeit with minor improvements/widening) and the site will continue to be accessed from Ardingly Road and Park Lane.
- 4.5 It should be noted that, as presented within Section 5 of this Transport Statement, the development proposals will give rise to a material reduction in traffic attraction associated with the site and as such the development proposals will result in a reduction in vehicular trips via the retained accesses. The access strategy should be viewed in this context.

Principal Access to Ardingly Road

- 4.6 The existing access to Ardingly Road will be retained and subject to minor enhancements. Currently the access width is restrained to 4.4 metres by timber edgings either side of the access (that reduce the useable width further). It is proposed to widen the access (within the site boundaries) to create a more useable access with a carriageway width of 5.0 metres. Additionally, sections of the timber edging will be removed and replaced with verge margins, that can accommodate some vehicle body overhang (for larger vehicles). The improvements that have been outlined will enhance the useability of the access and will improve access for larger vehicles.
- 4.7 Additionally, it is proposed to create a small area of hardstanding (footway) on the east side of Ardingly Road, to the immediate south of the access. The area of hardstanding would create a surfaced area for pedestrians to wait at the existing southbound bus stop.
- 4.8 The design of the priority junction (site access) has been carried out in accordance with the design principles and guidance that is set out within the Department for Transport's 'Manual for Streets' (MfS) document and the C.I.H.T's 'Manual for Streets 2' (MfS2) document.

- 4.9 The associated visibility splays have been assessed having regard to the 85th percentile speeds within Ardingly Road, as surveyed and as presented within Section 3 of this report.
- 4.10 The traffic survey was carried out over a one week period, and the following speeds have been utilised, as design speeds, to assess Stopping Sight Distances (SSDs):
- Northbound (trailing direction): 49.4 mph
 - Southbound (leading direction): 49.2 mph
- 4.11 Visibility splays for the retained access have been designed in accordance with guidance contained within Table 10.1 of MfS2, with an 'x' (setback) distance of 2.4 metres and utilising a reaction time of 2.0 seconds and a deceleration rate of 0.375g. On this basis the following visibility splays are considered appropriate, for the principal access.
- Trailing direction (to the south): 2.4 metres x 113 metres
 - Leading direction (to the north): 2.4 metres x 113 metres
- 4.12 Drawing 24044-001 presents the proposed access arrangements to Ardingly Road and has been attached as **Appendix D**. Drawing 24044-001 also presents the visibility splays that have been set out above. In accordance with guidance set out within Manual for Streets 2 (MfS2) the sight lines have been taken to the nearside vehicle track, which in this instance has been defined as a point 0.5 metre offset from the nearside edge of carriageway.
- 4.13 Swept path analysis has been attached as **Appendix E** that demonstrates that the priority junction can accommodate the swept path of the largest design vehicle that is likely to require regular access to the site (large refuse vehicle).

Secondary Access to Park Lane

- 4.14 To enhance the useability of the secondary access to Park Lane (particularly for larger service vehicles) the existing access will be widened to 5.0 metres (where the access is currently retained by existing brick piers).
- 4.15 Given the lower surveyed speeds (within Park Lane) that fall below 60 kph, the design of the priority junction (site access) has been carried out in accordance with the design principles and guidance that is set out within the Department for Transport's 'Manual for Streets' (MfS) document and the C.I.H.T's 'Manual for Streets 2' (MfS2) document.
- 4.16 The associated visibility splays have been assessed having regard to the 85th percentile speeds within Park Lane, as surveyed and as presented within Section 3 of this report.
- 4.17 The traffic survey was carried out over a one week period, and the following speeds have been utilised, as design speeds, to assess Stopping Sight Distances (SSDs):

- Northbound (leading direction): 36.5 mph
- Southbound (trailing direction): 37.1 mph

4.18 Visibility splays for the Park Lane access have been designed in accordance with guidance contained within MfS and Table 10.1 of MfS2, with an 'x' (setback) distance of 2.4 metres and utilising a reaction time of 1.5 seconds and a deceleration rate of 0.45g. On this basis the following visibility splays are considered appropriate, for the principal access.

- Leading direction (to the south): 2.4 metres x 57 metres
- Trailing direction (to the east): 2.4 metres x 59 metres

4.19 Drawing 24044-001, attached as **Appendix C**, presents the access arrangements and associated visibility splays. In accordance with guidance set out within Manual for Streets 2 (MfS2) the sight lines have been taken to the nearside vehicle track, which in this instance has been defined as a point 0.5 metre offset from the nearside edge of carriageway.

4.20 Swept path analysis has been attached as **Appendix D** that demonstrates that the (Park Lane) priority junction can accommodate the swept path of the largest design vehicle that is likely to require regular access to the site (large refuse vehicle).

Access Summary

4.21 It is concluded that the site accesses have been designed with appropriate geometry and visibility splays all in accordance with relevant design guidance. Furthermore, the development proposals will result in a material reduction in traffic attraction associated with the site (as set out within section 5 of this Statement). As such the development proposals provide a material enhancement to conditions relating to access, given that the fall-back position would be for the site to be reused as a care home that would give rise to materially higher levels of traffic attraction (without the enhancements to access that are proposed).

4.22 In summary, it is concluded that the development proposals are provided with an appropriate access strategy, whilst the development proposals provide a degree of betterment in respect to access and conditions within the public highway.

Car Parking

4.23 The redeveloped site will be provided with a total of 39 car parking spaces, secure cycle parking and electric vehicle charge points (all in accordance with relevant standards).

4.24 An assessment of the proposed levels of car parking provided for the residential land use is set out in detail below.

4.25 As set out within Section 2 of this Transport Statement, the parking standards for Mid Sussex are set out within West Sussex County Council's 'Guidance on Parking at New Developments'. The guidance outlines the County Council's approach to parking at new developments and has been used to determine the level of car parking.

4.26 West Sussex County Council's parking guidance sets out expected levels of parking demand taking into account the location of development and dwelling size. The guidance defines 'parking behaviour zones' with differing standards applied on a zonal basis. The site falls within the parking behaviour zone 1 (PBZ1).

4.27 Having regard to the location of the development site (PBZ1), the following table summarises the anticipated vehicular parking demands that are relevant to the development proposals:

Dwelling Size (number of bedrooms)	Number of Habitable Rooms	Residential Parking Demand (spaces per dwelling) for PBZ1
1 bed	1 to 3	1.5 spaces per dwelling
2 bed	4	1.7 spaces per dwelling
3 + bed	5 to 6	2.2 spaces per dwelling
4+ beds	7 or more	2.7 spaces per dwelling

Table 4.1 – WSCC Residential Parking Demand (spaces per dwelling)

4.28 In respect to visitor parking, West Sussex County Council's car parking guidance sets out that *"that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling"*.

4.29 Applying West Sussex County Council's defined car parking demands to the proposed breakdown of residential units, as set out above at paragraph 4.1, results in the following overall car parking demands for the proposed residential development.

Dwelling Size	Number of Units	Residential Parking Demand	Recommended Car Parking Provision
1 bed flat	4	1.5 spaces per dwelling	6.0
2 bed flat	13	1.7 spaces per dwelling	22.1
3 bed house	3	2.2 spaces per dwelling	6.6
Visitor Provision		0.2 spaces x 20 units	4
Total	20		38.7

Table 4.2 – Parking requirements in accordance with WSCC's Parking Guidance

- 4.30 The site layout has been designed to incorporate a mixture of allocated and unallocated car parking spaces. The layout accommodates a total of 39 car parking spaces, which is consistent with West Sussex County Councils car parking guidance (including an allowance for visitor parking).
- 4.31 It is concluded that car parking has been provided in accordance with the guidance that is set out within West Sussex County Council's Guidance on Parking at New Developments. In summary, the parking strategy provides appropriate levels of car parking, for the proposed residential land use, to accommodate future car parking demands.

Electric Vehicle Charge Points (EVCP)

- 4.32 West Sussex County Council's Guidance for Parking at New Developments (as presented within Section 2 of this Transport Statement), sets out a minimum requirement of 20% of all parking spaces to be provided with 'active' access to an electric vehicle charge point.
- 4.33 A minimum of 8 electric vehicle charge points will be accommodated. Overall, electric vehicle charge points will be provided in accordance with the requirements set out within West Sussex's County Council's Guidance on Parking at New Developments.

Cycle Parking

- 4.34 Minimum cycle parking standards are presented within Section 2 of this Transport Statement. West Sussex County Council's Guidance for Parking at New Developments requires (as a minimum) 0.5 cycle parking spaces (for 1 or 2 bedroom flats, where cycle parking is provided within communal storage areas) and two cycle parking spaces per each of the three-bedroom houses.
- 4.35 The development proposals will deliver a total of 17 apartments (1 & 2 bedrooms) and 3 x three bedroom houses. On this basis West Sussex County Council's Guidance for Parking at New Developments requires a minimum cycle parking provision of 9 (8.5) cycle parking spaces (for the apartments) and two cycle parking spaces (per house).
- 4.36 The site layout incorporates a communal cycle parking area for the apartments that can accommodate 16 cycles (with electric charging point). Furthermore an area is provided adjacent to the cycle store that can accommodate two accessible/cargo bikes. Two further visitor cycle parking spaces are also provided (to the front of the apartments). Each of the proposed houses is provided with a secure cycle parking store that can accommodate a minimum of two cycles.
- 4.37 In summary, the site layout accommodates generous levels of secure cycle parking and cycle parking is provided in excess of the minimum cycle parking standards that are sets out within West Sussex County Council's Guidance for Parking at New Developments.

Servicing Strategy

- 4.38 In accordance with MfS swept path analysis has been carried out to inform and design the site layout and the associated accesses. The largest vehicle that is likely to require regular access to the site is a large refuse vehicle, which has been utilised as a 'design vehicle'. Swept path analysis has been attached as **Appendix E**, which demonstrates that the proposed site layout can accommodate the swept path of a large refuse vehicle and that on-site turning, for a refuse vehicle, can also be accommodated.
- 4.39 The servicing strategy permits all refuse collection to be carried out, within the site, in accordance with the maximum refuse carry distances, for operatives, as set out within MfS.
- 4.40 Dedicated refuse and recycling storage areas will be provided within the site. There will be no adverse impacts in respect to servicing, indeed the removal of a commercial 'care home' land use will result in a reduction in servicing trips associated with the site.

5 Transport Impacts

- 5.1 An assessment has been carried out of the likely traffic impact consequences of the development proposals. The TRICS database is an industry standard computer software package that is used to quantify the trip generation properties of various land uses. As the existing care home is no longer in operation a TRICS based assessment has been carried out to determine the traffic attraction associated with the 'baseline' scenario, which includes the established 'care home' land use and a single dwelling (Holly Rood Cottage). Further to this a TRICS assessment of the proposed C3 residential land use has also been carried out to enable the 'net traffic impact' implications of the development proposals to be identified.

Assessment of the Existing 'Baseline' Scenario

- 5.2 To quantify the traffic attraction associated with the existing land use an assessment has been made of the established care home land use. In doing so reference has been made to the Care Home (Specific Condition) category of TRICS as this best reflects the nature of the previous care home land use. In total the site accommodates a total of 24 'residents' bedrooms (under the care home land use) and a separate residential dwelling (Holly Rood Cottage).

Care Home

- 5.3 To assess the likely traffic impact associated with the established care home land use the TRICS database has been interrogated and sites have been selected based on the following search criteria:

- Main Land Use: Health
- Sub Land Use: Care Home (Specific Condition)
- Regions: England (excluding London)
- Site Locations: Edge of Town and Neighbourhood Centre
- Parameter Range: Up to 60 bedrooms
- Data Range: January 2016 onwards (default).

- 5.4 The site selection process identifies two sites that are considered comparable with the established land use, with the identified sites relating to care homes that supported residents with learning disabilities, mental health needs and complex needs. A copy of the TRICS outputs has been provided as **Appendix F**. A summary of the trip rates has been set out within Table 5.1 below. The trip rates are expressed 'per resident'. Trip rates have then been applied to the existing care home (assuming 1 resident per bedroom and on the basis of 24 bedrooms). The total vehicular trip generation, based on 24 bedrooms, is also shown within Table 5.1 with goods vehicle (LGV) trip rates shown in brackets.

Care Home	Arrivals	Departures	Total
Daily Trip Rate (per resident)	2.026 (0.279)	1.932 (0.280)	3.958 (0.559)
Total Daily Trips (24 residents)	49 (6)	46 (7)	95 (13)

Table 5.1 – Trip rates and daily traffic attraction associated with existing care home land use

Holly Rood Cottage (residential dwelling)

5.5 To assess the likely traffic impact associated with Holly Rood Cottage (residential land use) the TRICS database has been interrogated and sites have been selected based on the following search criteria:

- Land Use: Residential
- Sub Land Use: Private Housing
- Regions: South-East and South-West
- Site Locations: Edge of Town and Neighbourhood Centre
- Parameter Range: Up to 20 dwellings
- Data Range: January 2016 onwards (default)

5.6 A copy of the TRICS outputs has been provided as **Appendix F**. A summary of the trip rates and the estimated trip attraction (based on 1 house) has been set out within Table 5.2 below, with goods vehicle (LGV) trip rates shown in brackets.

Residential (Houses)	Arrivals	Departures	Total
Daily Trip Rate (per dwelling)	2.950 (0.459)	3.033 (0.442)	5.983 (0.901)
Total Daily Trips (1 house)	3 (1)	3 (0)	6 (1)

Table 5.2 - Trip rates and daily traffic attraction associated with residential land use (Holly Rood Cottage)

Baseline land uses (Care Home and Holly Rood Cottage combined)

- 5.7 Table 5.3 (below) sets out the combined traffic attraction associated with the care home land use and Holly Rood Cottage.

Existing Land Uses	Arrivals	Departures	Total
Care Home (24 residents)	49 (6)	46 (7)	95 (13)
Holly Rood Cottage (1 house)	3 (1)	3 (0)	6 (1)
Total Daily Trips	52 (7)	49 (7)	101 (14)

Table 5.3 - Daily traffic attraction associated with the existing land uses

- 5.8 It can be seen from Table 5.3 that the existing 'baseline' land uses would be anticipated to result in circa 52 arrivals and 49 departures, with a total of 101 vehicular trips across the course of a typical day. Of these 101 vehicular trips, it is estimated that circa 14 trips would be likely to be associated with goods vehicle trips i.e. servicing trips.

Assessment of the Proposed 'Development' Scenario (Residential)

- 5.9 An assessment has been carried out of the likely traffic impact consequences of the development proposals. A similar TRICS based assessment has been carried out to quantify the traffic attraction associated with the proposed development of three houses and 17 flats.
- 5.10 The trip rates that have been utilised to quantify traffic attraction attributable to the existing dwelling (Holly Rood Cottage) have also been relied on to quantify the traffic attraction associated with the three houses that are proposed. On this basis the same trip rates per dwelling (as set out with Table 5.2 above) have been relied on. The trip rates have been applied to the proposed residential development, of three houses, and total trip generation (for the proposed three houses) is set out within Table 5.4 below (LGV trips in brackets).

Houses	Arrivals	Departures	Total
Daily Trip Rate (per dwelling)	2.950 (0.459)	3.033 (0.442)	5.983 (0.901)
Total Daily Trips (3 dwellings)	9 (2)	9 (1)	18 (3)

Table 5.4 - Trip rates and daily traffic attraction associated with proposed houses

5.11 To assess the traffic attraction associated with the proposed apartments a TRICS assessment has been carried out to quantify the vehicular trips that are likely to be generated by a development of 17 private flats. The TRICS database has been interrogated and sites have been selected based on the following search criteria:

- Land Use: Residential
- Sub Land Use: Flats Privately Owned
- Regions: South-East and South West
- Site Locations: Edge of Town Centre and Neighbourhood Centre
- Parameter Range: Up to 100 dwellings
- Data Range: January 2016 onwards (default).

5.12 A copy of the TRICS outputs has been provided as **Appendix F**. A summary of the trip rates has been set out within Table 5.5 below. The trip rates have been applied to a development of 17 flats and total daily trip generation is shown within the table below (LGV trips in brackets).

Apartments	Arrivals	Departures	Total
Daily Trip Rate (per flat)	1.554 (0.081)	1.554 (0.081)	3.108 (0.162)
Total Daily Trips (17 flats)	26 (1)	26 (1)	53 (3)

Table 5.5 - Residential trip rates (flats) and predicted daily traffic generation for 17 flats
[Nb. Rounding errors occur]

5.13 Table 5.6, below, combines the trip predictions associated with the proposed houses and the proposed apartments to establish a level of trip attraction associated with the development proposals in their entirety i.e. 3 houses and 17 apartments (LGV trips shown within brackets).

Land Use	Arrivals	Departures	Total
3 Houses	9 (2)	9 (1)	18 (3)
17 Flats	26 (1)	26 (1)	53 (3)
Proposed Development (in total)	35 (3)	35 (2)	71 (6)

Table 5.6 – Daily traffic attraction associated with the proposed development
[Nb. Rounding errors occur]

- 5.14 It can be seen from Table 5.6 that the proposed residential land use would be likely to result in circa 35 arrivals and 35 departures, with a total of 71 vehicular trips across the course of a typical day of which circa 6 trips would represent trips associated with servicing/deliveries.

Net Traffic Impact Conclusions

- 5.15 To consider the net impact of the development proposals, the trip predictions that have been set out within Tables 5.3 and 5.6 have been compared. The net traffic impact consequences arising from the development proposals is set out within Table 5.7 below.

Development Scenario	Arrivals	Departures	Total
Existing (baseline)	52 (7)	49 (7)	101 (14)
Proposed (residential)	35 (3)	35 (2)	71 (6)
Net Impact	-17 (-4)	-14 (-5)	-30 (-8)

Table 5.7 – Net traffic impact associated with the development proposals

- 5.16 It can be seen from Table 5.7 that the development proposals would be likely to result in a material decrease in vehicular trips attracted to the site on a daily basis, with a circa 30% decrease in vehicular trip attraction being identified (when compared to the baseline scenario). Furthermore, the development proposals will also result in a reduction of servicing trips associated with the site.
- 5.17 Overall the development proposals provide a degree of betterment in respect to access and conditions within the adjoining public highway, as a result of the assessed reduction in traffic attraction and minor enhancements to access arrangements (as set out within Section 4 of this Transport Statement).

- 5.18 It is concluded that the development proposals will not result in any material (negative) transport impacts in respect to the operation of the site accesses or the wider highway network. It is concluded that the vehicular transport implications associated with the development proposals can be satisfactorily accommodated and that the redevelopment of the site will not prejudice the free flow of traffic or condition of road safety within the neighbouring highway.

6 Summary and Conclusions

- 6.1 This Transport Statement has been prepared by Vision Transport Planning on behalf of St Marks Properties (XVII) Limited (the Applicant). Vision Transport Planning has been commissioned to assess the highway and transportation implications associated with the redevelopment of Hollyrood House, Ardingly Road, Lindfield, West Sussex RH16 2QY (the site).
- 6.2 The site includes a number of buildings including a large detached building, known as Hollyrood House, a detached activity hall, a detached property known as Oakwood, Holly Rood Cottage and a number of outbuildings and sheds. The buildings within the site benefit from an established Class C2 care home (residential institution) land use, with the exception of Holly Rood Cottage, which has a Class C3 (residential) land use. The buildings are currently vacant, but were last used as a care home for adults with learning disabilities and/or autistic spectrum conditions.
- 6.3 The development proposals seek the change of use of the site and associated buildings from the established C2 (residential institution) land use to a C3 (residential) land use. The main building (Hollyrood House) would be converted to create 17 apartments, Oakwood would be converted to create two houses, whilst Holly Rood Cottage would be retained as a single dwelling. The redeveloped site will be provided with a total of 39 car parking spaces, secure cycle parking and electric vehicle charge points (all in accordance with relevant standards).
- 6.4 The development proposals will give rise to a material reduction in traffic attraction associated with the site. The redeveloped site will retain the existing access arrangements (albeit with minor enhancements) and the site will continue to be accessed from Ardingly Road and Park Lane.
- 6.5 Having assessed relevant matters relating to highways and transport it is concluded that:
- The site benefits from convenient access to passenger transport services;
 - The redevelopment of the site for residential purposes offers the potential to deliver development where sustainable means of travel can be encouraged;
 - The development proposals are provided with an appropriate access strategy;
 - The development proposals are provided with an appropriate car and cycle parking strategy, both of which are provided in accordance with the standards set out within West Sussex County Council's 'Guidance on Parking at New Developments';
 - Electric vehicle charging points will be provided in accordance with standards that are set out within West Sussex County Council's 'Guidance on Parking at New Developments'; and
 - The development proposals would be likely to result in a material decrease in vehicular trips attracted to the site on a daily basis and will result in a reduction in servicing trips associated with the site.
- 6.6 In summary it is concluded that the development proposals accord with the guiding principles of the NPPF and accord with relevant transport policy.

- 6.7 It is concluded that the development proposals will not result in any material (negative) transport impacts in respect to the operation of the site access or the wider highway network. The proposals will, however, result in a material decrease in vehicular trip attraction associated with the site.
- 6.8 It is concluded that the vehicular transport implications associated with the development proposals can be satisfactorily accommodated and that the redevelopment of the site will not prejudice the free flow of traffic or condition of road safety within the neighbouring highway.
- 6.9 On the basis of the assessment carried out it is clear that the proposals can be accommodated without detriment to the operation of the local highway network. As such, it is concluded that there is no reason why the development proposals should be resisted for reasons relating to highways or transport.

Appendix A
Public Highway Plan

Highway Boundary
Digitiser

WSCC

Public Rights of Way

Footpath

Highway Boundary

WSCC

Bridge Wood

Hollyrood House

Holy Rood Cottage
47.0m

Court Wood

Pond

Pond

Grange Farm Cottages
36.6m

Grange Farm

33.8m

Park Cottage

Park House

Grange Farm House

FB

South Lodge

F.P. 32LR

Bridge Cottage

Fish Pond

Track

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24 June 2024
Carol Rigler

Planning Services

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.



1:2500

Appendix B
Traffic Surveys

VEHICLE SPEED AND VOLUME SURVEY – ATC2 - ARDINGLY ROAD, LINDFIELD, WEST SUSSEX RH16 2QY.

DATASETS:

Site: [Lindfield] ATC 2 Ardingly Road, on junction sign
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 00:00 09 September 2024 => 00:00 16 September 2024
File: Lindfield216Sep2024.EC0 (Plus)
Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 60 - Number of vehicles exceeding Posted Speed Limit 60 mph).
%> PSL 60 - Percentage of vehicles exceeding Posted Speed Limit (60 mph).
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- | | | |
|----|---------------|---|
| 1 | Bicycle | |
| 2 | Motor Cycle | |
| 3 | Car / Van | (cars and vans - without trailer). |
| 4 | Car / Van (T) | (cars and vans towing trailer). |
| 5 | R2 / Bus | (HGV / bus 2-axle rigid). |
| 6 | R3 / Bus | (HGV / bus 3-axle rigid). |
| 7 | R4 | (HGV 4-axle rigid). |
| 8 | A3 | (HGV 3-axle articulated). |
| 9 | A4 | (HGV 4-axle articulated). |
| 10 | A5 | (HGV 5-axle articulated). |
| 11 | A6 | (HGV 6-axle articulated). |
| 12 | A6 [2] | (HGV 6-axle articulated comprising two trailers). |
| 13 | A7 [2] | (HGV 7 + axle articulated comprising two trailers). |

Benchmark Data Collection

Mon 09	September	2024	Southbound																	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80				60	60	85	
0000	6	6	0	0	0	0	0	0	1	1	1	1	2	0	0	0	0	0	30.9	43.8	53.8	0	0	-	
0100	3	9	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	42.9	47.5	50.8	0	0	-	
0200	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	2	11	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	50.9	54.4	57.8	0	0	-	
0400	4	15	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	32.4	42	51.5	0	0	-	
0500	18	33	0	0	0	0	0	0	0	0	4	6	7	1	0	0	0	0	40.5	48.6	55.2	0	0	51.4	
0600	71	104	0	0	0	0	0	1	1	6	21	21	12	8	1	0	0	0	28	46.9	63.4	1	1.4	52.3	
0700	205	309	0	0	0	0	0	0	15	28	69	67	19	4	2	1	0	0	30.3	44.3	68.7	3	1.5	49.4	
0800	269	578	0	0	0	0	7	20	4	57	87	58	30	6	0	0	0	0	21.6	42.2	56.5	0	0	49.2	
0900	149	727	0	0	1	2	0	5	12	26	60	26	14	3	0	0	0	0	10.3	42.1	59	0	0	48.8	
1000	129	856	0	0	0	0	2	0	11	32	46	23	11	2	2	0	0	0	21.8	42.6	61.3	2	1.6	49.2	
1100	120	976	0	0	0	0	0	5	10	29	36	32	5	3	0	0	0	0	27.2	42	58.7	0	0	47	
1200	166	1142	0	0	0	0	2	4	11	39	49	41	13	5	2	0	0	0	24.6	42.8	63	2	1.2	49	
1300	131	1273	0	0	0	0	6	4	5	17	41	32	19	6	0	1	0	0	20.1	43.7	66.1	1	0.8	51	
1400	179	1452	0	0	0	0	0	8	12	34	56	50	11	5	1	1	1	0	25	43	70.8	3	1.7	48.5	
1500	211	1663	0	0	0	0	0	0	13	54	69	50	20	4	1	0	0	0	32.4	43.2	62.1	1	0.5	49.2	
1600	217	1880	0	1	0	1	8	4	10	37	58	66	22	7	1	2	0	0	9.7	43.3	68.4	3	1.4	49.7	
1700	244	2124	0	0	0	0	1	3	2	49	78	68	33	9	1	0	0	0	22.7	44.6	62.8	1	0.4	50.1	
1800	189	2313	0	0	0	0	0	0	4	22	65	50	33	11	3	1	0	0	30.5	46	66	4	2.1	52.8	
1900	145	2458	0	0	0	0	3	16	9	17	24	38	29	8	1	0	0	0	21.2	43.5	61.1	1	0.7	51.4	
2000	67	2525	0	0	0	0	2	3	4	8	25	13	8	4	0	0	0	0	24	43.2	58.4	0	0	51.4	
2100	36	2561	0	0	0	0	0	0	2	3	8	8	9	3	2	0	1	0	30.5	48.2	71.9	3	8.3	55.3	
2200	17	2578	0	0	0	0	0	0	1	0	6	3	3	1	1	2	0	0	33.7	49.5	68.4	3	17.6	55.9	
2300	11	2589	0	0	0	0	0	0	0	0	0	3	4	1	3	0	0	0	45.8	53.6	61.6	3	27.3	60.8	
07-19	2209	2589	0	1	1	3	26	53	109	424	714	563	230	65	13	6	1	0	9.7	43.4	70.8	20	0.9	49.7	
06-22	2528	2589	0	1	1	3	31	73	125	458	792	643	288	88	17	6	2	0	9.7	43.6	71.9	25	1	50.1	
06-00	2556	2589	0	1	1	3	31	73	126	458	798	649	295	90	21	8	2	0	9.7	43.6	71.9	31	1.2	50.3	
00-00	2589	2589	0	1	1	3	31	73	128	460	804	658	307	92	21	8	2	0	9.7	43.7	71.9	31	1.2	50.3	

Benchmark Data Collection

Tue 10 Time	September Total	2024 RunTot	Southbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	5	2594	0	0	0	0	0	1	0	0	1	0	2	1	0	0	0	0	28.8	46	56.2	0	0	-
0100	5	2599	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	42.5	49.3	56.9	0	0	-
0200	1	2600	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	50.8	50.8	50.8	0	0	-
0300	6	2606	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	0	40	49	61.6	1	16.7	-
0400	5	2611	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	40.7	47.5	62.3	1	20	-
0500	17	2628	0	0	0	0	0	0	0	0	1	2	5	8	1	0	0	0	37	48.8	55.9	0	0	52.8
0600	62	2690	0	0	0	0	0	1	7	13	11	15	12	2	1	0	0	0	34.6	49	65	3	4.8	57
0700	217	2907	0	0	0	1	1	6	6	23	63	62	40	11	3	1	0	0	18.2	45.5	67.2	4	1.8	52.1
0800	275	3182	0	0	1	0	5	1	11	58	80	71	38	8	2	0	0	0	11	43.7	63.4	2	0.7	50.3
0900	197	3379	0	0	0	0	0	5	9	38	71	51	19	2	2	0	0	0	28.5	43.4	62.7	2	1	48.8
1000	164	3543	0	0	0	0	0	5	17	28	47	36	24	4	2	1	0	0	26	43.4	67.9	3	1.8	50.6
1100	176	3719	0	0	0	0	0	3	2	42	67	38	17	6	1	0	0	0	28.6	43.5	60.3	1	0.6	49.2
1200	200	3919	0	0	0	0	0	4	17	58	56	49	13	3	0	0	0	0	27.2	41.9	58.8	0	0	47.9
1300	172	4091	0	0	0	0	2	4	4	44	58	36	19	5	0	0	0	0	21	43.1	59.8	0	0	49.4
1400	212	4303	0	0	0	0	0	0	27	57	71	43	13	1	0	0	0	0	30.9	41.7	56.1	0	0	47.4
1500	221	4524	0	0	0	0	1	6	27	56	60	49	17	2	3	0	0	0	24.9	41.8	61.9	3	1.4	48.3
1600	210	4734	0	0	0	0	1	6	12	36	62	53	26	11	2	1	0	0	23.4	44.1	65.2	3	1.4	51.2
1700	275	5009	0	1	0	0	0	3	23	71	110	52	11	2	2	0	0	0	9	41.7	61.1	2	0.7	46.5
1800	169	5178	0	0	0	0	0	2	6	41	55	41	14	10	0	0	0	0	26	43.5	59	0	0	49.2
1900	101	5279	0	0	0	0	1	2	2	32	28	21	10	4	0	1	0	0	23.4	42.8	65.6	1	1	49.9
2000	60	5339	0	0	0	0	4	4	12	14	9	11	6	0	0	0	0	0	24.2	38.9	54.8	0	0	46.5
2100	38	5377	0	0	0	0	0	4	2	13	9	8	2	0	0	0	0	0	27.1	40.6	51.5	0	0	47
2200	25	5402	0	0	0	0	0	0	3	3	6	10	2	1	0	0	0	0	31.4	43.8	58.4	0	0	49.2
2300	14	5416	0	0	0	0	0	0	1	1	2	6	2	1	1	0	0	0	32.4	47.7	61.9	1	7.1	51.4
07-19	2488	5416	0	1	1	1	10	45	161	552	800	581	251	65	17	3	0	0	9	43.1	67.9	20	0.8	49.2
06-22	2749	5416	0	1	1	1	15	55	178	618	859	632	284	81	19	5	0	0	9	43.1	67.9	24	0.9	49.4
06-00	2788	5416	0	1	1	1	15	55	182	622	867	648	288	83	20	5	0	0	9	43.1	67.9	25	0.9	49.7
00-00	2827	5416	0	1	1	1	15	56	182	623	876	658	301	86	22	5	0	0	9	43.2	67.9	27	1	49.7

Benchmark Data Collection

Wed 11 Time	September Total	2024 RunTot	Southbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	8	5424	0	0	0	0	0	0	0	1	1	3	1	2	0	0	0	0	37.9	48.5	57.3	0	0	-
0100	2	5426	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	38.5	39.1	39.6	0	0	-
0200	3	5429	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	34.4	42.3	47.2	0	0	-
0300	3	5432	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	41.9	53.1	60.7	1	33.3	-
0400	3	5435	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	45.6	49.4	52.4	0	0	-
0500	17	5452	0	0	0	0	0	0	1	1	2	8	4	0	0	1	0	0	33.6	48.1	66.8	1	5.9	52.6
0600	69	5521	0	0	0	0	0	3	5	19	21	17	3	1	0	0	0	0	30.3	46.5	60.3	1	1.4	52.6
0700	209	5730	0	0	0	0	1	0	3	41	61	60	28	10	4	1	0	0	23.6	45.3	65.4	5	2.4	51.4
0800	244	5974	0	0	0	0	0	4	12	49	81	59	29	8	1	1	0	0	27.5	43.8	65.7	2	0.8	50.1
0900	195	6169	0	0	0	0	2	4	7	55	58	30	27	9	2	1	0	0	23.2	43.3	65.5	3	1.5	51
1000	154	6323	0	0	0	0	0	3	5	37	52	39	13	4	0	1	0	0	26.6	43.4	65.2	1	0.6	49.2
1100	164	6487	0	0	0	3	1	4	14	38	50	32	19	3	0	0	0	0	15.2	42.1	58.3	0	0	49.4
1200	220	6707	0	0	0	0	0	6	29	80	72	16	14	2	0	0	1	0	28.3	40.2	74.2	1	0.5	44.7
1300	177	6884	0	0	0	0	0	4	11	36	54	45	24	3	0	0	0	0	26.3	43.5	56.7	0	0	49.9
1400	205	7089	0	0	0	0	0	1	13	55	67	45	17	7	0	0	0	0	28.8	42.8	59.5	0	0	48.3
1500	233	7322	0	0	0	0	1	9	19	36	71	58	30	8	1	0	0	0	24.7	43.3	62.4	1	0.4	50.3
1600	249	7571	0	0	0	1	4	6	12	37	70	71	36	8	4	0	0	0	19.1	44	64.4	4	1.6	50.6
1700	294	7865	0	0	0	0	4	2	9	51	76	94	46	10	2	0	0	0	22.7	44.7	60.2	2	0.7	50.8
1800	185	8050	0	0	0	0	2	2	19	41	56	44	14	4	3	0	0	0	20.8	42.5	63.2	3	1.6	49.2
1900	116	8166	0	0	0	1	0	0	5	21	30	39	15	2	2	1	0	0	18.9	44.5	68.1	3	2.6	50.3
2000	63	8229	0	0	0	0	0	2	3	15	16	14	7	6	0	0	0	0	26	44.2	59.3	0	0	51.9
2100	40	8269	0	0	0	0	0	1	0	4	9	13	11	0	2	0	0	0	29.6	46.8	61.6	2	5	53
2200	29	8298	0	0	0	0	0	0	3	7	3	8	5	2	1	0	0	0	31.3	45.3	61.1	1	3.4	53.7
2300	15	8313	0	0	0	0	0	0	1	1	0	7	2	1	2	1	0	0	32.5	49.6	66.1	3	20	60.8
07-19	2529	8313	0	0	0	4	15	45	153	556	768	593	297	76	17	4	1	0	15.2	43.3	74.2	22	0.9	50.1
06-22	2817	8313	0	0	0	5	15	48	164	601	842	680	347	87	22	5	1	0	15.2	43.5	74.2	28	1	50.3
06-00	2861	8313	0	0	0	5	15	48	168	609	845	695	354	90	25	6	1	0	15.2	43.6	74.2	32	1.1	50.3
00-00	2897	8313	0	0	0	5	15	48	170	613	849	709	361	93	26	7	1	0	15.2	43.6	74.2	34	1.2	50.3

Benchmark Data Collection

Thu 12 Time	September Total	2024 RunTot	Southbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	9	8322	0	0	0	0	0	0	0	1	2	2	2	0	1	1	0	0	36.3	50.9	69.8	2	22.2	-
0100	3	8325	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	42.4	48.6	58	0	0	-
0200	2	8327	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	36.2	48.8	61.4	1	50	-
0300	1	8328	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	52.6	52.6	52.6	0	0	-
0400	6	8334	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	36.1	47	53.1	0	0	-
0500	17	8351	0	0	0	0	0	0	0	0	2	7	7	1	0	0	0	0	43	49.5	56.5	0	0	53
0600	69	8420	0	0	0	0	1	1	9	18	20	16	3	0	1	0	0	0	29.7	46.3	65.6	1	1.4	53.2
0700	206	8626	0	0	0	0	0	0	5	15	64	74	33	9	6	0	0	0	30.7	46.4	64.8	6	2.9	51.4
0800	273	8899	0	0	0	0	1	6	11	41	81	91	30	11	1	0	0	0	22	44.4	60.2	1	0.4	49.9
0900	181	9080	0	0	0	0	0	0	8	30	68	51	20	3	1	0	0	0	30.3	44	60.8	1	0.6	49
1000	170	9250	0	0	0	0	0	3	9	39	60	38	15	4	2	0	0	0	26.6	43.1	64.4	2	1.2	48.5
1100	182	9432	0	0	0	0	0	8	18	42	65	32	14	2	1	0	0	0	26.2	41.6	62.1	1	0.5	48.1
1200	193	9625	0	0	0	1	1	2	21	43	64	34	20	6	1	0	0	0	19.6	42.4	62.8	1	0.5	49.4
1300	178	9803	0	0	0	0	0	2	22	44	68	26	12	3	1	0	0	0	28.3	41.3	61.1	1	0.6	46.8
1400	192	9995	0	0	0	0	0	2	11	34	65	47	21	12	0	0	0	0	25.1	44.1	58.5	0	0	51
1500	242	10237	0	0	0	0	0	6	23	66	78	48	18	3	0	0	0	0	26.9	41.7	56.2	0	0	47.9
1600	244	10481	0	0	0	0	0	3	29	50	60	60	35	6	1	0	0	0	26.4	43.1	63.7	1	0.4	50.1
1700	229	10710	0	0	0	0	0	4	15	42	74	72	18	2	1	1	0	0	25	43.3	66.5	2	0.9	49
1800	152	10862	0	0	0	0	0	1	7	15	47	46	28	6	2	0	0	0	28.3	45.6	60.7	2	1.3	51.2
1900	125	10987	0	0	0	0	0	1	5	23	47	35	10	2	2	0	0	0	28.5	43.7	60.2	2	1.6	49
2000	65	11052	0	0	0	0	0	0	3	17	13	18	10	4	0	0	0	0	33.4	44.6	55.9	0	0	51.9
2100	46	11098	0	0	0	0	0	0	0	1	9	12	15	6	0	3	0	0	32.6	45.3	62.1	3	6.5	51.4
2200	26	11124	0	0	0	0	0	0	2	5	2	9	4	2	1	0	1	0	32.3	47	70.3	2	7.7	53.9
2300	15	11139	0	0	0	0	0	0	0	1	4	2	2	4	1	1	0	0	35.8	50.1	65	2	13.3	58.8
07-19	2442	11139	0	0	0	1	2	37	179	461	794	619	264	67	17	1	0	0	19.6	43.4	66.5	18	0.7	49.7
06-22	2747	11139	0	0	0	1	2	39	189	519	884	707	306	76	22	2	0	0	19.6	43.6	66.5	24	0.9	49.9
06-00	2788	11139	0	0	0	1	2	39	191	525	890	718	312	82	24	3	1	0	19.6	43.6	70.3	28	1	49.9
00-00	2826	11139	0	0	0	1	2	39	191	528	896	729	325	84	26	4	1	0	19.6	43.7	70.3	31	1.1	50.1

Benchmark Data Collection

Fri 13 Time	September Total	2024 RunTot	Southbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	3	11142	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	44	47.6	52	0	0	-
0100	7	11149	0	0	0	0	0	0	1	0	0	1	2	2	0	0	0	0	34.6	53.6	63.7	2	28.6	-
0200	0	11149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	3	11152	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	38.7	47.9	57.2	0	0	-
0400	5	11157	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	41.7	48.6	56.6	0	0	-
0500	13	11170	0	0	0	0	0	0	0	0	2	7	3	1	0	0	0	0	43.6	48.6	55	0	0	52.1
0600	60	11230	0	0	0	0	0	0	0	5	16	21	13	3	2	0	0	0	35.8	47.4	62.4	2	3.3	52.3
0700	158	11388	0	0	0	0	0	0	1	22	46	51	24	7	6	0	1	0	33.8	46.7	72.6	7	4.4	52.8
0800	244	11632	0	0	0	2	2	11	11	35	74	62	34	11	1	1	0	0	18.6	43.8	66.4	2	0.8	50.8
0900	192	11824	0	0	0	0	1	0	9	30	76	49	24	2	1	0	0	0	23.5	43.9	60.8	1	0.5	49.4
1000	197	12021	0	0	0	0	1	4	15	46	51	52	21	7	0	0	0	0	24.3	43.1	59.9	0	0	49.7
1100	213	12234	0	0	0	0	0	3	12	39	85	47	20	5	2	0	0	0	27.3	43.4	63.3	2	0.9	48.8
1200	184	12418	0	0	0	0	0	3	12	39	73	41	11	5	0	0	0	0	26.1	42.9	59.9	0	0	48.1
1300	176	12594	0	0	0	0	0	0	0	17	41	54	41	18	4	1	0	0	30.3	43	62.3	1	0.6	49
1400	219	12813	0	0	0	0	3	9	27	37	49	54	31	7	1	1	0	0	24.2	42.8	66.1	2	0.9	51.2
1500	248	13061	0	0	0	0	0	3	18	42	83	68	25	7	1	0	0	1	27.9	43.8	75.8	2	0.8	49.7
1600	257	13318	0	0	0	0	0	2	14	37	88	67	39	9	1	0	0	0	28	44.6	61.3	1	0.4	50.8
1700	263	13581	0	0	0	0	1	12	8	40	83	75	36	6	2	0	0	0	24.7	43.9	62.3	2	0.8	50.3
1800	164	13745	0	0	0	0	0	6	3	23	33	55	26	9	7	2	0	0	26.1	46.3	68	9	5.5	52.8
1900	112	13857	0	0	0	0	0	0	4	18	33	25	25	5	2	0	0	0	33.8	45.8	64.7	2	1.8	51.4
2000	77	13934	0	0	0	0	0	4	4	10	21	18	12	6	0	2	0	0	26.7	45	66.5	2	2.6	51.9
2100	47	13981	0	0	0	0	0	0	0	1	5	7	16	12	4	2	0	0	32.7	48.3	64.9	2	4.3	54.8
2200	36	14017	0	0	0	0	0	2	1	4	7	9	9	4	0	0	0	0	26.7	46.1	57.3	0	0	53.7
2300	25	14042	0	0	0	0	0	0	0	5	8	4	5	3	0	0	0	0	35.2	46.2	58.4	0	0	53.7
07-19	2515	14042	0	0	0	2	8	53	147	431	795	662	309	79	23	4	1	1	18.6	43.9	75.8	29	1.2	50.3
06-22	2811	14042	0	0	0	2	8	57	156	469	872	742	371	97	29	6	1	1	18.6	44.2	75.8	37	1.3	50.6
06-00	2872	14042	0	0	0	2	8	59	157	478	887	755	385	104	29	6	1	1	18.6	44.2	75.8	37	1.3	50.8
00-00	2903	14042	0	0	0	2	8	59	158	479	892	766	391	109	31	6	1	1	18.6	44.3	75.8	39	1.3	50.8

Benchmark Data Collection

Sat 14	September	2024	Southbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	19	14061	0	0	0	0	0	0	0	3	5	4	3	2	2	0	0	0	36.5	47.9	61.9	2	10.5	55.5
0100	6	14067	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	43.5	55.1	65.8	2	33.3	-
0200	5	14072	0	0	0	0	0	0	0	1	0	1	2	0	0	0	1	0	39.6	52.6	73.5	1	20	-
0300	3	14075	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	43.8	52.7	64.8	1	33.3	-
0400	4	14079	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	43.9	49.5	56.6	0	0	-
0500	8	14087	0	0	0	0	0	0	0	2	1	1	3	1	0	0	0	0	39.3	47.4	55.4	0	0	-
0600	30	14117	0	0	0	0	0	0	0	3	8	11	6	2	0	0	0	0	35.5	46.7	57.2	0	0	51.2
0700	71	14188	0	0	0	0	0	1	2	10	14	23	15	3	2	1	0	0	25	46.5	66.4	3	4.2	53.2
0800	156	14344	0	0	0	0	0	1	10	33	46	41	20	5	0	0	0	0	29.6	43.8	58.6	0	0	50.3
0900	198	14542	0	0	0	0	0	7	9	29	69	59	22	2	1	0	0	0	26.5	43.6	60.2	1	0.5	49.4
1000	227	14769	0	0	0	0	0	6	19	53	74	46	20	8	1	0	0	0	26.2	42.7	63.2	1	0.4	49.4
1100	211	14980	0	0	0	0	0	10	21	49	64	41	17	7	1	0	1	0	27.6	41.9	72.7	2	0.9	48.3
1200	219	15199	0	0	0	2	1	9	35	58	58	33	16	3	3	0	0	0	17.6	40.8	88.3	4	1.8	47.9
1300	226	15425	0	0	0	0	0	10	30	56	73	36	16	3	1	0	0	1	26.5	41.1	75.6	2	0.9	47
1400	202	15627	0	0	0	0	3	9	20	50	60	39	19	0	1	1	0	0	20.7	41.5	67	2	1	47.4
1500	201	15828	0	0	0	0	6	3	16	37	64	43	25	5	2	0	0	0	23.6	42.9	61.7	2	1	50.1
1600	221	16049	0	0	0	0	1	4	6	35	78	57	24	13	3	0	0	0	21.1	44.6	63.8	3	1.4	50.6
1700	201	16250	0	0	0	0	0	0	2	42	73	48	25	9	2	0	0	0	32.8	44.6	61.2	2	1	50.6
1800	178	16428	0	0	0	0	0	5	2	31	61	53	18	6	0	2	0	0	25.5	44.3	66.2	2	1.1	49.9
1900	107	16535	0	0	0	0	0	2	3	18	21	31	20	8	1	2	0	1	28.2	46.4	77.4	4	3.7	53.7
2000	66	16601	0	0	0	0	0	1	0	8	24	15	7	6	5	0	0	0	28.1	46.8	64.9	5	7.6	55.3
2100	59	16660	0	0	0	0	0	0	0	3	5	19	18	10	3	0	1	0	32.1	45.9	66.4	1	1.7	51.7
2200	46	16706	0	0	0	0	0	0	4	6	14	14	5	3	0	0	0	0	31.2	44.4	58.7	0	0	50.6
2300	24	16730	0	0	0	0	1	0	0	1	12	4	3	3	0	0	0	0	23.7	45.2	59.3	0	0	51.9
07-19	2311	16730	0	0	0	2	11	65	172	483	734	519	237	64	17	4	1	1	17.6	42.9	88.3	24	1	49.7
06-22	2573	16730	0	0	0	2	11	68	178	517	806	594	280	83	23	7	1	2	17.6	43.3	88.3	34	1.3	50.1
06-00	2643	16730	0	0	0	2	12	68	182	524	832	612	288	89	23	7	1	2	17.6	43.3	88.3	34	1.3	50.1
00-00	2688	16730	0	0	0	2	12	68	182	530	841	621	298	94	27	8	2	2	17.6	43.4	88.3	40	1.5	50.1

Benchmark Data Collection

Sun 15	September	2024	Southbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	18	16748	0	0	0	0	0	0	0	1	5	3	6	2	0	1	0	0	39.7	49.2	65.6	1	5.6	54.1
0100	9	16757	0	0	0	0	0	0	1	0	3	2	2	0	1	0	0	0	34.3	47.4	62.2	1	11.1	-
0200	1	16758	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.1	40.1	40.1	0	0	-
0300	1	16759	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	51.3	51.3	51.3	0	0	-
0400	2	16761	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	36.4	45.2	53.9	0	0	-
0500	10	16771	0	0	0	0	0	0	1	1	2	2	3	0	0	1	0	0	31.6	47.5	66.1	1	10	-
0600	20	16791	0	0	0	0	0	1	3	6	6	2	1	1	0	0	0	0	34.6	45.1	64	1	5	52.3
0700	38	16829	0	0	0	0	0	1	5	3	7	9	7	5	1	0	0	0	26.8	45.7	62	1	2.6	54.1
0800	157	16986	0	0	0	0	0	7	76	30	13	15	7	4	5	0	0	0	25.7	37.9	63.5	5	3.2	46.8
0900	549	17535	0	0	0	0	10	67	324	125	8	10	3	0	0	2	0	0	22.3	33.4	69.6	2	0.4	36
1000	754	18289	0	0	0	3	44	182	429	84	8	2	1	1	0	0	0	0	17.1	31.4	59.8	0	0	34.7
1100	793	19082	0	0	0	15	60	252	394	58	9	2	3	0	0	0	0	0	16.3	30.5	51.7	0	0	34
1200	802	19884	0	1	1	8	51	284	390	54	10	1	2	0	0	0	0	0	8.4	30.4	53.1	0	0	33.8
1300	834	20718	0	2	1	12	69	277	420	46	5	0	2	0	0	0	0	0	7.3	30.1	53.4	0	0	33.6
1400	557	21275	0	1	1	19	75	228	195	24	9	4	1	0	0	0	0	0	8.5	29.1	51.9	0	0	32.7
1500	244	21519	0	0	1	6	20	78	50	35	28	21	5	0	0	0	0	0	14	33.2	53.6	0	0	42.9
1600	180	21699	0	0	0	0	2	2	18	37	58	39	19	5	0	0	0	0	22.4	42.7	58.1	0	0	49.2
1700	151	21850	0	0	0	0	0	3	6	22	33	41	30	14	1	1	0	0	28	45.9	69.8	2	1.3	52.6
1800	114	21964	0	0	0	0	0	1	4	20	28	35	16	8	1	1	0	0	25.5	45.8	68.2	2	1.8	53.2
1900	76	22040	0	0	0	0	0	0	2	17	21	22	8	4	2	0	0	0	34.6	44.9	64.2	2	2.6	51.2
2000	65	22105	0	0	0	0	1	2	1	8	21	20	7	3	2	0	0	0	21.3	44.5	64.8	2	3.1	50.6
2100	43	22148	0	0	0	0	0	3	0	7	9	14	4	4	1	1	0	0	26.8	45.7	65.6	2	4.7	54.4
2200	13	22161	0	0	0	0	0	0	0	3	1	2	0	2	4	0	1	0	35.9	52.7	70.3	5	38.5	62.2
2300	8	22169	0	0	0	0	0	0	1	3	0	1	2	1	0	0	0	0	30.6	45	59.1	0	0	-
07-19	5173	22169	0	4	4	63	331	1382	2311	538	216	179	96	37	8	4	0	0	7.3	32.4	69.8	12	0.2	36.5
06-22	5377	22169	0	4	4	63	332	1387	2315	573	273	241	117	49	14	5	0	0	7.3	32.9	69.8	19	0.4	38.3
06-00	5398	22169	0	4	4	63	332	1387	2316	579	274	244	119	52	18	5	1	0	7.3	32.9	70.3	24	0.4	38.5
00-00	5439	22169	0	4	4	63	332	1387	2318	582	285	251	132	54	19	7	1	0	7.3	33	70.3	27	0.5	38.9
Summary			Southbound																					
	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
	22169	22169	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	7.3	41.1	88.3	229	1	49.2

Benchmark Data Collection

Mon 09	September	2024	Northbound																	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	5	5	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	42	49.4	59.9	0	0	-	
0100	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	3	8	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	42.3	45.6	48.8	0	0	-	
0300	4	12	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	44.3	46.7	48.9	0	0	-	
0400	7	19	0	0	0	0	0	0	0	1	2	0	1	1	1	1	0	0	37.4	51.5	68.1	2	28.6	-	
0500	16	35	0	0	0	0	0	0	1	1	2	4	7	0	1	0	0	0	31.3	48	60.3	1	6.3	52.8	
0600	77	112	0	2	0	0	2	3	7	12	19	16	11	4	0	1	0	0	5.9	42.7	67.4	1	1.3	51.9	
0700	235	347	0	0	0	0	0	1	12	36	79	78	16	10	3	0	0	0	29.7	44.3	63.4	3	1.3	49.4	
0800	284	631	0	0	8	5	6	6	10	54	98	57	28	10	2	0	0	0	10	41.9	61.9	2	0.7	49.7	
0900	204	835	0	0	3	0	0	1	17	52	63	45	19	3	1	0	0	0	11.4	42.3	64.9	1	0.5	48.3	
1000	160	995	0	0	1	0	0	0	15	39	57	31	12	5	0	0	0	0	11.9	42.5	59.8	0	0	49	
1100	193	1188	0	1	0	0	0	3	21	46	66	42	11	1	1	0	0	0	7.8	41.9	85.1	2	1	47.6	
1200	186	1374	0	0	1	1	3	0	9	39	58	47	15	9	2	1	1	0	13.4	43.7	73.5	4	2.2	49.4	
1300	147	1521	0	0	0	0	4	4	12	29	45	35	14	2	1	1	0	0	21.3	42.2	65.3	2	1.4	49	
1400	176	1697	0	1	0	0	1	2	19	48	54	33	14	1	1	1	0	1	8.6	41.8	78.6	3	1.7	47.6	
1500	223	1920	0	0	0	0	0	5	13	49	69	52	22	8	4	0	1	0	25.2	43.5	70.1	5	2.2	50.1	
1600	249	2169	0	1	1	0	1	0	7	37	92	73	28	5	2	1	1	0	9.7	44.4	72.7	4	1.6	49.9	
1700	240	2409	0	1	1	3	2	2	10	28	88	63	29	11	1	0	1	0	9.2	44	70.5	2	0.8	50.8	
1800	143	2552	0	0	0	0	0	2	6	24	47	32	20	6	2	4	0	0	27.6	45.2	67.9	6	4.2	53.2	
1900	121	2673	0	0	0	0	0	1	5	27	36	31	13	1	6	1	0	0	26.7	44.6	68.2	7	5.8	50.6	
2000	89	2762	0	0	0	0	2	0	7	21	24	20	10	4	1	0	0	0	20.8	43.4	60.4	1	1.1	50.6	
2100	47	2809	0	0	0	1	0	2	0	6	14	12	4	6	1	0	1	0	16.2	45.6	73.5	2	4.3	55	
2200	26	2835	0	0	0	0	0	0	0	3	6	11	4	0	2	0	0	0	38.1	46.8	61.5	2	7.7	51.4	
2300	8	2843	0	0	0	0	0	0	1	0	4	1	0	2	0	0	0	0	34.2	45.2	57.4	0	0	-	
07-19	2440	2843	0	4	15	9	17	26	151	481	816	588	228	71	20	8	4	1	7.8	43.1	85.1	34	1.4	49.4	
06-22	2774	2843	0	6	15	10	21	32	170	547	909	667	266	86	28	10	5	1	5.9	43.2	85.1	45	1.6	49.7	
06-00	2808	2843	0	6	15	10	21	32	171	550	919	679	270	88	30	10	5	1	5.9	43.3	85.1	47	1.7	49.7	
00-00	2843	2843	0	6	15	10	21	32	172	552	927	689	279	90	32	11	5	1	5.9	43.3	85.1	50	1.8	49.9	

Benchmark Data Collection

Tue 10	September	2024	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	5	2848	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	36.9	44.7	55.2	0	0	-
0100	2	2850	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	33.7	43.8	53.8	0	0	-
0200	2	2852	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	30.3	35.5	40.7	0	0	-
0300	4	2856	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	33.8	42.5	48.1	0	0	-
0400	14	2870	0	0	0	0	1	0	2	2	3	3	1	1	1	0	0	0	22.5	43.1	60.6	1	7.1	50.8
0500	29	2899	0	0	0	0	0	0	0	0	4	3	14	6	2	0	0	0	35.2	47.5	57.6	0	0	52.3
0600	85	2984	0	1	0	0	0	0	6	7	19	24	19	7	1	1	0	0	5.5	46.1	68.3	2	2.4	53.5
0700	259	3243	0	0	0	5	2	7	9	38	90	67	30	7	3	1	0	0	18.2	43.9	65.7	4	1.5	50.3
0800	270	3513	0	1	1	6	6	1	14	44	81	78	27	8	2	1	0	0	9.6	43.3	66	3	1.1	49.9
0900	217	3730	0	0	0	0	0	5	8	45	89	43	18	8	1	0	0	0	25.2	43.2	60.7	1	0.5	49
1000	176	3906	0	0	0	0	0	3	12	43	51	46	15	3	3	0	0	0	26.1	43.1	64.6	3	1.7	49
1100	175	4081	0	0	1	0	0	1	13	37	57	48	10	7	0	1	0	0	10.4	43.1	65.3	1	0.6	48.5
1200	195	4276	0	1	0	0	0	1	9	52	68	45	12	5	2	0	0	0	9.7	42.9	61.5	2	1	49
1300	164	4440	0	0	0	0	0	0	0	15	33	56	37	16	7	0	0	0	32.3	43.3	58	0	0	49.2
1400	167	4607	0	0	0	0	0	3	3	42	47	48	13	9	1	1	0	0	26.8	44	68.1	2	1.2	49.7
1500	193	4800	0	0	0	0	0	2	10	41	71	43	19	3	3	1	0	0	25.5	43.7	69.6	4	2.1	48.8
1600	249	5049	0	0	0	0	2	1	10	63	77	64	26	4	2	0	0	0	21.1	43.4	61	2	0.8	49.7
1700	223	5272	0	4	0	0	0	6	14	54	75	43	20	2	4	1	0	0	6.2	41.9	68.6	5	2.2	47.9
1800	165	5437	0	0	0	0	0	7	13	34	60	33	12	4	2	0	0	0	27.8	42.4	61.9	2	1.2	48.3
1900	124	5561	0	0	0	0	0	2	8	31	36	32	10	3	2	0	0	0	29.4	43	62.3	2	1.6	49
2000	90	5651	0	0	0	1	2	3	25	28	21	2	5	2	0	0	0	0	18	38.4	81	1	1.1	44.1
2100	50	5701	0	0	0	0	1	0	7	12	13	9	4	3	0	1	0	0	23.3	42.4	65.8	1	2	51
2200	33	5734	0	0	0	0	0	1	7	8	6	6	3	1	1	0	0	0	29.3	41.8	60	1	3	49.4
2300	23	5757	0	0	0	0	0	1	5	3	2	6	5	1	0	0	0	0	28.3	42.8	55.8	0	0	51.2
07-19	2453	5757	0	6	2	11	10	37	130	526	822	595	218	67	23	6	0	0	6.2	43.2	69.6	29	1.2	49.2
06-22	2802	5757	0	7	2	12	13	42	176	604	911	662	256	82	26	8	0	0	5.5	43.1	81	35	1.2	49.4
06-00	2858	5757	0	7	2	12	13	44	188	615	919	674	264	84	27	8	0	0	5.5	43.1	81	36	1.3	49.4
00-00	2914	5757	0	7	2	12	14	44	193	624	927	693	273	88	28	8	0	0	5.5	43.1	81	37	1.3	49.7

Benchmark Data Collection

Wed 11 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	8	5765	0	0	0	0	0	0	0	4	1	2	1	0	0	0	0	0	35.5	41.5	51.7	0	0	-
0100	1	5766	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.2	32.2	32.2	0	0	-
0200	0	5766	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	5	5771	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	35	41.7	49.2	0	0	-
0400	9	5780	0	0	0	0	0	1	0	3	2	3	0	0	0	0	0	0	27.4	41.4	50	0	0	-
0500	22	5802	0	0	0	0	0	0	0	1	5	7	6	3	0	0	0	0	37.4	48.9	57.1	0	0	54.8
0600	72	5874	0	1	2	1	1	1	0	4	16	24	16	2	4	0	0	0	6.2	45.1	62.8	4	5.6	52.3
0700	253	6127	0	0	0	1	4	9	21	46	83	64	19	4	1	1	0	0	18.7	42.2	65.2	2	0.8	48.3
0800	315	6442	0	0	0	0	0	1	15	79	116	71	21	8	3	1	0	0	27.8	43.2	66.4	4	1.3	48.5
0900	208	6650	0	0	0	3	0	2	18	58	82	27	10	5	2	1	0	0	18	41.6	68.2	3	1.4	47.4
1000	189	6839	0	0	1	1	5	6	25	50	64	26	9	2	0	0	0	0	14.2	39.8	57.8	0	0	46.1
1100	179	7018	0	1	0	0	3	8	11	50	53	38	10	3	2	0	0	0	7.8	41.3	63.1	2	1.1	47.4
1200	156	7174	0	0	0	0	0	2	11	41	55	35	8	3	1	0	0	0	29.7	42.5	62.8	1	0.6	47.4
1300	165	7339	0	0	0	0	0	4	12	33	64	38	9	4	1	0	0	0	27.1	42.7	64.1	1	0.6	48.3
1400	227	7566	0	1	0	0	0	2	15	73	72	43	16	3	2	0	0	0	5.4	41.9	62.5	2	0.9	47.6
1500	181	7747	0	0	0	0	0	0	14	52	58	32	17	5	2	0	0	1	32	42.8	76.2	3	1.7	49.2
1600	249	7996	0	0	0	0	0	2	16	56	83	60	21	9	1	1	0	0	27.4	43.5	69.3	2	0.8	49.4
1700	248	8244	0	0	0	0	1	9	14	42	90	56	26	7	1	0	1	1	24.8	43.4	75.1	3	1.2	49.4
1800	201	8445	0	0	0	0	5	2	17	47	63	40	21	3	2	1	0	0	20.3	42.5	66.3	3	1.5	49.7
1900	127	8572	0	0	0	0	0	1	3	31	46	23	16	5	1	1	0	0	26.8	44	65.9	2	1.6	50.6
2000	81	8653	0	0	0	0	0	0	12	11	21	25	9	2	0	0	1	0	30.2	43.8	73.3	1	1.2	49.9
2100	58	8711	0	0	0	1	0	1	4	15	14	13	4	2	2	2	0	0	15.3	43.8	68.8	4	6.9	50.1
2200	38	8749	0	0	0	0	0	0	3	9	12	7	2	2	3	0	0	0	31.8	44.7	64.2	3	7.9	53.9
2300	29	8778	0	0	0	0	0	0	1	7	4	8	5	2	1	0	1	0	34.2	46.8	71	2	6.9	54.1
07-19	2571	8778	0	2	1	5	18	47	189	627	883	530	187	56	18	5	1	2	5.4	42.4	76.2	26	1	48.3
06-22	2909	8778	0	3	3	7	19	50	208	688	980	615	232	67	25	8	2	2	5.4	42.6	76.2	37	1.3	48.8
06-00	2976	8778	0	3	3	7	19	50	212	704	996	630	239	71	29	8	3	2	5.4	42.7	76.2	42	1.4	48.8
00-00	3021	8778	0	3	3	7	19	51	214	713	1006	643	246	74	29	8	3	2	5.4	42.7	76.2	42	1.4	49

Benchmark Data Collection

Thu 12 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	8	8786	0	0	0	1	0	0	0	1	3	1	1	0	1	0	0	0	16.8	42.4	63.4	1	12.5	-
0100	4	8790	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	35.7	50.9	62.4	1	25	-
0200	0	8790	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	8792	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	35.7	41.9	48	0	0	-
0400	8	8800	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	40.7	46.7	54	0	0	-
0500	32	8832	0	0	0	0	0	0	0	2	5	12	7	5	1	0	0	0	38.4	49	63.4	1	3.1	55.5
0600	83	8915	0	0	0	1	0	1	1	10	18	34	8	7	2	1	0	0	19.1	46.4	66.1	3	3.6	52.6
0700	214	9129	0	0	3	0	0	0	4	28	76	58	27	13	4	0	1	0	12.3	45.3	73.4	5	2.3	51.9
0800	296	9425	0	0	0	0	0	4	26	58	104	65	32	4	3	0	0	0	28.7	43.2	64.7	3	1	49.2
0900	194	9619	0	0	0	0	0	1	11	52	75	31	14	8	2	0	0	0	26.9	42.9	63.3	2	1	48.8
1000	193	9812	0	0	0	0	0	7	24	51	63	32	12	2	2	0	0	0	26.9	41.2	64.2	2	1	47.4
1100	173	9985	0	0	0	0	0	2	26	44	53	29	10	4	2	3	0	0	27.7	42.2	69.8	5	2.9	48.3
1200	173	10158	0	0	0	0	0	2	16	32	59	40	14	7	2	0	1	0	29.6	43.4	70.6	3	1.7	49.4
1300	128	10286	0	0	0	0	0	2	9	24	41	37	11	3	1	0	0	0	27.8	43.5	60.6	1	0.8	49
1400	190	10476	0	0	0	0	2	3	11	32	58	53	20	10	0	0	1	0	23.1	44	70	1	0.5	50.1
1500	230	10706	0	0	0	1	1	3	27	55	76	43	19	4	1	0	0	0	19.7	41.8	64.5	1	0.4	48.1
1600	254	10960	0	0	0	3	1	7	20	63	82	58	14	5	0	1	0	0	16.5	41.8	65.9	1	0.4	47.9
1700	248	11208	0	0	0	0	0	1	13	59	87	50	23	11	3	0	0	1	29.4	43.5	76.2	4	1.6	49.9
1800	175	11383	0	0	0	0	0	0	5	33	52	54	20	6	4	1	0	0	30.3	45	65.1	5	2.9	50.6
1900	125	11508	0	0	0	0	0	0	12	23	30	25	24	7	1	2	0	1	30.5	45.2	77.5	4	3.2	52.1
2000	93	11601	0	0	0	0	0	1	10	22	20	21	15	3	0	0	1	0	29.3	43.7	70.1	1	1.1	51.2
2100	54	11655	0	0	0	0	0	0	5	11	16	11	9	0	2	0	0	0	31.4	43.9	61.3	2	3.7	50.6
2200	37	11692	0	0	0	0	0	0	6	7	10	6	5	2	0	1	0	0	30.1	43.4	68.8	1	2.7	50.6
2300	31	11723	0	0	0	0	0	0	3	5	7	10	3	2	0	1	0	0	31.8	45.1	68	1	3.2	50.3
07-19	2468	11723	0	0	3	4	4	32	192	531	826	550	216	77	24	5	3	1	12.3	43.1	76.2	33	1.3	49.2
06-22	2823	11723	0	0	3	5	4	34	220	597	910	641	272	94	29	8	4	2	12.3	43.3	77.5	43	1.5	49.7
06-00	2891	11723	0	0	3	5	4	34	229	609	927	657	280	98	29	10	4	2	12.3	43.3	77.5	45	1.6	49.9
00-00	2945	11723	0	0	3	6	4	34	229	614	939	674	290	104	32	10	4	2	12.3	43.4	77.5	48	1.6	49.9

Benchmark Data Collection

Fri 13 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	6	11729	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	36.2	43.8	50.4	0	0	-
0100	5	11734	0	0	0	0	0	0	0	2	1	0	1	0	0	1	0	0	37.7	46.9	66.5	1	20	-
0200	4	11738	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	38.2	48.8	57.9	0	0	-
0300	3	11741	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	42.4	44.5	47.8	0	0	-
0400	7	11748	0	0	0	0	0	0	0	0	2	1	2	1	0	1	0	0	40.9	51.7	68.9	1	14.3	-
0500	21	11769	0	0	0	0	0	0	0	0	6	7	6	1	1	0	0	0	41	48.3	63	1	4.8	53.5
0600	72	11841	0	0	0	0	0	1	0	6	24	25	6	8	2	0	0	0	29.4	46.8	63.4	2	2.8	53.2
0700	212	12053	0	0	0	0	0	1	8	50	65	59	22	6	0	0	0	1	28.5	43.9	79.2	1	0.5	49
0800	268	12321	0	0	0	3	1	3	7	35	77	85	41	10	5	1	0	0	16.2	45.1	68.9	6	2.2	51.4
0900	217	12538	0	0	0	0	3	3	16	63	77	32	19	4	0	0	0	0	23.3	41.7	59.1	0	0	47.9
1000	225	12763	0	0	0	0	1	5	20	58	71	50	17	2	0	0	1	0	21.7	41.9	72	1	0.4	47.4
1100	175	12938	0	0	0	0	0	1	10	43	66	32	22	1	0	0	0	0	27.6	42.8	57.5	0	0	48.5
1200	189	13127	0	0	0	0	0	1	11	54	57	46	13	4	2	0	0	0	28	43.1	95.8	3	1.6	48.8
1300	165	13292	0	1	0	0	1	1	7	44	46	48	13	2	1	0	0	0	7.5	43.1	80.9	2	1.2	48.8
1400	218	13510	0	0	0	1	2	1	18	62	66	42	17	6	3	0	0	0	19.7	42.3	64.4	3	1.4	48.5
1500	237	13747	0	0	0	0	3	4	16	57	84	48	19	3	1	1	0	1	22.8	42.4	76.9	3	1.3	48.8
1600	246	13993	0	2	0	2	4	7	17	45	77	59	22	5	6	0	0	0	8.4	42.6	63.9	6	2.4	49.4
1700	248	14241	0	1	0	0	0	6	6	47	85	70	25	5	2	1	0	0	8.2	43.8	65.4	3	1.2	49.4
1800	186	14427	0	0	0	0	2	2	4	32	61	46	24	8	5	0	0	2	24.6	45	78.7	7	3.8	51.4
1900	100	14527	0	0	0	0	0	1	7	23	20	26	18	5	0	0	0	0	26.4	44.4	59.2	0	0	52.1
2000	83	14610	0	0	0	0	0	1	8	17	26	19	5	5	1	1	0	0	29.1	43.8	65.6	2	2.4	49.7
2100	53	14663	0	0	1	0	0	0	1	11	13	23	2	1	1	0	0	0	13.6	43.9	61.4	1	1.9	48.5
2200	61	14724	0	0	0	0	0	0	3	11	22	17	6	1	0	0	0	0	31.7	44.3	86.7	1	1.6	49.4
2300	36	14760	0	0	0	0	0	1	1	7	11	6	5	3	0	1	1	0	29.3	45.6	70.6	2	5.6	54.1
07-19	2586	14760	0	4	0	6	17	35	140	590	832	617	254	56	25	3	1	4	7.5	43.2	95.8	35	1.4	49.2
06-22	2894	14760	0	4	1	6	17	38	156	647	915	710	285	75	29	4	1	4	7.5	43.3	95.8	40	1.4	49.7
06-00	2991	14760	0	4	1	6	17	39	160	665	948	733	296	79	29	5	2	4	7.5	43.4	95.8	43	1.4	49.7
00-00	3037	14760	0	4	1	6	17	39	160	670	960	745	307	82	30	7	2	4	7.5	43.4	95.8	46	1.5	49.7

Benchmark Data Collection

Sat 14	September	2024	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80						
0000	17	14777	0	0	0	0	0	1	1	5	7	2	0	1	0	0	0	0	27.6	41	57.3	0	0	45
0100	7	14784	0	0	0	0	0	0	0	2	2	1	1	1	0	0	0	0	36.8	45.4	57.9	0	0	-
0200	3	14787	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	35.5	47.6	55.7	0	0	-
0300	3	14790	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	44	47.5	50.1	0	0	-
0400	9	14799	0	0	0	0	0	0	1	1	2	1	3	0	0	1	0	0	31.1	46.7	66	1	11.1	-
0500	13	14812	0	0	0	0	0	0	0	1	3	4	0	3	0	1	1	0	39.1	52	74.3	2	15.4	59.5
0600	45	14857	0	0	0	0	0	3	8	11	10	8	3	0	2	0	0	0	32.8	45.8	66.9	2	4.4	52.1
0700	119	14976	0	1	0	0	0	2	3	17	29	44	11	5	6	1	0	0	9.7	45.7	67.2	7	5.9	51.4
0800	165	15141	0	0	0	0	0	2	2	30	62	43	18	3	3	2	0	0	27.9	44.7	65.8	5	3	49.9
0900	177	15318	0	0	0	0	0	0	10	43	62	42	11	6	1	1	1	0	30.2	43.4	70.8	3	1.7	48.8
1000	203	15521	0	0	1	0	0	2	15	60	60	41	16	4	2	0	1	1	10.7	42.6	77.1	4	2	48.5
1100	234	15755	0	0	2	0	0	2	14	73	78	37	22	4	1	0	0	0	10.4	42.1	96.5	2	0.9	47.2
1200	248	16003	0	0	1	0	0	3	10	53	94	56	22	7	0	0	2	0	13.7	43.4	72.2	2	0.8	49.4
1300	215	16218	0	0	0	0	0	0	12	48	75	44	24	6	3	1	2	0	30.3	44.1	74.6	6	2.8	50.1
1400	195	16413	1	0	1	1	3	4	11	35	64	46	18	6	3	1	0	0	0.6	43.2	85.8	5	2.6	49.7
1500	183	16596	0	0	0	0	5	1	16	37	54	35	21	6	1	3	2	2	21.2	43.9	79.6	8	4.4	51.7
1600	176	16772	0	0	0	0	0	3	14	36	54	38	22	4	4	1	0	0	26.1	43.6	65.9	5	2.8	50.6
1700	170	16942	0	0	0	0	0	0	9	31	52	55	17	2	0	0	3	0	32.2	44.8	84.2	4	2.4	49.7
1800	159	17101	0	0	0	0	0	3	6	28	44	41	21	10	4	2	0	0	28.5	45.2	66	6	3.8	53
1900	91	17192	0	0	0	0	0	0	8	10	33	28	6	6	0	0	0	0	30	44.2	58.2	0	0	49.7
2000	72	17264	0	0	0	0	0	0	3	24	21	15	6	2	1	0	0	0	32.5	43.3	62.4	1	1.4	49.7
2100	53	17317	0	0	1	0	0	0	5	10	13	12	8	3	0	0	0	0	14.9	44.2	85.6	1	1.9	50.8
2200	51	17368	0	0	0	0	0	1	5	16	17	4	6	2	0	0	0	0	30	41.7	55.3	0	0	47.4
2300	29	17397	0	0	0	0	0	0	2	3	10	12	1	1	0	0	0	0	33.9	44.2	56	0	0	48.1
07-19	2244	17397	1	1	5	1	8	22	122	491	728	522	223	63	28	12	11	3	0.6	43.8	96.5	57	2.5	49.9
06-22	2505	17397	1	1	6	1	8	22	141	543	806	587	251	77	29	14	11	3	0.6	43.8	96.5	61	2.4	50.1
06-00	2585	17397	1	1	6	1	8	23	148	562	833	603	258	80	29	14	11	3	0.6	43.8	96.5	61	2.4	49.9
00-00	2637	17397	1	1	6	1	8	24	150	572	848	612	264	86	29	16	12	3	0.6	43.8	96.5	64	2.4	50.1

Benchmark Data Collection

Sun 15 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	20	17417	0	0	0	0	0	3	4	1	5	5	1	1	0	0	0	0	26.6	40.6	58.9	0	0	48.8
0100	15	17432	0	0	0	0	0	0	0	4	7	1	2	1	0	0	0	0	37.5	44	59.3	0	0	50.6
0200	2	17434	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41.9	43.7	45.5	0	0	-
0300	1	17435	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	49	49	49	0	0	-
0400	4	17439	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	44.1	54.7	71.9	1	25	-
0500	6	17445	0	0	0	0	0	1	0	2	1	0	1	1	0	0	0	0	25	42.4	57.9	0	0	-
0600	18	17463	0	0	0	0	0	0	1	2	5	5	2	3	0	0	0	0	32.6	46	57.3	0	0	52.3
0700	48	17511	0	0	0	0	0	1	3	8	16	10	8	1	0	1	0	0	28.8	44.5	69.3	1	2.1	50.6
0800	85	17596	0	2	1	0	0	2	8	9	37	15	7	3	1	0	0	0	6	42	60.2	1	1.2	47.6
0900	132	17728	0	2	0	1	3	8	19	34	41	14	8	2	0	0	0	0	8.2	39	57.6	0	0	45.6
1000	152	17880	0	1	1	2	3	9	40	47	31	13	5	0	0	0	0	0	9.4	37.1	54	0	0	44.1
1100	176	18056	0	0	0	1	2	10	38	65	37	20	2	1	0	0	0	0	18.4	38	55.1	0	0	44.5
1200	185	18241	0	2	4	2	8	17	26	57	41	22	5	1	0	0	0	0	5.8	37	55	0	0	44.7
1300	168	18409	0	4	14	2	8	14	27	46	40	6	6	0	1	0	0	0	7.3	34.4	63.7	1	0.6	42.7
1400	137	18546	0	0	1	1	3	10	33	30	38	15	6	0	0	0	0	0	14.1	37.9	53.6	0	0	45
1500	148	18694	0	2	1	1	1	1	18	40	54	21	5	1	1	0	1	0	6.8	40.4	81.4	3	2	45.9
1600	144	18838	0	3	1	0	1	7	13	31	33	28	15	9	2	0	1	0	8	42.3	74.8	3	2.1	51.2
1700	135	18973	0	0	0	0	1	1	14	36	26	40	12	3	0	1	0	1	24.3	43.2	78.1	2	1.5	49.4
1800	105	19078	0	0	0	0	0	0	7	18	27	36	8	8	1	0	0	0	31.3	44.9	63.2	1	1	50.8
1900	73	19151	0	0	0	0	0	0	8	24	21	12	6	0	2	0	0	0	31.7	42.1	64.9	2	2.7	49.4
2000	54	19205	0	0	0	0	0	1	4	9	20	10	7	2	0	1	0	0	28.5	44	67.6	1	1.9	50.8
2100	30	19235	0	0	0	0	0	0	3	6	8	6	3	2	0	0	0	2	30.9	46.1	79.3	2	6.7	53.2
2200	21	19256	0	0	0	0	0	0	1	4	6	3	4	2	0	0	1	0	34.9	47	73	1	4.8	52.6
2300	10	19266	0	0	0	0	0	0	1	2	4	2	1	0	0	0	0	0	30.1	42.4	51.9	0	0	-
07-19	1615	19266	0	16	23	10	30	80	246	421	421	240	87	29	6	2	2	1	5.8	39.4	81.4	12	0.7	46.8
06-22	1790	19266	0	16	23	10	30	81	262	462	475	273	105	36	8	3	2	3	5.8	39.8	81.4	17	0.9	47.4
06-00	1821	19266	0	16	23	10	30	81	264	468	485	278	110	38	8	3	3	3	5.8	39.9	81.4	18	1	47.4
00-00	1869	19266	0	16	23	10	30	85	268	475	500	286	116	41	8	3	4	3	5.8	40	81.4	19	1	47.6
Summary	Total	RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	19266	19266	1	37	53	52	113	309	1386	4220	6107	4342	1775	565	188	63	30	15	0.6	43	96.5	306	1.6	49.4

VEHICLE SPEED AND VOLUME SURVEY – ATC3 - PARK LANE, LINDFIELD, WEST SUSSEX RH16 2QY.

DATASETS:

Site: [Lindfield] Park Road ATC 3, on telegraph pole.

Direction: 5 - South bound A>B, North bound B>A. Lane: 0

Survey Duration: 00:00 09 September 2024 => 00:00 16 September 2024

File: Lindfield316Sep2024.EC0 (Plus)

Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 60 - Number of vehicles exceeding Posted Speed Limit 60 mph).

%> PSL 60 - Percentage of vehicles exceeding Posted Speed Limit (60 mph).

Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- | | | |
|----|---------------|---|
| 1 | Bicycle | |
| 2 | Motor Cycle | |
| 3 | Car / Van | (cars and vans - without trailer). |
| 4 | Car / Van (T) | (cars and vans towing trailer). |
| 5 | R2 / Bus | (HGV / bus 2-axle rigid). |
| 6 | R3 / Bus | (HGV / bus 3-axle rigid). |
| 7 | R4 | (HGV 4-axle rigid). |
| 8 | A3 | (HGV 3-axle articulated). |
| 9 | A4 | (HGV 4-axle articulated). |
| 10 | A5 | (HGV 5-axle articulated). |
| 11 | A6 | (HGV 6-axle articulated). |
| 12 | A6 [2] | (HGV 6-axle articulated comprising two trailers). |
| 13 | A7 [2] | (HGV 7 + axle articulated comprising two trailers). |

Benchmark Data Collection

Mon 09	September	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	60	60	85	
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.4	40.4	40.4	0	0	-
0600	7	8	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	20.9	32	38.9	0	0	-
0700	14	22	0	0	0	0	0	3	5	3	3	0	0	0	0	0	0	0	27.1	35.2	42.7	0	0	40.9
0800	47	69	0	0	0	0	2	3	18	15	8	1	0	0	0	0	0	0	22	35.3	45.5	0	0	41.2
0900	57	126	0	0	0	0	4	17	27	9	0	0	0	0	0	0	0	0	21.6	31.4	39.8	0	0	34.7
1000	99	225	0	0	0	0	13	46	27	11	0	2	0	0	0	0	0	0	21.7	29.8	49.4	0	0	34
1100	73	298	0	0	0	1	5	22	32	11	1	1	0	0	0	0	0	0	19.2	31.6	49.4	0	0	35.3
1200	90	388	0	0	1	0	6	24	45	11	3	0	0	0	0	0	0	0	11.8	31.2	44.1	0	0	35.1
1300	53	441	0	0	0	0	1	19	22	9	1	1	0	0	0	0	0	0	24.7	32	46.2	0	0	35.3
1400	27	468	0	0	0	0	2	5	12	7	1	0	0	0	0	0	0	0	22.3	32.3	40.6	0	0	36.5
1500	34	502	0	0	0	0	1	11	15	6	0	1	0	0	0	0	0	0	22.6	31.8	45.8	0	0	35.8
1600	21	523	0	0	0	0	0	1	8	5	6	1	0	0	0	0	0	0	24.7	31.5	42.1	0	0	36.5
1700	24	547	0	0	0	0	1	1	15	5	2	0	0	0	0	0	0	0	22.5	33.6	43.5	0	0	35.3
1800	16	563	0	0	0	1	1	4	5	3	2	0	0	0	0	0	0	0	18.1	32.2	44.5	0	0	39.6
1900	10	573	0	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0	24.1	33.4	38.7	0	0	-
2000	7	580	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	29.4	32.5	35.6	0	0	-
2100	5	585	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	30.1	36	42.2	0	0	-
2200	2	587	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	19.5	26.6	33.6	0	0	-
2300	2	589	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.7	27	28.3	0	0	-
07-19	555	589	0	0	1	2	37	163	228	96	22	6	0	0	0	0	0	0	11.8	31.8	49.4	0	0	36
06-22	584	589	0	0	1	2	39	167	239	107	23	6	0	0	0	0	0	0	11.8	31.9	49.4	0	0	36.2
06-00	588	589	0	0	1	3	39	169	240	107	23	6	0	0	0	0	0	0	11.8	31.8	49.4	0	0	36.2
00-00	589	589	0	0	1	3	39	169	240	107	24	6	0	0	0	0	0	0	11.8	31.8	49.4	0	0	36.2

Benchmark Data Collection

Tue 10	September	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	589	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	589	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	590	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.9	32.9	32.9	0	0	-
0300	0	590	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	590	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	592	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	28.9	34.2	39.6	0	0	-
0600	10	602	0	0	0	0	1	0	6	1	2	0	0	0	0	0	0	0	20.9	33.7	42.2	0	0	-
0700	22	624	0	0	0	0	0	2	6	10	4	0	0	0	0	0	0	0	29	36.7	43.7	0	0	41.2
0800	31	655	0	0	0	0	1	2	17	5	6	0	0	0	0	0	0	0	21.7	34.6	44.9	0	0	40
0900	35	690	0	0	0	1	3	3	19	7	2	0	0	0	0	0	0	0	19.3	32.7	41.2	0	0	36.9
1000	54	744	0	0	0	1	3	15	22	11	2	0	0	0	0	0	0	0	18.2	31.8	43.4	0	0	36.2
1100	60	804	0	0	0	0	1	17	28	13	1	0	0	0	0	0	0	0	21.3	32.1	43.9	0	0	36
1200	39	843	0	0	0	5	1	8	12	11	2	0	0	0	0	0	0	0	18.1	31.2	43.1	0	0	35.3
1300	20	863	0	0	0	0	1	6	7	6	0	0	0	0	0	0	0	0	24.9	32	38.1	0	0	35.6
1400	20	883	0	0	0	0	0	5	8	7	0	0	0	0	0	0	0	0	26	32.6	39.6	0	0	35.6
1500	29	912	0	0	0	0	1	5	16	7	0	0	0	0	0	0	0	0	24.8	32.3	39.2	0	0	35.6
1600	25	937	0	0	0	0	2	4	14	5	0	0	0	0	0	0	0	0	24.3	31.5	37.3	0	0	36
1700	26	963	0	0	0	0	0	7	12	6	1	0	0	0	0	0	0	0	25.1	32.9	40.3	0	0	38
1800	4	967	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	26	29.5	34.8	0	0	-
1900	8	975	0	0	0	1	0	2	2	2	1	0	0	0	0	0	0	0	19.9	32.4	44.8	0	0	-
2000	3	978	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	26.2	27.9	31.2	0	0	-
2100	3	981	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	30.2	33.7	37.4	0	0	-
2200	3	984	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	27.2	29.6	30.7	0	0	-
2300	1	985	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.8	26.8	26.8	0	0	-
07-19	365	985	0	0	0	7	13	76	163	88	18	0	0	0	0	0	0	0	18.1	32.5	44.9	0	0	36.7
06-22	389	985	0	0	0	8	14	80	174	92	21	0	0	0	0	0	0	0	18.1	32.5	44.9	0	0	37.1
06-00	393	985	0	0	0	8	14	82	176	92	21	0	0	0	0	0	0	0	18.1	32.5	44.9	0	0	36.9
00-00	396	985	0	0	0	8	14	83	177	93	21	0	0	0	0	0	0	0	18.1	32.5	44.9	0	0	37.1

Benchmark Data Collection

Wed 11	September	2024	Southbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				60	60	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	3	988	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	28.2	34	41.6	0	0	-
0100	1	989	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.6	27.6	27.6	0	0	-
0200	0	989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	990	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38	38	38	0	0	-
0600	7	997	0	0	0	0	1	0	2	3	1	0	0	0	0	0	0	0	21.2	34.8	41.1	0	0	-
0700	21	1018	0	0	0	0	0	1	9	4	4	2	1	0	0	0	0	0	29.5	37.5	51	0	0	44.5
0800	26	1044	0	0	0	0	3	3	9	8	2	1	0	0	0	0	0	0	20.4	33.4	45.2	0	0	38.3
0900	25	1069	0	0	0	1	1	5	14	4	0	0	0	0	0	0	0	0	19.6	31	38.8	0	0	33.8
1000	25	1094	0	0	1	0	5	5	7	6	1	0	0	0	0	0	0	0	10.9	30.3	42.6	0	0	36.5
1100	21	1115	0	0	0	2	3	2	7	5	2	0	0	0	0	0	0	0	18.8	31.1	40.7	0	0	37.8
1200	20	1135	0	0	0	0	1	7	6	4	2	0	0	0	0	0	0	0	23.9	32.7	43.9	0	0	38.7
1300	29	1164	0	0	0	0	2	15	5	4	3	0	0	0	0	0	0	0	22.6	30.8	40.8	0	0	36.7
1400	25	1189	0	0	0	1	0	10	9	4	1	0	0	0	0	0	0	0	19	30.9	41	0	0	34.9
1500	22	1211	0	0	0	0	1	4	13	3	1	0	0	0	0	0	0	0	23.9	32.4	40	0	0	35.6
1600	36	1247	0	0	0	0	0	11	16	5	3	0	1	0	0	0	0	0	26.6	33.2	54.7	0	0	37.6
1700	27	1274	0	0	0	0	4	3	13	6	0	1	0	0	0	0	0	0	21.6	32.3	45.7	0	0	35.8
1800	14	1288	0	0	0	0	1	2	4	4	1	0	2	0	0	0	0	0	21.8	35.5	52.7	0	0	41.6
1900	10	1298	0	0	0	1	0	2	6	1	0	0	0	0	0	0	0	0	17.1	30.2	35.3	0	0	-
2000	7	1305	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	24.5	30.7	35.6	0	0	-
2100	7	1312	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	24.2	30.2	36.1	0	0	-
2200	2	1314	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.5	26.8	28	0	0	-
2300	2	1316	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	30.5	32.4	34.2	0	0	-
07-19	291	1316	0	0	1	4	21	68	112	57	20	4	4	0	0	0	0	0	10.9	32.4	54.7	0	0	37.8
06-22	322	1316	0	0	1	5	24	74	125	64	21	4	4	0	0	0	0	0	10.9	32.3	54.7	0	0	37.6
06-00	326	1316	0	0	1	5	24	76	127	64	21	4	4	0	0	0	0	0	10.9	32.3	54.7	0	0	37.4
00-00	331	1316	0	0	1	5	24	78	128	65	22	4	4	0	0	0	0	0	10.9	32.3	54.7	0	0	37.6

Benchmark Data Collection

Thu 12	September	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	1316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1317	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.4	25.4	25.4	0	0	-
0200	0	1317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	1319	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	37.3	38.5	39.7	0	0	-
0600	6	1325	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	21	32.9	41	0	0	-
0700	13	1338	0	0	0	0	0	1	5	5	1	1	0	0	0	0	0	0	28.2	35.9	49	0	0	39.8
0800	51	1389	0	0	0	1	0	11	28	8	3	0	0	0	0	0	0	0	19	32.3	42.6	0	0	35.6
0900	15	1404	0	0	0	0	0	2	9	3	0	1	0	0	0	0	0	0	26.1	33.9	46.5	0	0	36.2
1000	30	1434	0	0	0	0	3	14	9	3	0	1	0	0	0	0	0	0	20.1	30.4	45.1	0	0	34.4
1100	29	1463	0	0	0	0	1	9	11	6	1	1	0	0	0	0	0	0	23.3	32.5	45.6	0	0	36.2
1200	20	1483	0	0	0	0	2	9	8	1	0	0	0	0	0	0	0	0	24.3	30.1	35.3	0	0	33.6
1300	18	1501	0	0	0	0	1	3	8	5	1	0	0	0	0	0	0	0	20.6	32.9	40.6	0	0	38.5
1400	23	1524	0	0	0	0	1	4	9	6	3	0	0	0	0	0	0	0	23	33.7	43.7	0	0	38.9
1500	26	1550	0	0	0	1	1	2	15	4	3	0	0	0	0	0	0	0	16.2	33.3	42.9	0	0	36.7
1600	30	1580	0	0	0	0	0	12	15	2	0	1	0	0	0	0	0	0	25.5	31.6	49.9	0	0	34.2
1700	20	1600	0	0	0	0	2	5	6	6	1	0	0	0	0	0	0	0	22.9	32.8	44.2	0	0	37.4
1800	14	1614	0	0	0	0	0	1	9	2	1	1	0	0	0	0	0	0	29.9	34.4	46.8	0	0	38.9
1900	11	1625	0	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	24.8	31.2	37.4	0	0	34
2000	13	1638	0	0	0	0	0	3	6	2	2	0	0	0	0	0	0	0	27.1	33.4	44.7	0	0	37.4
2100	7	1645	0	0	0	0	2	0	3	1	0	1	0	0	0	0	0	0	24.2	33.2	47.5	0	0	-
2200	5	1650	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	23.9	31	34.3	0	0	-
2300	2	1652	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.7	26.4	27	0	0	-
07-19	289	1652	0	0	0	2	11	73	132	51	14	6	0	0	0	0	0	0	16.2	32.5	49.9	0	0	37.4
06-22	326	1652	0	0	0	2	15	80	147	58	17	7	0	0	0	0	0	0	16.2	32.5	49.9	0	0	37.4
06-00	333	1652	0	0	0	2	16	82	151	58	17	7	0	0	0	0	0	0	16.2	32.5	49.9	0	0	37.4
00-00	336	1652	0	0	0	2	16	83	151	60	17	7	0	0	0	0	0	0	16.2	32.5	49.9	0	0	37.4

Benchmark Data Collection

Fri 13	September	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	1652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	1653	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.3	26.3	26.3	0	0	-
0500	2	1655	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.6	37.9	40.1	0	0	-
0600	7	1662	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	20.6	32.8	41.9	0	0	-
0700	18	1680	0	0	0	0	1	2	10	4	1	0	0	0	0	0	0	0	21.7	32.9	41.7	0	0	36.2
0800	28	1708	0	0	0	0	0	7	9	8	3	1	0	0	0	0	0	0	26.4	33.9	45.1	0	0	39.8
0900	17	1725	0	0	0	0	0	1	4	8	4	0	0	0	0	0	0	0	25.1	36.8	43.6	0	0	40.3
1000	24	1749	0	0	0	0	0	7	12	4	1	0	0	0	0	0	0	0	25	32.2	42.3	0	0	36.2
1100	24	1773	0	0	1	0	0	6	16	1	0	0	0	0	0	0	0	0	14.3	30.6	35.1	0	0	33.3
1200	27	1800	0	0	0	0	1	8	16	1	0	1	0	0	0	0	0	0	23.4	31.7	48.6	0	0	33.6
1300	17	1817	0	0	0	0	0	4	11	1	0	1	0	0	0	0	0	0	27	32.2	47.3	0	0	32.7
1400	21	1838	0	0	0	0	1	2	14	4	0	0	0	0	0	0	0	0	23	32.6	39.2	0	0	34.9
1500	23	1861	0	0	0	0	2	6	8	6	1	0	0	0	0	0	0	0	23.4	32.1	41	0	0	36.2
1600	22	1883	0	0	0	0	0	6	12	2	1	1	0	0	0	0	0	0	27.4	32.5	45.5	0	0	35.6
1700	31	1914	0	0	0	0	1	8	15	6	1	0	0	0	0	0	0	0	20.4	31.9	41.9	0	0	36
1800	19	1933	0	0	0	0	2	5	10	0	2	0	0	0	0	0	0	0	20.4	30.9	44.7	0	0	34
1900	10	1943	0	0	0	0	0	2	5	1	2	0	0	0	0	0	0	0	28	33.5	44.1	0	0	-
2000	8	1951	0	0	0	0	0	3	2	2	1	0	0	0	0	0	0	0	25.8	33	43.3	0	0	-
2100	6	1957	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	29.6	34.3	39.9	0	0	-
2200	1	1958	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4	23.4	23.4	0	0	-
2300	2	1960	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	27.5	32.8	38	0	0	-
07-19	271	1960	0	0	1	0	8	62	137	45	14	4	0	0	0	0	0	0	14.3	32.5	48.6	0	0	36.2
06-22	302	1960	0	0	1	0	9	69	148	53	18	4	0	0	0	0	0	0	14.3	32.5	48.6	0	0	36.7
06-00	305	1960	0	0	1	0	10	70	148	54	18	4	0	0	0	0	0	0	14.3	32.5	48.6	0	0	36.7
00-00	308	1960	0	0	1	0	10	71	148	55	19	4	0	0	0	0	0	0	14.3	32.5	48.6	0	0	36.7

Benchmark Data Collection

Sat 14	September	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	2	1962	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.5	34.5	38.6	0	0	-
0100	1	1963	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	49.2	49.2	49.2	0	0	-
0200	1	1964	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	20.5	20.5	0	0	-
0300	2	1966	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	31.3	31.3	31.3	0	0	-
0400	2	1968	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	28	32.9	37.8	0	0	-
0500	0	1968	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	1968	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	9	1977	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	26.9	34.1	41.1	0	0	-
0800	14	1991	0	0	0	0	1	2	5	5	1	0	0	0	0	0	0	0	23	33.2	41.6	0	0	37.8
0900	16	2007	0	0	0	0	1	1	4	4	5	1	0	0	0	0	0	0	24.5	36.6	47.6	0	0	40.9
1000	23	2030	0	0	0	0	2	11	7	2	0	1	0	0	0	0	0	0	22.8	30.6	45.2	0	0	34.2
1100	27	2057	0	0	0	0	2	7	8	5	5	0	0	0	0	0	0	0	24	33.8	44.8	0	0	40.9
1200	20	2077	0	0	0	0	1	9	4	6	0	0	0	0	0	0	0	0	24.3	31.7	39	0	0	36.7
1300	25	2102	0	0	0	0	2	6	13	2	2	0	0	0	0	0	0	0	20.8	31.6	41.6	0	0	33.8
1400	17	2119	0	0	0	0	0	4	8	4	1	0	0	0	0	0	0	0	27.3	33.4	40.4	0	0	36
1500	19	2138	0	0	0	0	3	5	7	3	1	0	0	0	0	0	0	0	22.9	31.2	41.7	0	0	35.3
1600	16	2154	0	0	0	0	1	1	8	5	1	0	0	0	0	0	0	0	24.2	33.6	40.6	0	0	36.9
1700	22	2176	0	0	0	0	1	7	11	3	0	0	0	0	0	0	0	0	21.8	30.9	38	0	0	33.8
1800	20	2196	0	0	0	0	0	4	9	4	2	0	1	0	0	0	0	0	26.2	34.1	52	0	0	38
1900	12	2208	0	0	0	0	0	3	3	3	2	1	0	0	0	0	0	0	25.7	35.3	45.7	0	0	40.7
2000	4	2212	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	27	32.3	42.7	0	0	-
2100	3	2215	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	28	33.9	38.4	0	0	-
2200	4	2219	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	28.9	32.2	35.5	0	0	-
2300	3	2222	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	26.9	31.1	37.1	0	0	-
07-19	228	2222	0	0	0	0	14	59	87	46	19	2	1	0	0	0	0	0	20.8	32.7	52	0	0	38
06-22	247	2222	0	0	0	0	14	65	91	51	22	3	1	0	0	0	0	0	20.8	32.8	52	0	0	38.3
06-00	254	2222	0	0	0	0	14	68	93	53	22	3	1	0	0	0	0	0	20.8	32.8	52	0	0	38
00-00	262	2222	0	0	0	0	15	69	96	55	22	4	1	0	0	0	0	0	20.5	32.8	52	0	0	38.3

Benchmark Data Collection

Sun 15	September	2024	Southbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				60	60	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	1	2223	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.7	30.7	30.7	0	0	-
0100	0	2223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	2223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	2223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	2224	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	24.4	24.4	0	0	-
0600	0	2224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	5	2229	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	24.2	29.6	34.6	0	0	-
0800	8	2237	0	0	0	1	0	5	1	1	0	0	0	0	0	0	0	0	17.4	28.6	37.1	0	0	-
0900	25	2262	0	0	0	0	9	6	4	3	3	0	0	0	0	0	0	0	21	29.6	43.7	0	0	37.6
1000	31	2293	0	0	0	0	4	13	10	3	1	0	0	0	0	0	0	0	21.7	30.2	40.5	0	0	33.6
1100	28	2321	0	0	0	0	2	14	5	6	0	1	0	0	0	0	0	0	22.8	30.7	47.8	0	0	35.1
1200	42	2363	0	0	0	0	3	11	21	7	0	0	0	0	0	0	0	0	23.2	31.3	39.1	0	0	35.3
1300	22	2385	0	0	0	0	1	4	12	5	0	0	0	0	0	0	0	0	23.2	32.3	38	0	0	35.6
1400	32	2417	0	0	0	0	3	11	12	5	1	0	0	0	0	0	0	0	22.8	30.8	40.3	0	0	35.8
1500	26	2443	0	0	0	0	5	6	13	1	1	0	0	0	0	0	0	0	20.3	29.9	41	0	0	33.8
1600	29	2472	0	0	0	0	3	6	13	6	1	0	0	0	0	0	0	0	23.4	31.9	42.9	0	0	36.5
1700	18	2490	0	0	0	0	2	3	9	2	1	0	1	0	0	0	0	0	23.6	32.9	51.3	0	0	36.2
1800	12	2502	0	0	1	1	0	4	1	2	3	0	0	0	0	0	0	0	11.9	31.9	44.6	0	0	41.8
1900	6	2508	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	27.6	32.6	38	0	0	-
2000	4	2512	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	31.4	33.1	36.4	0	0	-
2100	2	2514	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	33.5	35.3	37.1	0	0	-
2200	0	2514	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	2514	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	278	2514	0	0	1	2	33	85	103	41	11	1	1	0	0	0	0	0	11.9	30.9	51.3	0	0	35.8
06-22	290	2514	0	0	1	2	33	87	109	45	11	1	1	0	0	0	0	0	11.9	31	51.3	0	0	36.2
06-00	290	2514	0	0	1	2	33	87	109	45	11	1	1	0	0	0	0	0	11.9	31	51.3	0	0	36.2
00-00	292	2514	0	0	1	2	34	87	110	45	11	1	1	0	0	0	0	0	11.9	31	51.3	0	0	36.2
Summary			Southbound																					
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				60	60	85
	2514	2514	0	0	4	20	152	640	1050	480	136	26	6	0	0	0	0	0	10.9	32.2	54.7	0	0	37.1

Benchmark Data Collection

Mon 09 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.4	32.4	32.4	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	10	11	0	0	0	0	0	1	3	3	3	0	0	0	0	0	0	0	29.8	37	43.9	0	0	-
0700	19	30	0	0	0	0	0	5	4	8	2	0	0	0	0	0	0	0	26.2	34.2	40.8	0	0	37.4
0800	27	57	0	0	0	0	2	7	15	2	1	0	0	0	0	0	0	0	23.9	31.4	40.6	0	0	34.7
0900	16	73	0	1	0	0	0	4	8	2	1	0	0	0	0	0	0	0	8.6	30.5	41.1	0	0	35.3
1000	18	91	0	0	0	0	4	5	6	2	0	0	1	0	0	0	0	0	22.7	30.8	51	0	0	34.4
1100	35	126	0	0	0	1	1	8	17	6	2	0	0	0	0	0	0	0	18.3	31.9	42.1	0	0	35.3
1200	28	154	0	0	0	0	3	7	13	5	0	0	0	0	0	0	0	0	21.4	31.2	39.9	0	0	36
1300	33	187	0	0	0	0	3	11	15	2	2	0	0	0	0	0	0	0	23.2	30.9	44.9	0	0	34.4
1400	23	210	0	0	0	0	0	11	10	2	0	0	0	0	0	0	0	0	25.6	30.2	36.5	0	0	33.3
1500	29	239	0	0	0	0	0	10	12	5	1	1	0	0	0	0	0	0	26.6	32.6	45	0	0	37.6
1600	25	264	0	0	0	0	1	6	12	4	2	0	0	0	0	0	0	0	23.9	32.4	42.5	0	0	35.1
1700	28	292	0	1	0	0	1	9	8	5	3	1	0	0	0	0	0	0	9.7	32.3	46.6	0	0	38.9
1800	11	303	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	25.2	28.4	32.7	0	0	31.8
1900	9	312	0	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	24.7	33	39.4	0	0	-
2000	8	320	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	23.1	32	42.3	0	0	-
2100	1	321	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.5	30.5	30.5	0	0	-
2200	3	324	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	24.7	32.2	42	0	0	-
2300	0	324	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	292	324	0	2	0	1	15	90	124	43	14	2	1	0	0	0	0	0	8.6	31.6	51	0	0	36
06-22	320	324	0	2	0	1	17	94	136	49	18	2	1	0	0	0	0	0	8.6	31.8	51	0	0	36.5
06-00	323	324	0	2	0	1	18	94	137	49	19	2	1	0	0	0	0	0	8.6	31.8	51	0	0	36.5
00-00	324	324	0	2	0	1	18	94	138	49	19	2	1	0	0	0	0	0	8.6	31.8	51	0	0	36.5

Benchmark Data Collection

Tue 10	September	2024	Northbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	325	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.8	38.8	38.8	0	0	-
0100	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	8	333	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	28.1	33.1	37.1	0	0	-
0700	22	355	0	0	0	1	0	2	7	10	2	0	0	0	0	0	0	0	19.4	34.4	43	0	0	39.1
0800	18	373	0	0	0	0	0	3	9	5	1	0	0	0	0	0	0	0	26.1	33.5	40.4	0	0	36.7
0900	25	398	0	0	0	0	0	5	13	5	2	0	0	0	0	0	0	0	26.2	33.1	45	0	0	36.9
1000	24	422	0	0	0	1	4	5	9	5	0	0	0	0	0	0	0	0	18.7	30.3	39.5	0	0	35.3
1100	26	448	0	0	0	0	4	9	10	2	1	0	0	0	0	0	0	0	21.1	29.8	43.7	0	0	33.6
1200	18	466	0	0	0	1	3	2	9	3	0	0	0	0	0	0	0	0	18.2	30.5	39.8	0	0	33.3
1300	21	487	0	0	0	0	1	9	9	2	0	0	0	0	0	0	0	0	23	30.2	37.9	0	0	34.4
1400	18	505	0	0	0	1	0	6	7	3	1	0	0	0	0	0	0	0	17.7	31.6	40.7	0	0	36.5
1500	19	524	0	0	0	0	2	4	8	2	2	1	0	0	0	0	0	0	20.4	33.1	45.9	0	0	38.3
1600	31	555	0	0	0	0	1	8	13	8	1	0	0	0	0	0	0	0	24	32.2	41.9	0	0	36
1700	30	585	0	0	0	0	1	12	10	5	2	0	0	0	0	0	0	0	23.8	31.8	44.2	0	0	36.5
1800	18	603	0	0	0	0	1	6	7	2	2	0	0	0	0	0	0	0	23.7	31.9	42.2	0	0	36.2
1900	10	613	0	0	1	1	0	2	4	2	0	0	0	0	0	0	0	0	10.7	28.7	37.2	0	0	-
2000	6	619	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	26.7	31.2	41.5	0	0	-
2100	1	620	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.1	32.1	32.1	0	0	-
2200	4	624	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	34.6	36.7	39.3	0	0	-
2300	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	270	624	0	0	0	4	17	71	111	52	14	1	0	0	0	0	0	0	17.7	31.8	45.9	0	0	36.9
06-22	295	624	0	0	1	5	17	77	124	55	15	1	0	0	0	0	0	0	10.7	31.8	45.9	0	0	36.7
06-00	299	624	0	0	1	5	17	77	125	58	15	1	0	0	0	0	0	0	10.7	31.8	45.9	0	0	36.7
00-00	300	624	0	0	1	5	17	77	125	59	15	1	0	0	0	0	0	0	10.7	31.8	45.9	0	0	36.9

Benchmark Data Collection

Wed 11	September	2024	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80						
0000	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	4	628	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	27.2	33.9	40.2	0	0	-
0700	26	654	0	0	0	0	0	7	9	9	1	0	0	0	0	0	0	0	25	33.3	43.9	0	0	37.4
0800	16	670	0	0	0	1	0	1	8	6	0	0	0	0	0	0	0	0	19.3	32.8	38.2	0	0	37.1
0900	18	688	0	0	0	0	3	6	6	3	0	0	0	0	0	0	0	0	22	29.9	37.9	0	0	34.7
1000	17	705	0	0	0	1	2	8	4	2	0	0	0	0	0	0	0	0	15.5	28.8	38.1	0	0	30.9
1100	22	727	0	0	0	0	5	7	8	2	0	0	0	0	0	0	0	0	21.2	29.1	38.6	0	0	32.9
1200	27	754	0	1	1	0	1	10	9	3	2	0	0	0	0	0	0	0	9.1	29.8	43.3	0	0	35.3
1300	15	769	0	0	0	0	2	7	3	2	1	0	0	0	0	0	0	0	21.5	30.2	41	0	0	35.8
1400	27	796	0	0	0	0	1	6	13	5	1	1	0	0	0	0	0	0	24.6	33.3	46.5	0	0	38
1500	16	812	0	0	0	0	1	7	7	1	0	0	0	0	0	0	0	0	22	30	36.4	0	0	33.1
1600	32	844	0	0	0	0	0	8	17	6	1	0	0	0	0	0	0	0	25.6	32.2	42.3	0	0	35.1
1700	28	872	0	0	2	4	3	6	9	3	0	0	0	1	0	0	0	0	10.1	28	57.2	0	0	34.7
1800	12	884	0	0	0	0	1	1	2	7	1	0	0	0	0	0	0	0	23.5	33.8	43.1	0	0	35.3
1900	16	900	0	0	0	0	1	4	9	2	0	0	0	0	0	0	0	0	23.4	31.2	38.2	0	0	34
2000	6	906	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	25.9	34.6	43.6	0	0	-
2100	3	909	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	22.7	25.8	27.5	0	0	-
2200	3	912	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	33.4	36	38.1	0	0	-
2300	1	913	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.7	34.7	34.7	0	0	-
07-19	256	913	0	1	3	6	19	74	95	49	7	1	0	1	0	0	0	0	9.1	30.9	57.2	0	0	35.8
06-22	285	913	0	1	3	6	21	82	108	53	9	1	0	1	0	0	0	0	9.1	31	57.2	0	0	35.8
06-00	289	913	0	1	3	6	21	82	110	55	9	1	0	1	0	0	0	0	9.1	31.1	57.2	0	0	36
00-00	289	913	0	1	3	6	21	82	110	55	9	1	0	1	0	0	0	0	9.1	31.1	57.2	0	0	36

Benchmark Data Collection

Thu 12 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	7	920	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	29.1	32.9	41.2	0	0	-
0700	18	938	0	0	0	0	1	3	11	2	1	0	0	0	0	0	0	0	24.5	32.5	42.7	0	0	34.9
0800	30	968	0	0	0	1	0	6	19	3	1	0	0	0	0	0	0	0	19.8	32.3	40.9	0	0	34.7
0900	19	987	0	0	0	0	0	9	6	4	0	0	0	0	0	0	0	0	26.2	30.7	37.6	0	0	35.3
1000	13	1000	0	0	0	0	2	9	2	0	0	0	0	0	0	0	0	0	23.4	28	32.6	0	0	30
1100	19	1019	0	0	0	0	3	8	5	2	0	1	0	0	0	0	0	0	24	30	47.2	0	0	32.7
1200	17	1036	0	0	0	0	2	7	4	2	2	0	0	0	0	0	0	0	21.5	30.7	42.3	0	0	35.1
1300	16	1052	0	0	0	1	1	3	6	5	0	0	0	0	0	0	0	0	19.4	31.8	39.8	0	0	37.8
1400	14	1066	0	0	0	0	0	4	5	5	0	0	0	0	0	0	0	0	26.6	33.5	38.7	0	0	37.4
1500	24	1090	0	0	0	2	0	5	12	2	1	2	0	0	0	0	0	0	16.2	32	47.6	0	0	36
1600	24	1114	0	0	0	0	0	9	12	1	2	0	0	0	0	0	0	0	25.9	31.9	43.2	0	0	33.6
1700	24	1138	0	0	0	0	0	7	11	5	0	1	0	0	0	0	0	0	26.3	33.1	46.6	0	0	36.5
1800	12	1150	0	0	0	0	0	3	4	3	2	0	0	0	0	0	0	0	26	34.3	42.3	0	0	39.8
1900	11	1161	0	0	0	0	0	4	4	2	1	0	0	0	0	0	0	0	26.9	32.2	41.5	0	0	35.6
2000	13	1174	0	0	0	0	0	2	9	2	0	0	0	0	0	0	0	0	28.7	32.7	37.4	0	0	34.9
2100	7	1181	0	0	0	1	0	4	1	1	0	0	0	0	0	0	0	0	16.9	27.8	35.4	0	0	-
2200	5	1186	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	28.7	32.9	38.2	0	0	-
2300	2	1188	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	28.6	29.4	30.1	0	0	-
07-19	230	1188	0	0	0	4	9	73	97	34	9	4	0	0	0	0	0	0	16.2	31.8	47.6	0	0	36.7
06-22	268	1188	0	0	0	5	9	84	115	40	11	4	0	0	0	0	0	0	16.2	31.8	47.6	0	0	36.5
06-00	275	1188	0	0	0	5	9	86	119	41	11	4	0	0	0	0	0	0	16.2	31.8	47.6	0	0	36.5
00-00	275	1188	0	0	0	5	9	86	119	41	11	4	0	0	0	0	0	0	16.2	31.8	47.6	0	0	36.5

Benchmark Data Collection

Fri 13 Time	September Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	1188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	5	1193	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	26.6	34.5	43.1	0	0	-
0700	24	1217	0	0	0	0	1	7	12	3	1	0	0	0	0	0	0	0	24.5	31.9	40.5	0	0	34.4
0800	18	1235	0	0	1	0	0	6	4	5	2	0	0	0	0	0	0	0	11.7	32.2	41.8	0	0	38
0900	20	1255	0	0	0	0	0	7	7	4	2	0	0	0	0	0	0	0	26.1	32.4	41.2	0	0	36.7
1000	17	1272	0	0	0	0	0	4	8	5	0	0	0	0	0	0	0	0	27.3	32.9	39.1	0	0	36
1100	14	1286	0	0	0	0	0	3	9	0	2	0	0	0	0	0	0	0	28.5	33.2	40.7	0	0	34.7
1200	21	1307	0	0	0	0	2	8	10	0	1	0	0	0	0	0	0	0	24.1	30.1	41.2	0	0	32
1300	19	1326	0	0	1	0	1	3	8	5	1	0	0	0	0	0	0	0	14.6	32	42.5	0	0	36.9
1400	26	1352	0	0	2	1	0	4	14	4	1	0	0	0	0	14	0	0	10.1	30.4	42.2	0	0	36.2
1500	21	1373	0	2	1	0	0	6	6	6	0	0	0	0	0	0	0	0	9	29.2	38	0	0	35.8
1600	33	1406	0	0	0	0	1	11	13	4	4	0	0	0	0	0	0	0	21.7	31.9	42.5	0	0	37.4
1700	29	1435	0	0	0	0	1	5	13	5	5	0	0	0	0	0	0	0	24.5	34	44.5	0	0	40.5
1800	25	1460	0	0	0	0	1	4	8	9	1	2	0	0	0	0	0	0	21.7	34.9	47.3	0	0	38.7
1900	8	1468	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	24.9	31	36.2	0	0	-
2000	4	1472	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	28.3	29.5	31.3	0	0	-
2100	5	1477	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	25.7	29.7	33.3	0	0	-
2200	6	1483	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	24.5	30.2	37.1	0	0	-
2300	4	1487	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	26.7	33.6	41.6	0	0	-
07-19	267	1487	0	2	5	1	7	68	112	50	20	2	0	0	0	0	0	0	9	32.1	47.3	0	0	37.6
06-22	289	1487	0	2	5	1	8	79	118	52	22	2	0	0	0	0	0	0	9	32.1	47.3	0	0	37.4
06-00	299	1487	0	2	5	1	10	81	121	54	23	2	0	0	0	0	0	0	9	32	47.3	0	0	37.4
00-00	299	1487	0	2	5	1	10	81	121	54	23	2	0	0	0	0	0	0	9	32	47.3	0	0	37.4

Benchmark Data Collection

Sat 14	September	2024	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	1488	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.2	32.2	32.2	0	0	-
0100	0	1488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	1490	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32.2	32.2	32.2	0	0	-
0400	1	1491	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.2	32.2	32.2	0	0	-
0500	0	1491	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	1494	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	26.4	31.2	37.6	0	0	-
0700	6	1500	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	29.4	35.4	41.3	0	0	-
0800	15	1515	0	0	0	0	1	7	4	3	0	0	0	0	0	0	0	0	24.8	30.8	38	0	0	36
0900	10	1525	0	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	26.2	31.5	36.9	0	0	-
1000	11	1536	0	0	0	0	1	1	6	1	2	0	0	0	0	0	0	0	24.8	33.4	43	0	0	38.5
1100	25	1561	0	0	0	0	2	7	11	3	2	0	0	0	0	0	0	0	20.5	31.4	41.9	0	0	37.6
1200	34	1595	0	0	0	0	3	9	13	7	1	1	0	0	0	0	0	0	22.5	32.4	47.9	0	0	37.4
1300	22	1617	0	0	0	0	1	5	13	3	0	0	0	0	0	0	0	0	22.8	31.6	37.3	0	0	34
1400	28	1645	0	0	0	0	0	12	11	4	1	0	0	0	0	0	0	0	26.1	31.6	41.4	0	0	35.6
1500	16	1661	0	0	0	0	0	6	8	2	0	0	0	0	0	0	0	0	26.3	31.2	39.1	0	0	32.4
1600	12	1673	0	0	0	0	1	2	5	3	1	0	0	0	0	0	0	0	25	33.7	44.4	0	0	36.7
1700	15	1688	0	0	0	0	0	6	6	3	0	0	0	0	0	0	0	0	25.8	31.1	37.2	0	0	35.6
1800	18	1706	0	0	0	0	1	4	8	3	2	0	0	0	0	0	0	0	23.9	32.9	43.4	0	0	35.6
1900	5	1711	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	26.6	33.5	39.3	0	0	-
2000	4	1715	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	22.7	27.6	35.5	0	0	-
2100	3	1718	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	19.1	32.9	42.7	0	0	-
2200	0	1718	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	1719	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41.1	41.1	41.1	0	0	-
07-19	212	1719	0	0	0	0	10	63	93	35	10	1	0	0	0	0	0	0	20.5	32	47.9	0	0	36.2
06-22	227	1719	0	0	0	1	12	67	95	40	11	1	0	0	0	0	0	0	19.1	32	47.9	0	0	36.7
06-00	228	1719	0	0	0	1	12	67	95	40	12	1	0	0	0	0	0	0	19.1	32	47.9	0	0	36.7
00-00	232	1719	0	0	0	1	12	67	99	40	12	1	0	0	0	0	0	0	19.1	32	47.9	0	0	36.7

Benchmark Data Collection

Sun 15	September	2024	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75						
0000	0	1719	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	1721	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29	32	35.1	0	0	-
0200	0	1721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	2	1723	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	27.5	31.3	35	0	0	-
0700	6	1729	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	25.5	30.4	36.4	0	0	-
0800	9	1738	0	0	0	0	1	2	3	3	0	0	0	0	0	0	0	23.8	31.5	38.5	0	0	-
0900	10	1748	0	0	1	0	0	3	4	2	0	0	0	0	0	0	0	14.5	29.9	36.1	0	0	-
1000	24	1772	0	1	0	1	1	6	10	3	0	2	0	0	0	0	0	9.4	31.1	48.2	0	0	35.3
1100	27	1799	0	1	0	0	1	11	8	2	3	1	0	0	0	0	0	7.3	31.4	48.1	0	0	36.9
1200	33	1832	0	0	0	0	2	18	13	0	0	0	0	0	0	0	0	23.4	29.5	34.7	0	0	32
1300	21	1853	0	0	0	0	0	5	8	5	3	0	0	0	0	0	0	27.4	34	43.8	0	0	39.8
1400	19	1872	0	0	0	0	1	7	7	4	0	0	0	0	0	0	0	24.8	31.7	39.2	0	0	36.2
1500	15	1887	0	1	0	0	1	7	1	3	2	0	0	0	0	0	0	8.2	30.3	43.1	0	0	39.4
1600	16	1903	0	0	0	1	1	4	7	3	0	0	0	0	0	0	0	19.9	30.3	36.9	0	0	35.3
1700	14	1917	0	0	0	0	2	3	5	4	0	0	0	0	0	0	0	24.3	31.7	38.4	0	0	36.2
1800	14	1931	0	0	0	0	1	0	8	4	1	0	0	0	0	0	0	23.4	33.9	40.8	0	0	37.1
1900	7	1938	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	26.2	31.7	37.5	0	0	-
2000	3	1941	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	21.3	27	33.5	0	0	-
2100	0	1941	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	1941	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	1942	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.3	35.3	35.3	0	0	-
07-19	208	1942	0	3	1	2	11	69	76	34	9	3	0	0	0	0	0	7.3	31.3	48.2	0	0	36
06-22	220	1942	0	3	1	2	12	74	80	36	9	3	0	0	0	0	0	7.3	31.2	48.2	0	0	36
06-00	221	1942	0	3	1	2	12	74	80	37	9	3	0	0	0	0	0	7.3	31.3	48.2	0	0	36
00-00	223	1942	0	3	1	2	12	75	80	38	9	3	0	0	0	0	0	7.3	31.3	48.2	0	0	36
Summary			Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75						
	1942	1942	0	8	10	21	99	562	792	336	98	14	1	1	0	0	0	7.3	31.7	57.2	0	0	36.5

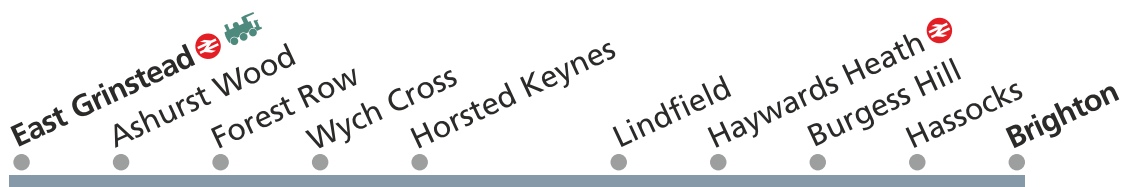
Appendix C
Bus Timetables

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East Grinstead - Haywards Heath - Burgess Hill - Brighton



Daily
from 3rd June 2023



Horsted Keynes Station Certain Weekend journeys only

Mondays to Fridays

East Grinstead Station	0615	0717	0813	0914	1005	1105	1205	1305	1405	1515	1625	1736	1900
East Grinstead High Street, Stop H.....	0618	0721	0818	0919	1010	1110	1210	1310	1410	1520	1631	1741	1905
Ashurst Wood Three Crowns.....	0622	0727	0823	0924	1015	1115	1215	1315	1415	1526	1637	1746	1910
Forest Row Brambletye.....	0626	0732	0828	0929	1019	1119	1219	1319	1419	1531	1642	1751	1914
Wych Cross The Roebuck.....	0630	0738	0833	0934	1024	1124	1224	1324	1424	1536	1647	1756	1919
Chelwood Gate Red Lion.....	0633	0741	0836	0937	1027	1127	1227	1327	1427	1539	1650	1759	1922
Danehill School Lane.....	0639	0748	0843	0944	1034	1134	1234	1334	1434	1546	1657	1806	1929
Horsted Keynes Church Lane.....	0644	0754	0848	0949	1039	1139	1239	1339	1439	1551	1702	1811	1934
Lindfield High Street.....	0652	0804	0857	0958	1048	1148	1248	1348	1448	1600	1711	1820	1942
Haywards Heath Perrymount Road (arr)...	0656	0810	0902	1003	1053	1153	1253	1353	1454	1606	1716	1825	1946

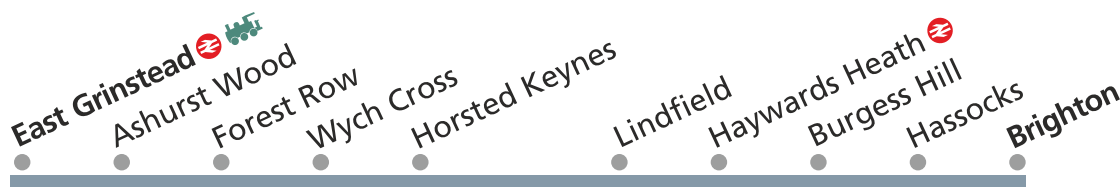
Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep)...	0658	0812	0904	1005	1055	1155	1255	1355	1456	1608	1718	1827	1946
Haywards Heath South Road.....	0702	0816	0908	1010	1100	1200	1300	1400	1501	1613	1724	1832	1949
Haywards Heath Princess Royal Hospital.....	0706	0821	0914	1014	1104	1204	1304	1404	1506	1617	1729	1836	1952
Leylands Road Wivelsfield Station 	0714	0829	0922	1022	1112	1212	1312	1412	1514	1625	1737	1844	....
Burgess Hill Church Road.....	0719	0834	0929	1029	1119	1219	1318	1418	1521	1631	1743	1849	....
Hassocks Stone Pound.....	0728	0843	0938	1038	1128	1228	1327	1427	1530	1640	1753	1858	....
Pyecombe Garage.....	0733	0848	0943	1042	1132	1232	1331	1431	1535	1645	1758	1903	....
Patcham Place.....	0737	0852	0947	1046	1136	1236	1335	1435	1539	1649	1802	1907	....
Preston Road Harrington Road.....	0741	0857	0951	1050	1140	1240	1339	1439	1543	1653	1806	1911	....
Brighton Old Steine.....	0756	0911	1004	1103	1153	1253	1352	1452	1557	1707	1820	1921	....
Brighton Churchill Square.....	0800	....	1009	1108	1158	1258	1357	1457	1602	1712	1824	1925	....

CODE: Rail Station nearby. Preserved Railway Station.

East Grinstead - Haywards Heath - Burgess Hill - Brighton

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Daily

from 3rd June 2023

Horsted Keynes Station Certain Weekend journeys only

Saturdays

East Grinstead Station	....	0725	0819	0911	1005	1105	1205	1305	1405	1505	1605	1725	1900
East Grinstead High Street, Stop H.....	....	0728	0823	0916	1011	1111	1211	1311	1411	1510	1610	1729	1905
Ashurst Wood Three Crowns.....	....	0732	0828	0921	1016	1116	1216	1316	1416	1515	1615	1734	1910
Forest Row Brambletye.....	....	0736	0832	0925	1020	1120	1220	1320	1420	1519	1619	1738	1914
Wych Cross The Roebuck.....	....	0740	0836	0930	1025	1125	1225	1325	1425	1524	1624	1742	1919
Chelwood Gate Red Lion.....	....	0743	0839	0933	1028	1128	1228	1328	1428	1527	1627	1745	1922
Danehill School Lane.....	....	0749	0845	0940	1035	1135	1235	1335	1435	1534	1634	1752	1929
Horsted Keynes Church Lane.....	....	0754	0850	0945	1040	1140	1240	1340	1440	1539	1639	1757	1934
Horsted Keynes Station	....	↓	↓	↓	1044	1144	1244	1344	1444	1543	1643	1801	↓
Lindfield High Street.....	....	0802	0859	0954	1054	1154	1254	1354	1454	1553	1653	1810	1942
Haywards Heath Perrymount Road (arr)...	....	0806	0903	0959	1059	1159	1259	1359	1459	1558	1658	1814	1946

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep)...	0717	0808	0905	1001	1101	1201	1301	1401	1501	1600	1700	1816	1946
Haywards Heath South Road.....	0720	0811	0909	1006	1106	1206	1306	1406	1506	1605	1704	1819	1949
Haywards Heath Princess Royal Hospital.....	0724	0815	0913	1010	1110	1210	1310	1410	1510	1609	1708	1823	1952
Leylands Road Wivelsfield Station	0731	0822	0921	1018	1118	1218	1318	1418	1518	1616	1715	1830	....
Burgess Hill Church Road.....	0736	0827	0926	1024	1124	1224	1324	1424	1524	1622	1721	1836	....
Hassocks Stone Pound.....	0744	0835	0935	1033	1133	1233	1333	1433	1533	1631	1729	1844	....
Pyecombe Garage.....	0748	0839	0939	1037	1137	1237	1337	1437	1537	1635	1733	1848	....
Patcham Place.....	0752	0843	0943	1041	1141	1241	1341	1441	1541	1639	1737	1852	....
Preston Road Harrington Road.....	0756	0847	0947	1045	1145	1245	1345	1445	1545	1643	1741	1856	....
Brighton Old Steine.....	0806	0858	0959	1059	1159	1259	1359	1458	1558	1655	1753	1906	....
Brighton Churchill Square.....	0810	0902	1004	1104	1204	1304	1404	1503	1603	1700	1758	1910	....

Sundays and Public Holidays

East Grinstead Station	0925	1125	1420	1620
East Grinstead High Street, Stop H.....	0930	1130	1425	1624
Ashurst Wood Three Crowns.....	0935	1135	1430	1629
Forest Row Brambletye.....	0939	1139	1434	1633
Wych Cross The Roebuck.....	0944	1144	1439	1637
Chelwood Gate Red Lion.....	0947	1147	1442	1640
Danehill School Lane.....	0954	1154	1449	1647
Horsted Keynes Church Lane.....	0959	1159	1454	1652
Horsted Keynes Station	1003	1203	1458	1656
Lindfield High Street.....	1013	1213	1508	1705
Haywards Heath Perrymount Road (arr)...	1018	1218	1513	1709

Guaranteed connection; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep)...	1020	1220	1515	1710
Haywards Heath South Road.....	1024	1224	1519	1713
Haywards Heath Princess Royal Hospital.....	1028	1228	1523	1717
Leylands Road Wivelsfield Station	1036	1236	1531	1724
Burgess Hill Church Road.....	1042	1242	1537	1729
Hassocks Stone Pound.....	1051	1251	1546	....
Pyecombe Garage.....	1055	1255	1550	....
Patcham Place.....	1059	1259	1554	....
Preston Road Harrington Road.....	1103	1303	1558	....
Brighton Old Steine.....	1116	1316	1610	....
Brighton Churchill Square.....	1121	1321	1615	

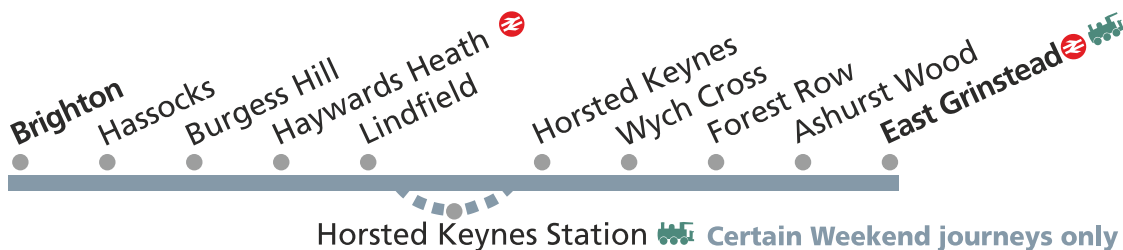
CODE: Rail Station nearby. Preserved Railway Station.

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Brighton - Burgess Hill - Haywards Heath - East Grinstead



Daily
from 3rd June 2023



Mondays to Fridays

Brighton Churchill Square, Stop E.....	....	....	0813	....	1022	1122	1212	1312	1420	1527	1635	1740	1845	1945
Brighton Old Steine, Stop D.....	....	....	0818	0925	1027	1127	1217	1317	1425	1533	1641	1746	1850	1950
Preston Road Harrington Road.....	....	....	0828	0934	1036	1136	1226	1326	1434	1544	1651	1755	1859	1959
Patcham Place.....	....	....	0840	0942	1043	1143	1233	1333	1441	1551	1659	1802	1905	2004
Pyecombe Garage.....	....	....	0845	0946	1047	1147	1237	1337	1445	1555	1703	1806	1909	2008
Hassocks Stone Pound.....	....	....	0851	0951	1052	1152	1242	1342	1450	1600	1708	1811	1913	2012
Burgess Hill Church Road.....	0657	....	0902	1002	1102	1202	1252	1352	1501	1612	1719	1821	1923	2022
Leylands Road Wivelsfield Station.....	0701	....	0906	1006	1106	1206	1256	1356	1505	1616	1723	1825	1927	2026
Haywards Heath Princess Royal Hospital.....	0710	0754	0916	1016	1116	1216	1306	1406	1516	1627	1734	1835	1935	2034
Haywards Heath South Road.....	0712	0757	0919	1019	1119	1219	1309	1409	1520	1630	1737	1837	1937	2036
Haywards Heath Perrymount Road (arr)...	0715	0801	0923	1023	1123	1223	1313	1413	1524	1634	1741	1841	1940	2039

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep)...	0716	0802	0926	1026	1126	1226	1316	1416	1527	1637	1744	1843	1942	2040
Lindfield High Street.....	0720	0807	0931	1031	1131	1231	1321	1421	1532	1642	1749	1848	1946	2044
Horsted Keynes Church Lane.....	0729	0816	0940	1040	1140	1240	1330	1430	1541	1651	1758	1856	1954	2052
Danehill School Lane.....	0734	0821	0945	1045	1145	1245	1335	1435	1546	1656	1803	1901	1959	2056
Chelwood Gate Red Lion.....	0741	0828	0952	1052	1152	1252	1342	1442	1553	1703	1809	1907	2005	2102
Wych Cross The Roebuck.....	0744	0830	0954	1054	1154	1254	1344	1444	1555	1705	1811	1909	2007	2104
Forest Row Brambletye.....	0753	0837	1000	1100	1200	1300	1350	1450	1601	1711	1817	1914	2012	2109
Ashurst Wood Three Crowns.....	0758	0841	1004	1104	1204	1304	1354	1454	1605	1715	1821	1917	2015	2112
East Grinstead High Street, Stop J.....	0804	0847	1010	1110	1210	1310	1400	1500	1611	1721	1826	1922	2020	2117
East Grinstead Station.....	0807	0850	1013	1113	1213	1313	1403	1503	1614	1724	1829	1925	2023	2120

CODE:



Rail Station nearby.



Preserved Railway Station.



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Brighton - Burgess Hill - Haywards Heath - East Grinstead

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Daily

from 3rd June 2023



Horsted Keynes Station Certain Weekend journeys only

Saturdays

Brighton Churchill Square, Stop E.....	0710	0822	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1930
Brighton Old Steine, Stop D.....	0715	0827	0925	1025	1125	1225	1325	1425	1526	1626	1726	1825	1935
Preston Road Harrington Road.....	0724	0836	0934	1034	1134	1234	1334	1434	1535	1635	1735	1834	1944
Patcham Place	0729	0841	0939	1040	1141	1241	1341	1441	1542	1642	1742	1840	1949
Pyecombe Garage.....	0733	0845	0943	1044	1145	1245	1345	1445	1546	1646	1746	1844	1953
Hassocks Stone Pound.....	0737	0849	0947	1049	1150	1250	1350	1450	1551	1650	1750	1848	1957
Burgess Hill Church Road.....	0747	0859	0957	1059	1200	1300	1400	1500	1601	1700	1800	1858	2007
Leylands Road Wivelsfield Station	0751	0903	1001	1103	1204	1304	1404	1504	1605	1704	1804	1902	2011
Haywards Heath Princess Royal Hospital.....	0800	0912	1011	1113	1214	1314	1414	1514	1615	1714	1814	1910	2019
Haywards Heath South Road.....	0802	0915	1014	1116	1217	1317	1417	1517	1618	1717	1817	1912	2021
Haywards Heath Perrymount Road (arr)...	0805	0918	1018	1120	1221	1321	1421	1521	1622	1721	1820	1915	2024

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep)...	0807	0921	1021	1123	1224	1324	1424	1524	1625	1724	1822	1917	2025
Lindfield High Street.....	0811	0926	1026	1128	1229	1329	1429	1529	1630	1729	1826	1921	2029
Horsted Keynes Station	↓	0936	1036	1138	1239	1339	1439	1539	1640	1739	1836	↓	↓
Horsted Keynes Church Lane.....	0819	0940	1040	1142	1243	1343	1443	1543	1644	1743	1840	1929	2037
Danehill School Lane.....	0823	0945	1045	1147	1248	1348	1448	1548	1649	1748	1844	1933	2041
Chelwood Gate Red Lion.....	0830	0952	1052	1154	1255	1355	1455	1555	1656	1755	1850	1939	2047
Wych Cross The Roebuck.....	0832	0954	1054	1156	1257	1357	1457	1557	1658	1757	1852	1941	2049
Forest Row Brambletye.....	0838	1000	1100	1202	1303	1403	1503	1603	1704	1803	1857	1946	2054
Ashurst Wood Three Crowns.....	0842	1004	1104	1206	1307	1407	1507	1607	1708	1807	1901	1949	2057
East Grinstead High Street, Stop J.....	0847	1009	1109	1211	1312	1412	1512	1612	1713	1812	1906	1954	2102
East Grinstead Station 	0850	1012	1112	1214	1315	1415	1515	1615	1716	1815	1909	1957	2105

Sundays and Public Holidays

Brighton Churchill Square, Stop E.....	....	1135	1335	1630
Brighton Old Steine, Stop D.....	....	1140	1340	1635
Preston Road Harrington Road.....	....	1149	1349	1644
Patcham Place.....	....	1156	1356	1651
Pyecombe Garage.....	....	1200	1400	1655
Hassocks Stone Pound.....	....	1205	1405	1659
Burgess Hill Church Road.....	0931	1215	1415	1709
Leylands Road Wivelsfield Station	0935	1219	1419	1713
Haywards Heath Princess Royal Hospital.....	0944	1229	1429	1722
Haywards Heath South Road.....	0947	1232	1432	1725
Haywards Heath Perrymount Road (arr)...	0950	1235	1435	1728

Guaranteed connection; passengers do not need to change vehicles

Haywards Heath Perrymount Road (dep)...	0951	1237	1437	1730
Lindfield High Street.....	0955	1242	1442	1734
Horsted Keynes Station	1005	1252	1452	1744
Horsted Keynes Church Lane.....	1009	1256	1456	1748
Danehill School Lane.....	1013	1301	1501	1752
Chelwood Gate Red Lion.....	1020	1308	1508	1758
Wych Cross The Roebuck.....	1022	1310	1510	1800
Forest Row Brambletye.....	1028	1316	1516	1805
Ashurst Wood Three Crowns.....	1032	1320	1520	1809
East Grinstead High Street, Stop J.....	1037	1325	1525	1814
East Grinstead Station 	1040	1328	1528	1817

CODE:



Rail Station nearby.



Preserved Railway Station.



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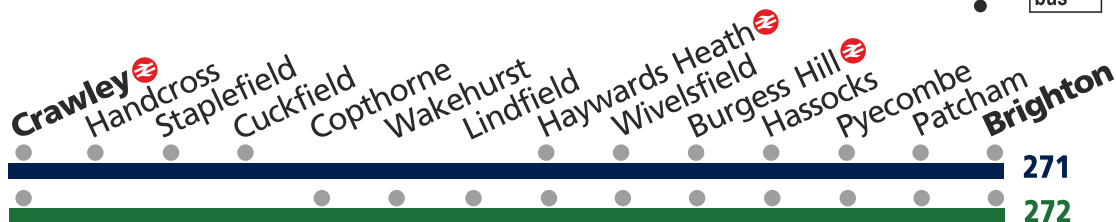
Crawley - Haywards Heath - Burgess Hill - Brighton



Daily from 28th August 2021

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Mon to Sat from 3rd June 2023



Mondays to Fridays

Code.....								SDO	NSD				
Service	271	271	272	271	272	272	272	271	271	272	271	272	271
Crawley Bus Station	0503	0543	....	0639	....	0655	0736	0749	0800	0849	0953	1040	1153
Brighton Road Wakehurst Drive	0507	0547	....	0643	....	↓	↓	0755	0805	↓	0957	↓	1157
Pease Pottage Black Swan	0512	0552	....	0649	....	↓	↓	0803	0811	↓	1003	↓	1203
Handcross Red Lion & Nymans	0517	0557	....	0655	....	↓	↓	0811	0817	↓	1009	↓	1209
Staplefield Jolly Tanners	0520	0600	....	0658	....	↓	↓	0814	0820	↓	1012	↓	1212
Cuckfield High Street	0527	0607	....	0705	....	↓	↓	0823	0828	↓	1020	↓	1220
Three Bridges Station, Stop B	↓	↓	....	↓	....	0700	0742	↓	↓	0855	↓	1046	↓
Copthorne Hotel .....	↓	↓	....	↓	....	0705	0749	↓	↓	0901	↓	1051	↓
Copthorne Dukes Head	↓	↓	0553	↓	....	0708	0752	↓	↓	0904	↓	1054	↓
Crawley Down War Memorial	↓	↓	0556	↓	....	0711	0755	↓	↓	0907	↓	1057	↓
Turners Hill Crown	↓	↓	0602	↓	....	0717	0804	↓	↓	0914	↓	1104	↓
Wakehurst	↓	↓	↓	↓	....	0724	0811	↓	↓	0921	↓	1111	↓
Ardingly Hapstead Hall	↓	↓	0611	↓	....	0729	0817	↓	↓	0926	↓	1116	↓
Lindfield High Street	↓	↓	0618	↓	....	0736	0824	↓	↓	0933	↓	1123	↓
Warden Park School Grounds .....	↓	↓	↓	↓	....	↓	↓	0827	↓	↓	↓	↓	↓
Haywards Heath Perrymount Road (arr)	0535	0615	0623	0713	....	0742	0832	0837	0836	0938	1028	1128	1228
Haywards Heath Perrymount Road (dep)	0536	0616	0624	0715	....	0742	0832	0839	0839	0940	1030	1130	1230
Haywards Heath South Road	0539	0619	0627	0719	....	0746	0836	0843	0843	0945	1035	1135	1235
Princess Royal Hospital	0543	0623	0631	0723	0735	0749	0840	0851	0851	0950	1040	1140	1240
Wivelsfield Ote Hall Chapel	0548	0628	0636	0728	0740	....	....	0856	0856	0955	1045	1145	1245
World's End Janes Lane	0553	0633	0641	0733	0745	....	....	0901	0901	1000	1050	1150	1250
Burgess Hill Rail Station	0556	0636	0645	0738	0750	....	....	0905	0905	1005	1054	1154	1254
Burgess Hill Church Road	0558	0638	0647	0741	0753	....	....	0908	0908	1008	1057	1157	1257
Hassocks Stone Pound	0606	0647	0656	0751	0804	....	....	0917	0917	1017	1106	1206	1306
Pyecombe Garage	0610	0651	0701	0756	0809	....	....	0922	0922	1022	1110	1210	1310
Patcham Place	0614	0655	0705	0800	0813	....	....	0926	0926	1026	1114	1214	1314
Preston Road Harrington Road	0617	0659	0709	0805	0819	....	....	0930	0930	1030	1118	1218	1318
Brighton Old Steine	0626	0709	0721	0820	0835	....	....	0943	0943	1043	1131	1231	1331
Royal Sussex County Hospital	0632	0715	0728	0828	0843	....	....	0950	0950	1050	1138	1238	1338

Mondays to Fridays cont...

Service	272	271	272	271	272	272	271	272	272
Crawley Bus Station	1240	1353	1456	1600	....	1715	1840	1935	....
Brighton Road Wakehurst Drive	↓	1357	↓	1604	....	↓	1844	↓	....
Pease Pottage Black Swan	↓	1403	↓	1610	....	↓	1850	↓	....
Handcross Red Lion & Nymans	↓	1409	↓	1617	....	↓	1856	↓	....
Staplefield Jolly Tanners	↓	1412	↓	1620	....	↓	1859	↓	....
Cuckfield High Street	↓	1420	↓	1628	....	↓	1906	↓	....
Three Bridges Station, Stop B	1246	↓	1503	↓	....	1723	↓	1941	....
Copthorne Hotel	1251	↓	1509	↓	....	1729	↓	1946	....
Copthorne Dukes Head	1254	↓	1512	↓	....	1732	↓	1949	....
Crawley Down War Memorial	1257	↓	1515	↓	....	1735	↓	1952	....
Turners Hill Crown	1304	↓	1522	↓	....	1742	↓	1957	....
Wakehurst	1311	↓	1529	↓	....	1749	↓	↓	....
Ardingly Hapstead Hall	1316	↓	1534	↓	....	1753	↓	2006	....
Lindfield High Street	1323	↓	1541	↓	....	1800	↓	2013	....
Haywards Heath Perrymount Road (arr)	1328	1428	1546	1636	....	1805	1914	2017	....
Haywards Heath Perrymount Road (dep)	1330	1430	1548	1638	1700	1807	1916	2018	2123
Haywards Heath South Road	1335	1435	1553	1643	1705	1812	1920	2021	2126
Haywards Heath Princess Royal Hospital	1340	1440	1558	1649	1710	1817	1925	2025	2130
Wivelsfield Ote Hall Chapel	1345	1445	1603	1654	1715	1822	1930	2030	2135
World's End Janes Lane	1350	1450	1608	1659	1720	1827	1935	2035	2140
Burgess Hill Rail Station	1354	1454	1613	1704	1725	1831	1938	2038	2143
Burgess Hill Church Road	1357	1457	1616	1707	1728	1834	1941	2040	2145
Hassocks Stone Pound	1406	1507	1626	1719	1740	1843	1949	2047	2152
Pyecombe Garage	1410	1511	1630	1724	1745	1847	1953	2051	2156
Patcham Place	1414	1515	1634	1728	1749	1851	1957	2055	2200
Preston Road Harrington Road	1418	1519	1638	1732	1753	1855	2001	2058	2203
Brighton Old Steine	1431	1532	1652	1747	1808	1908	2012	2109	2213
Royal Sussex County Hospital	1438	1540	1700	1755	1816	1915	2018	2115	2219

CODE:

SDO Schooldays only.

NSD Non-Schooldays.

Historic Building and Gardens.

Crawley - Haywards Heath - Burgess Hill - Brighton

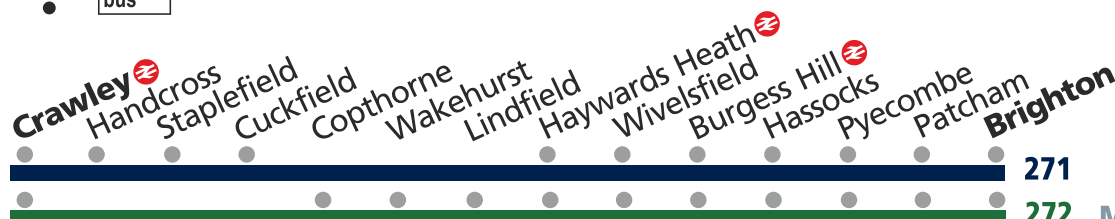


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Daily from 28th August 2021

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Mon to Sat from 3rd June 2023



Saturdays

Service	272	272	271	272	271	272	271	272	271	272	271	272
Crawley Bus Station	0750	0802	0844	0953	1040	1153	1240	1353	1440	1553	1710	
Brighton Road Wakehurst Drive		0806		0957		1157		1357		1557		
Pease Pottage Black Swan		0812		1003		1203		1403		1603		
Handcross Red Lion & Nymans		0817		1009		1209		1409		1609		
Staplefield Jolly Tanners		0820		1012		1212		1412		1612		
Cuckfield High Street		0828		1020		1220		1420		1620		
Three Bridges Station, Stop B	0755		0849		1046		1246		1446		1716	
Copthorne Hotel	0800		0854		1051		1251		1451		1721	
Copthorne Dukes Head	0537	0802		0857		1054		1254		1454		1724
Crawley Down War Memorial	0540	0805		0900		1057		1257		1457		1727
Turners Hill Crown	0545	0812		0907		1104		1304		1504		1734
Wakehurst Car Park		0818		0913		1111		1311		1511		1741
Ardingly Hapstead Hall	0554	0822		0918		1116		1316		1516		1745
Lindfield High Street	0601	0829		0925		1123		1323		1523		1752
Haywards Heath Perrymount Road (arr)	0605	0834	0836	0930	1028	1128	1228	1328	1428	1528	1628	1757
Haywards Heath Perrymount Road (dep)	0606	0834	0838	0932	1030	1130	1230	1330	1430	1530	1630	1757
Haywards Heath South Road	0609	0837	0841	0936	1035	1135	1235	1335	1435	1535	1634	1800
Princess Royal Hospital	0613	0840	0845	0940	1040	1140	1240	1340	1440	1540	1639	1802
Wivelsfield Ote Hall Chapel	0618		0850	0945	1045	1145	1245	1345	1445	1545	1644	...
World's End Janes Lane	0623		0855	0950	1050	1150	1250	1350	1450	1550	1649	...
Burgess Hill Rail Station	0626		0858	0954	1054	1154	1254	1354	1454	1554	1653	...
Burgess Hill Church Road	0628		0901	0957	1057	1157	1257	1357	1457	1557	1656	...
Hassocks Stone Pound	0635		0910	1006	1106	1206	1306	1406	1506	1606	1705	...
Pyecombe Garage	0639		0914	1010	1110	1210	1310	1410	1510	1610	1709	...
Patcham Place	0643		0918	1014	1114	1214	1314	1414	1514	1614	1713	...
Preston Road Harrington Road	0646		0922	1018	1118	1218	1318	1418	1518	1618	1717	...
Brighton Old Steine	0654		0933	1031	1131	1231	1331	1431	1531	1631	1729	...
Royal Sussex County Hospital	0700		0940	1038	1138	1238	1338	1438	1538	1638	1736	...

Sundays and Public Holidays

Service	271	271	271	271
Crawley Bus Station, Stop F	0850	1050	1320	1520
Brighton Road Wakehurst Drive	0854	1054	1324	1524
Pease Pottage Black Swan	0859	1059	1329	1529
Handcross Red Lion & Nymans	0905	1105	1335	1535
Staplefield Jolly Tanners	0908	1108	1338	1538
Cuckfield High Street	0915	1115	1345	1545
Haywards Heath Perrymount Road (arr)	0923	1123	1353	1553
Haywards Heath Perrymount Road (dep)	0925	1125	1355	1555
Haywards Heath South Road	0928	1128	1358	1558
Haywards Heath Princess Royal Hospital	0933	1133	1403	1603
Wivelsfield Ote Hall Chapel	0938	1138	1408	1608
World's End Janes Lane	0943	1143	1413	1613
Burgess Hill Rail Station	0947	1147	1417	1617
Burgess Hill Church Road	0949	1149	1419	1619
Hassocks Stone Pound	0958	1158	1428	1628
Pyecombe Garage	1002	1202	1432	1632
Patcham Place	1006	1206	1436	1636
Preston Road Harrington Road	1010	1210	1440	1640
Brighton Old Steine	1021	1222	1452	1651
Royal Sussex County Hospital	1028	1229	1459	1658

CODE: Historic Building and Gardens.

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Brighton - Burgess Hill - Haywards Heath - Crawley



Daily from 28th August 2021

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Mon to Sat from 3rd June 2023



Mondays to Fridays

Code.....	271	272	271	271	272	272	271	272	271	272	NSD 271	SDO 271	SDO 272
Service													
Royal Sussex County Hospital.....	0558	0637	0735	0840	0856	....	1000	1100	1150	1250	1350	1350	....
Brighton Old Steine, Stop D	0603	0644	0744	0849	0905	....	1008	1108	1158	1258	1358	1358	....
Preston Road Harrington Road	0609	0653	0755	0859	0915	....	1017	1117	1207	1307	1407	1407	....
Patcham Place	0615	0658	0805	0907	0923	....	1024	1124	1214	1314	1414	1414	....
Pyecombe Garage.....	0619	0702	0810	0911	0927	....	1028	1128	1218	1318	1418	1418	....
Hassocks Stone Pound.....	0623	0706	0817	0916	0932	....	1033	1133	1223	1323	1423	1423	....
Burgess Hill Church Road.....	0630	0714	0827	0926	0942	....	1043	1143	1233	1333	1433	1433	....
Burgess Hill Rail Station.....	0631	0715	0828	0927	0943	....	1044	1144	1234	1334	1434	1434	....
World's End Janes Lane	0635	0719	0834	0932	0948	....	1049	1149	1239	1339	1439	1439	....
Wivelsfield Ote Hall Chapel.....	0639	0723	0838	0936	0952	....	1053	1153	1243	1343	1443	1443	....
Haywards Heath Princess Royal Hospital.....	0646	0730	0847	0944	1000	1050	1100	1200	1250	1350	1450	1450	....
Haywards Heath South Road	0648	....	0851	0948	1003	1053	1103	1203	1253	1353	1454	1454	....
Haywards Heath Perrymount Road (arr).....	0651	....	0855	0952	1007	1057	1107	1207	1257	1357	1459	1500	....
Haywards Heath Perrymount Road (dep)	0653	....	0858	0954	1009	1057	1109	1209	1259	1359	1501	1500	....
Warden Park School Grounds.....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	1514	....
Oathall Community College .....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	1523
Lindfield High Street .....	↓	....	↓	↓	1014	1102	↓	1214	↓	1404	↓	↓	1527
Ardingly Hapstead Hall .....	↓	....	↓	↓	1021	1109	↓	1221	↓	1411	↓	↓	1534
Wakehurst.....	↓	....	↓	↓	1024	1112	↓	1224	↓	1414	↓	↓	1537
Turners Hill Crown.....	↓	....	↓	↓	1031	1119	↓	1231	↓	1421	↓	↓	1544
Crawley Down War Memorial .....	↓	....	↓	↓	1036	1124	↓	1236	↓	1426	↓	↓	1549
Copthorne Dukes Head .....	↓	....	↓	↓	1039	1127	↓	1239	↓	1429	↓	↓	1552
Copthorne Hotel.....	↓	....	↓	↓	1042	1130	↓	1242	↓	1432	↓	↓	1555
Three Bridges Station, Stop A.....	↓	....	↓	↓	1047	1135	↓	1247	↓	1437	↓	↓	1601
Cuckfield High Street	0701	....	0906	1002	↓	↓	1117	↓	1307	↓	1509	1517	↓
Staplefield Jolly Tanners	0709	....	0914	1010	↓	↓	1125	↓	1315	↓	1517	1526	↓
Handcross Red Lion & Nymans.....	0712	....	0917	1013	↓	↓	1128	↓	1318	↓	1520	1529	↓
Pease Pottage Black Swan	0718	....	0923	1019	↓	↓	1134	↓	1324	↓	1526	1537	↓
Brighton Road Wakehurst Drive	0723	....	0928	1024	↓	↓	1139	↓	1329	↓	1532	1542	↓
Crawley Bus Station.....	0728	....	0933	1029	1053	1141	1144	1253	1334	1443	1537	1547	1607

Mondays to Fridays cont...

Service	272	271	271	272	271	272	271	272	272	271
Royal Sussex County Hospital.....	1505	1605	1650	1713	1808	1827	1925	2025	2125	2225
Brighton Old Steine, Stop D	1513	1614	1659	1722	1816	1835	1932	2031	2131	2231
Preston Road Harrington Road	1523	1625	1710	1733	1825	1844	1940	2039	2138	2238
Patcham Place	1531	1634	1719	1742	1833	1852	1946	2044	2143	2243
Pyecombe Garage.....	1535	1638	1723	1746	1837	1856	1950	2047	2146	2246
Hassocks Stone Pound.....	1540	1643	1728	1751	1842	1901	1954	2051	2150	2249
Burgess Hill Church Road.....	1552	1654	1739	1802	1852	1911	2004	2058	2157	2256
Burgess Hill Rail Station.....	1553	1655	1740	1803	1853	1912	2005	2059	2158	2257
World's End Janes Lane	1558	1700	1745	1808	1858	1917	2009	2103	2202	2301
Wivelsfield Ote Hall Chapel.....	1602	1704	1749	1812	1902	1921	2013	2107	2206	2305
Haywards Heath Princess Royal Hospital.....	1609	1713	1758	1821	1909	1928	2019	2113	2212	2311
Haywards Heath South Road	1612	1717	1801	1823	1911	1930	2021	2115	2214	2313
Haywards Heath Perrymount Road (arr).....	1616	1722	1805	1827	1914	1933	2024	2118	2217	2316
Haywards Heath Perrymount Road (dep)	1619	1725	1807	1829	1916	....	2025	....	2218	2317
Lindfield High Street	1624	↓	↓	1834	↓	....	↓	....	2222	↓
Ardingly Hapstead Hall	1631	↓	↓	1841	↓	....	↓	....	2229	↓
Wakehurst.....	1634	↓	↓	1844	↓	....	↓	....	2232	↓
Turners Hill Crown.....	1641	↓	↓	1850	↓	....	↓	....	2238	↓
Crawley Down War Memorial	1647	↓	↓	1855	↓	....	↓	....	2242	↓
Copthorne Dukes Head	1651	↓	↓	1858	↓	....	↓	....	2245	↓
Copthorne Hotel.....	1654	↓	↓	1901	↓	....	↓	....	2247	↓
Three Bridges Station, Stop A.....	1700	↓	↓	1906	↓	....	↓	....	2252	↓
Cuckfield High Street	↓	1734	1815	↓	1924	....	2032	....	↓	2324
Staplefield Jolly Tanners	↓	1744	1823	↓	1931	....	2039	....	↓	2331
Handcross Red Lion & Nymans.....	↓	1747	1826	↓	1934	....	2042	....	↓	2334
Pease Pottage Black Swan	↓	1753	1832	↓	1939	....	2047	....	↓	2339
Brighton Road Wakehurst Drive	↓	1800	1837	↓	1943	....	2051	....	↓	2343
Crawley Bus Station.....	1706	1806	1842	1911	1947	....	2055	....	2256	2346

CODE:

SDO

Schooldays only.

NSD

Non-Schooldays.



Historic Building and Gardens.

Brighton - Burgess Hill - Haywards Heath - Crawley



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Daily from 28th August 2021

272

Mon to Sat from 3rd June 2023



Saturdays

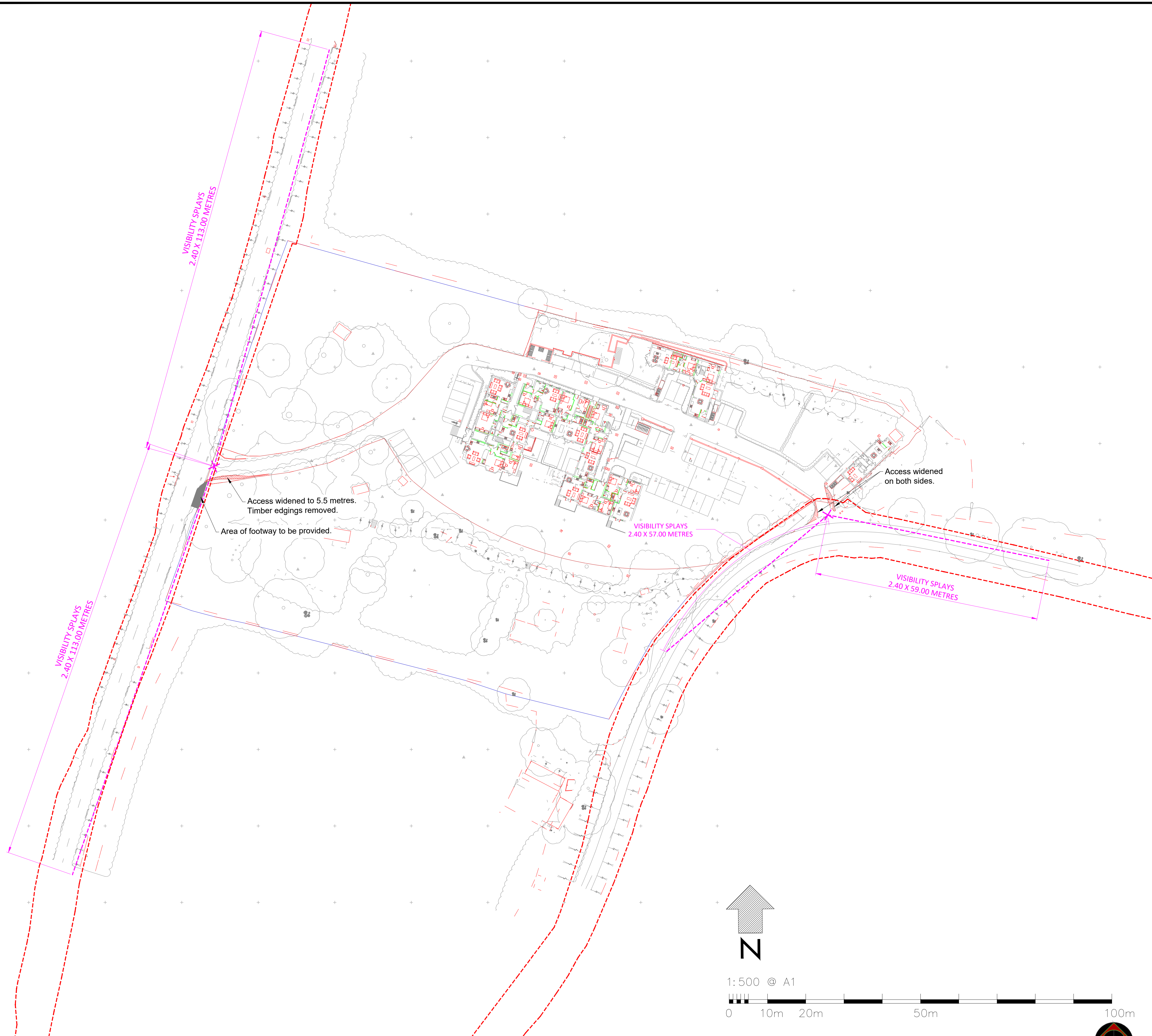
Service	272	272	271	272	271	272	271	272	271	272	271	271
Royal Sussex County Hospital	0618	....	0950	1050	1150	1250	1350	1450	1550	1650	....	1750
Brighton Old Steine, Stop D	0623	....	0958	1058	1158	1258	1358	1458	1558	1658	....	1758
Preston Road Harrington Road	0629	....	1007	1107	1207	1307	1407	1507	1607	1707	....	1807
Patcham Place	0635	....	1013	1114	1214	1314	1414	1514	1614	1714	....	1814
Pyecombe Garage	0639	....	1017	1118	1218	1318	1418	1518	1618	1718	....	1818
Hassocks Stone Pound	0643	....	1021	1123	1223	1323	1423	1523	1623	1723	....	1822
Burgess Hill Church Road	0650	....	1031	1133	1233	1333	1433	1533	1633	1733	....	1832
Burgess Hill Rail Station	0651	....	1032	1134	1234	1334	1434	1534	1634	1734	....	1833
World's End Janes Lane	0655	....	1037	1139	1239	1339	1439	1539	1639	1739	....	1838
Wivelsfield Ote Hall Chapel	0659	....	1041	1143	1243	1343	1443	1543	1643	1743	....	1842
Princess Royal Hospital	0706	0850	1048	1150	1250	1350	1450	1550	1650	1750	1808	1849
Haywards Heath South Road	0708	0853	1051	1153	1253	1353	1453	1553	1653	1753	1811	1851
Haywards Heath Perrymount Road (arr)	0711	0857	1055	1157	1257	1357	1457	1557	1657	1757	1815	1854
Haywards Heath Perrymount Road (dep)	....	0857	1057	1159	1259	1359	1459	1559	1659	1759	1815	1856
Lindfield High Street	....	0902	↓	1204	↓	1404	↓	1604	↓	1804	↓	↓
Ardingly Hapstead Hall	....	0909	↓	1211	↓	1411	↓	1611	↓	1811	↓	↓
Wakehurst	....	0912	↓	1214	↓	1414	↓	1614	↓	1814	↓	↓
Turners Hill Crown	....	0919	↓	1221	↓	1421	↓	1621	↓	1820	↓	↓
Crawley Down War Memorial	....	0924	↓	1226	↓	1426	↓	1626	↓	1825	↓	↓
Copthorne Dukes Head	....	0927	↓	1229	↓	1429	↓	1629	↓	1828	↓	↓
Copthorne Hotel	....	0930	↓	1232	↓	1432	↓	1632	↓	1831	↓	↓
Three Bridges Station, Stop A	....	0935	↓	1237	↓	1437	↓	1637	↓	1836	↓	↓
Cuckfield High Street	....	↓	1105	↓	1307	↓	1507	↓	1707	↓	1823	1904
Staplefield Jolly Tanners	....	↓	1113	↓	1315	↓	1515	↓	1715	↓	1831	1912
Handcross Red Lion & Nymans	....	↓	1116	↓	1318	↓	1518	↓	1718	↓	1834	1915
Pease Pottage Black Swan	....	↓	1122	↓	1324	↓	1524	↓	1724	↓	1839	1920
Brighton Road Wakehurst Drive	....	↓	1127	↓	1329	↓	1529	↓	1729	↓	1843	1924
Crawley Bus Station	....	0941	1132	1243	1334	1443	1534	1643	1734	1841	1847	1928

Sundays and Public Holidays

Service	271	271	271	271
Royal Sussex County Hospital	1044	1243	1518	1718
Brighton Old Steine	1051	1250	1525	1725
Preston Road Harrington Road	1100	1259	1534	1734
Patcham Place	1106	1306	1541	1741
Pyecombe Garage	1110	1310	1545	1745
Hassocks Stone Pound	1114	1314	1549	1749
Burgess Hill Church Road	1123	1323	1558	1758
Burgess Hill Rail Station	1124	1324	1559	1759
World's End Janes Lane	1129	1329	1604	1804
Wivelsfield Ote Hall Chapel	1133	1333	1608	1808
Haywards Heath Princess Royal Hospital	1139	1339	1614	1814
Haywards Heath South Road	1141	1341	1616	1816
Haywards Heath Perrymount Road (arr)	1145	1345	1620	1820
Haywards Heath Perrymount Road (dep)	1147	1347	1622	1822
Cuckfield High Street	1155	1355	1630	1830
Staplefield Jolly Tanners	1202	1402	1637	1837
Handcross Red Lion & Nymans	1205	1405	1640	1840
Pease Pottage Black Swan	1210	1410	1645	1845
Brighton Road Wakehurst Drive	1214	1414	1649	1849
Crawley Bus Station	1218	1418	1653	1853

CODE: Historic Building and Gardens.

Appendix D
Access and visibility Splays



LEGEND

- VISIBILITY SPLAYS
- HIGHWAY BOUNDARY

Rev	Date	Description	Drn	Chk	App
A	05.11.24	Update site plan	JG	SP	SP
-	04.10.24	First issue	JG	SP	SP
-	25.09.24	Draft issue	JG	SP	SP

VISION
TRANSPORT PLANNING
T: 01428 651579 E: info@visiontp.co.uk

Project
HOLLYROOD HOUSE
ARDINGLY ROAD
LINDFIELD RH16 2QY

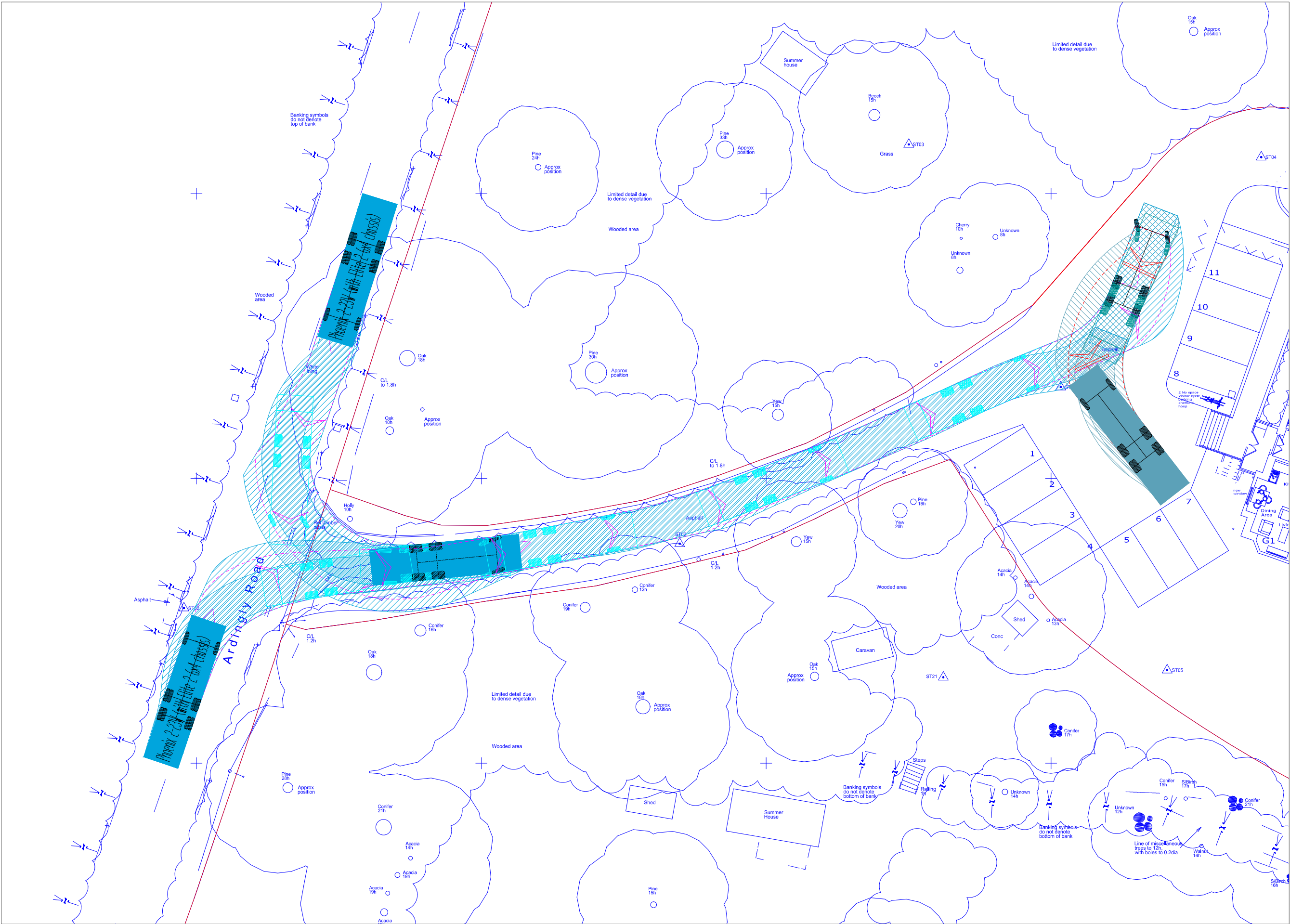
Drawing Title
VISIBILITY SPLAYS

Drawing Status
FOR PLANNING

Drawing No. 24044-001	Date NOV 2024	Scale 1:500	Size A1	Rev A
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Appendix E
Swept Path Analysis

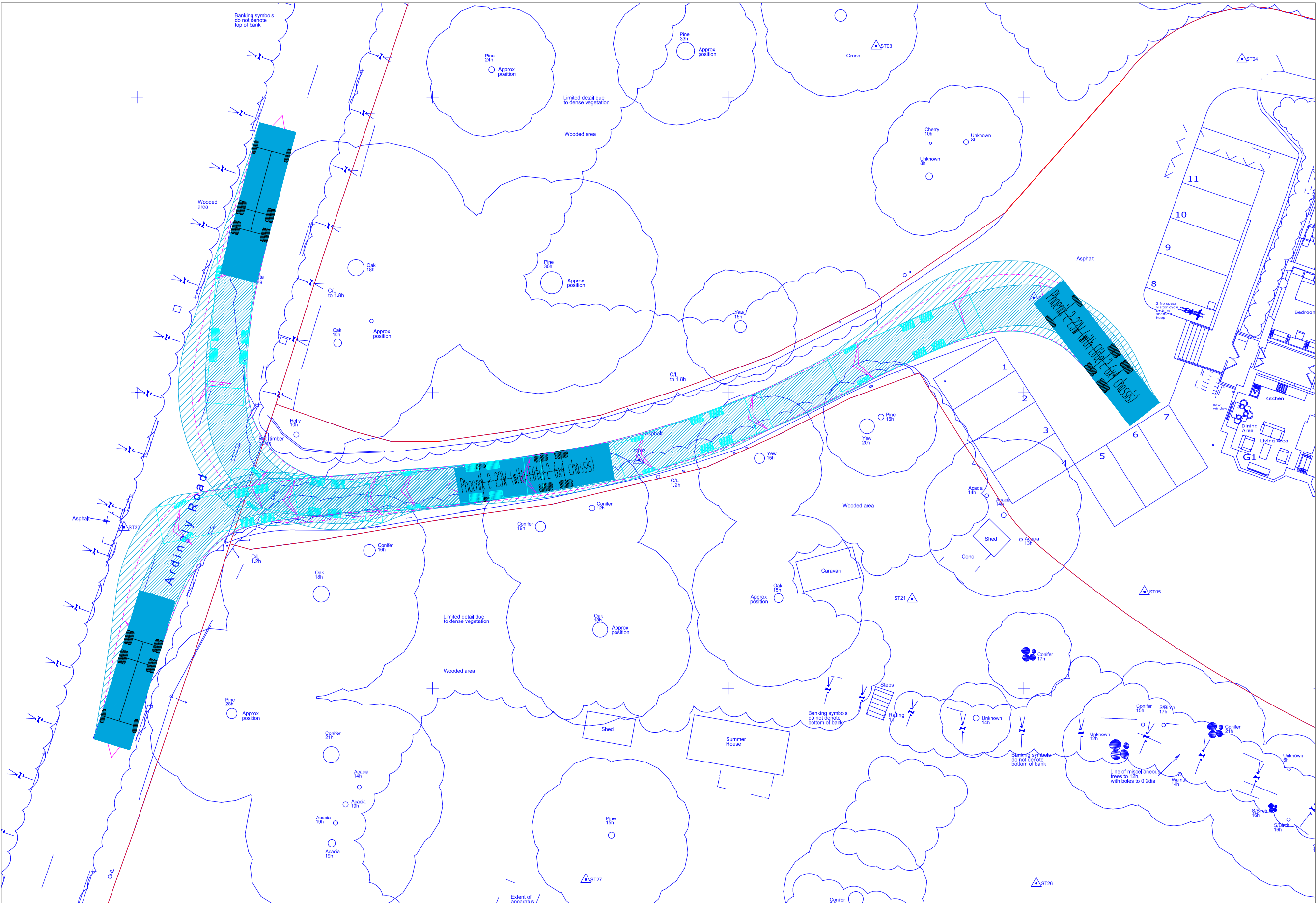
APPROACH FROM BOTH DIRECTIONS ON ARDINGLY ROAD, TRAVEL THROUGH TO PARKING AREA AND REVERSE MANOEUVRE TO TURN



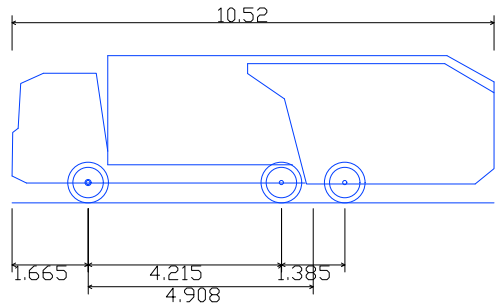
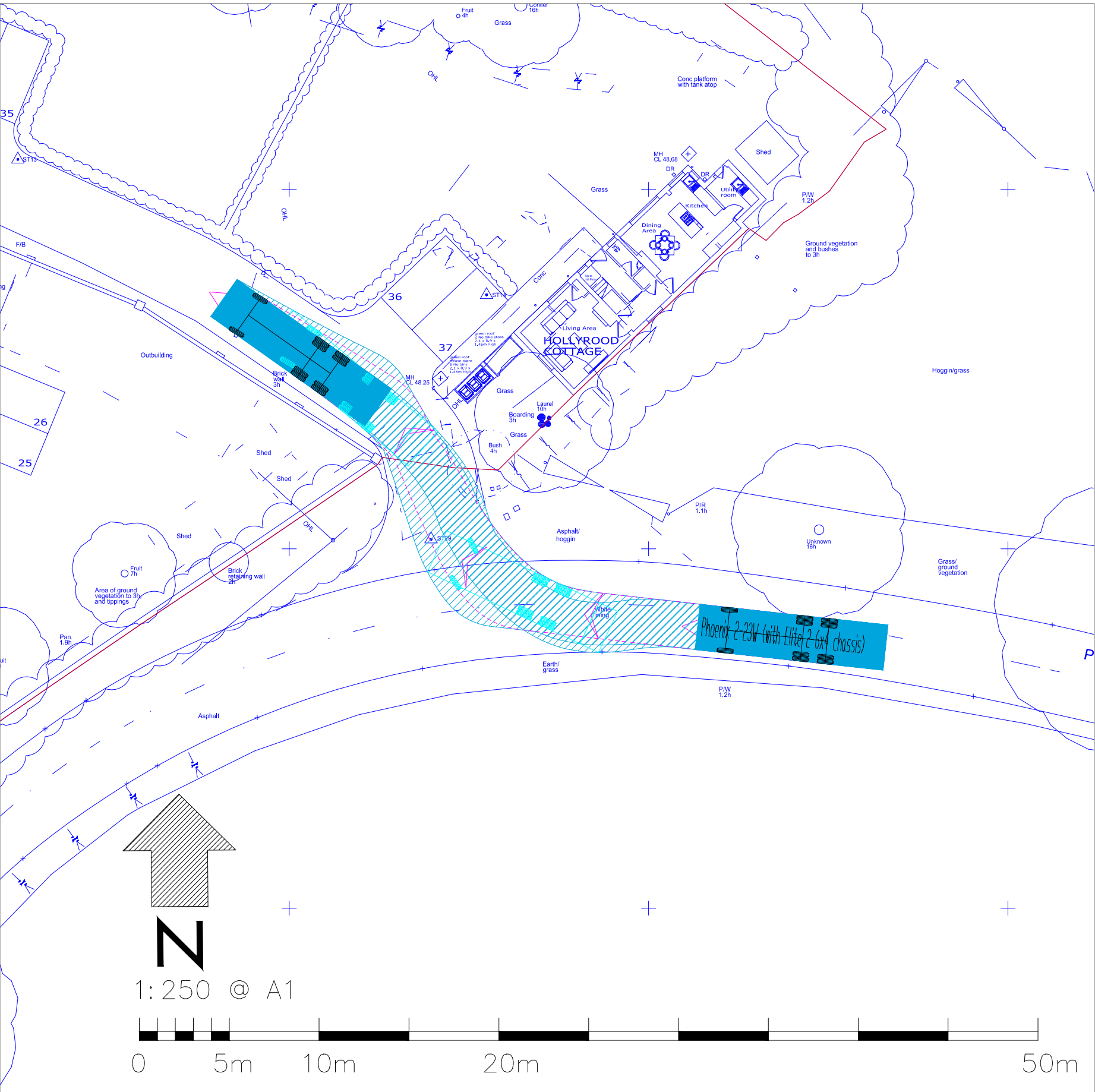
EXIT EASTERN ACCESS BOTH DIRECTIONS



EXIT IN FORWARD GEAR IN BOTH DIRECTIONS ON ARDINGLY ROAD

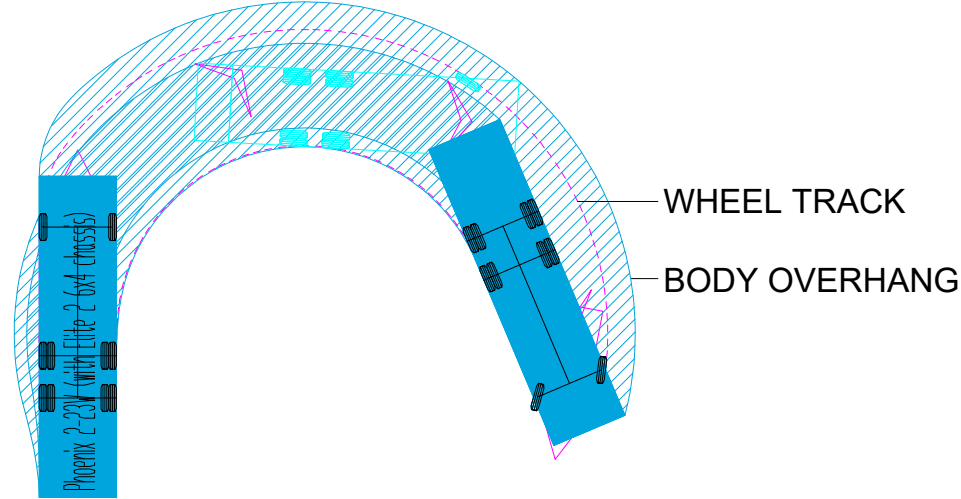


APPROACH FROM THE EAST AND ENTER



Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.21m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m

KEY TO VEHICLE ENVELOPES



- WHEEL TRACK IN FORWARD GEAR
- WHEEL TRACK IN REVERSE GEAR
- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR

Rev	Date	Description	Drn	Chk	App
A	04.10.24	East access manoeuvre adjusted.	JG	SP	SP
-	26.09.24	First issue	JG	SP	SP
-	25.09.24	Draft issue	JG	SP	SP

VISION
TRANSPORT PLANNING

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Project
HOLLYROOD HOUSE
ARDINGLY ROAD
LINDFIELD RH16 2QY

Drawing Title
VISIBILITY SPLAYS

Drawing Status
FOR PLANNING

Date OCT 2024	Scale 1:250	Size A1
Drawing No. 24044-002	Rev A	

Appendix F
TRICS Outputs

Calculation Reference: AUDIT-858401-241003-1020

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 13 to 30 (units:)
Range Selected by User: 7 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
Friday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1
Village 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C2 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-05-L-02 ENA CRESENT LEIGH	CARE HOME		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of residents:		30	
	Survey date: FRIDAY		22/04/22	Survey Type: MANUAL
2	NY-05-L-01 WEELAND ROAD EGGBOROUGH	CARE HOME		NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of residents:		13	
	Survey date: MONDAY		09/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.442	2	22	0.140	2	22	0.582
08:00 - 09:00	2	22	0.279	2	22	0.209	2	22	0.488
09:00 - 10:00	2	22	0.233	2	22	0.163	2	22	0.396
10:00 - 11:00	2	22	0.070	2	22	0.093	2	22	0.163
11:00 - 12:00	2	22	0.070	2	22	0.070	2	22	0.140
12:00 - 13:00	2	22	0.070	2	22	0.116	2	22	0.186
13:00 - 14:00	2	22	0.140	2	22	0.070	2	22	0.210
14:00 - 15:00	2	22	0.070	2	22	0.093	2	22	0.163
15:00 - 16:00	2	22	0.116	2	22	0.233	2	22	0.349
16:00 - 17:00	2	22	0.093	2	22	0.140	2	22	0.233
17:00 - 18:00	2	22	0.000	2	22	0.070	2	22	0.070
18:00 - 19:00	2	22	0.070	2	22	0.093	2	22	0.163
19:00 - 20:00	2	22	0.233	2	22	0.116	2	22	0.349
20:00 - 21:00	2	22	0.140	2	22	0.326	2	22	0.466
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.026			1.932			3.958	

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

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

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Parameter summary

Trip rate parameter range selected: 13 - 30 (units:)
 Survey date range: 01/01/16 - 09/05/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.023	2	22	0.000	2	22	0.023
08:00 - 09:00	2	22	0.000	2	22	0.023	2	22	0.023
09:00 - 10:00	2	22	0.000	2	22	0.000	2	22	0.000
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00	2	22	0.023	2	22	0.023	2	22	0.046
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
 OGVs
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.023	2	22	0.023	2	22	0.046
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.000	2	22	0.000	2	22	0.000
10:00 - 11:00	2	22	0.047	2	22	0.070	2	22	0.117
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.023	2	22	0.023	2	22	0.046
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.093			0.163

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.419	2	22	0.140	2	22	0.559
08:00 - 09:00	2	22	0.233	2	22	0.140	2	22	0.373
09:00 - 10:00	2	22	0.093	2	22	0.070	2	22	0.163
10:00 - 11:00	2	22	0.047	2	22	0.070	2	22	0.117
11:00 - 12:00	2	22	0.023	2	22	0.023	2	22	0.046
12:00 - 13:00	2	22	0.070	2	22	0.093	2	22	0.163
13:00 - 14:00	2	22	0.116	2	22	0.023	2	22	0.139
14:00 - 15:00	2	22	0.070	2	22	0.093	2	22	0.163
15:00 - 16:00	2	22	0.093	2	22	0.209	2	22	0.302
16:00 - 17:00	2	22	0.093	2	22	0.140	2	22	0.233
17:00 - 18:00	2	22	0.000	2	22	0.070	2	22	0.070
18:00 - 19:00	2	22	0.047	2	22	0.070	2	22	0.117
19:00 - 20:00	2	22	0.209	2	22	0.093	2	22	0.302
20:00 - 21:00	2	22	0.140	2	22	0.326	2	22	0.466
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.653			1.560			3.213

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
 LGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.047	2	22	0.047	2	22	0.094
09:00 - 10:00	2	22	0.093	2	22	0.047	2	22	0.140
10:00 - 11:00	2	22	0.023	2	22	0.023	2	22	0.046
11:00 - 12:00	2	22	0.047	2	22	0.047	2	22	0.094
12:00 - 13:00	2	22	0.000	2	22	0.023	2	22	0.023
13:00 - 14:00	2	22	0.023	2	22	0.047	2	22	0.070
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.023	2	22	0.023	2	22	0.046
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.023	2	22	0.023	2	22	0.046
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.280			0.559

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
 MOTOR CYCLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.023	2	22	0.023	2	22	0.046
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

Calculation Reference: AUDIT-858401-241003-1041

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX1 days
	HF	HERTFORDSHIRE1 days
	KC	KENT1 days
	MW	MEDWAY2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 19 (units:)
Range Selected by User: 8 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 2 days
Wednesday 2 days
Friday 1 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 3
Village 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	1 days

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
2	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
3	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
4	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
5	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	12	0.098	5	12	0.295	5	12	0.393
08:00 - 09:00	5	12	0.377	5	12	0.426	5	12	0.803
09:00 - 10:00	5	12	0.082	5	12	0.098	5	12	0.180
10:00 - 11:00	5	12	0.164	5	12	0.279	5	12	0.443
11:00 - 12:00	5	12	0.213	5	12	0.164	5	12	0.377
12:00 - 13:00	5	12	0.279	5	12	0.279	5	12	0.558
13:00 - 14:00	5	12	0.344	5	12	0.262	5	12	0.606
14:00 - 15:00	5	12	0.131	5	12	0.246	5	12	0.377
15:00 - 16:00	5	12	0.295	5	12	0.213	5	12	0.508
16:00 - 17:00	5	12	0.262	5	12	0.213	5	12	0.475
17:00 - 18:00	5	12	0.361	5	12	0.328	5	12	0.689
18:00 - 19:00	5	12	0.344	5	12	0.230	5	12	0.574
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.950			3.033			5.983

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 19 (units:)
Survey date date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	12	0.033	5	12	0.000	5	12	0.033
08:00 - 09:00	5	12	0.049	5	12	0.066	5	12	0.115
09:00 - 10:00	5	12	0.016	5	12	0.016	5	12	0.032
10:00 - 11:00	5	12	0.016	5	12	0.000	5	12	0.016
11:00 - 12:00	5	12	0.066	5	12	0.033	5	12	0.099
12:00 - 13:00	5	12	0.066	5	12	0.082	5	12	0.148
13:00 - 14:00	5	12	0.066	5	12	0.066	5	12	0.132
14:00 - 15:00	5	12	0.016	5	12	0.049	5	12	0.065
15:00 - 16:00	5	12	0.049	5	12	0.049	5	12	0.098
16:00 - 17:00	5	12	0.033	5	12	0.049	5	12	0.082
17:00 - 18:00	5	12	0.033	5	12	0.016	5	12	0.049
18:00 - 19:00	5	12	0.016	5	12	0.016	5	12	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.459			0.442			0.901

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

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

Calculation Reference: AUDIT-858401-241003-1032

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE 3 days
	WS	WEST SUSSEX 1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 18 to 84 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	4
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	4 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 4 days

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

Population within 5 miles:

125,001 to 250,000 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days
1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 3 days
No 1 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
2	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
	OXHEY DRIVE		
	WATFORD		
	SOUTH OXHEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	84	
	Survey date: WEDNESDAY	07/06/23	Survey Type: MANUAL
3	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
4	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	38	0.027	4	38	0.260	4	38	0.287
08:00 - 09:00	4	38	0.107	4	38	0.233	4	38	0.340
09:00 - 10:00	4	38	0.107	4	38	0.087	4	38	0.194
10:00 - 11:00	4	38	0.080	4	38	0.107	4	38	0.187
11:00 - 12:00	4	38	0.120	4	38	0.113	4	38	0.233
12:00 - 13:00	4	38	0.140	4	38	0.127	4	38	0.267
13:00 - 14:00	4	38	0.153	4	38	0.147	4	38	0.300
14:00 - 15:00	4	38	0.140	4	38	0.100	4	38	0.240
15:00 - 16:00	4	38	0.240	4	38	0.120	4	38	0.360
16:00 - 17:00	4	38	0.120	4	38	0.120	4	38	0.240
17:00 - 18:00	4	38	0.200	4	38	0.087	4	38	0.287
18:00 - 19:00	4	38	0.120	4	38	0.053	4	38	0.173
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.554			1.554			3.108

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

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

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Parameter summary

Trip rate parameter range selected:

18 - 84 (units:)

Survey date date range:

01/01/16 - 08/06/23

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

3

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	38	0.007	4	38	0.013	4	38	0.020
08:00 - 09:00	4	38	0.000	4	38	0.007	4	38	0.007
09:00 - 10:00	4	38	0.007	4	38	0.000	4	38	0.007
10:00 - 11:00	4	38	0.000	4	38	0.013	4	38	0.013
11:00 - 12:00	4	38	0.007	4	38	0.007	4	38	0.014
12:00 - 13:00	4	38	0.007	4	38	0.007	4	38	0.014
13:00 - 14:00	4	38	0.000	4	38	0.000	4	38	0.000
14:00 - 15:00	4	38	0.013	4	38	0.013	4	38	0.026
15:00 - 16:00	4	38	0.013	4	38	0.007	4	38	0.020
16:00 - 17:00	4	38	0.007	4	38	0.007	4	38	0.014
17:00 - 18:00	4	38	0.013	4	38	0.000	4	38	0.013
18:00 - 19:00	4	38	0.007	4	38	0.007	4	38	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.081			0.162

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

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