



Proposed Residential Development
Land East of College Lane, Hurstpierpoint

Transport Statement

For

Remmus Designer Homes

Document Control Sheet

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Remmus Designer Homes Limited to accompany a planning application for the construction of 6 residential dwellings with associated parking at land east of College Lane, Hurstpierpoint, BN6 9AF (herein referred to as 'the site'). This report considers the highways and transportation matters associated with the site.
- 1.2 The site is located approximately 800 metres north of Hurst Wickham village centre, 2.1 kilometres east of Hurstpierpoint village centre, 2.8 kilometres north-west of Hassocks village centre, and 4 kilometres south-west of Burgess Hill town centre. The site benefits from its proximity to the A273 and A23 for connections to the wider highway network. The site is located within the administrative boundaries of Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC).
- 1.3 The site is currently undeveloped land benefitting from an existing gated access onto College Lane. It is proposed that the existing access be closed and a new access constructed approximately 10 metres to the south-east.
- 1.4 A pre-application consultation was undertaken with WSCC in April 2025 although the proposal was for 7 dwellings at that stage. As part of the pre-application comments, feedback was provided on the internal access road width and the turning head. Confirmation of the parking standards required to be utilised and that the TRICS site selection methodology was also provided. WSCC also provided information on the key information expected to be provided within this Transport Statement. The pre-application comments provided are attached at **Appendix A**.
- 1.5 This Transport Statement has been prepared having regard to the advice received as part of the pre-application consultation along with other relevant guidance. In summary, this report demonstrates that:
 - ▶ The proposals accord with national, regional, and local policies relevant to transport;
 - ▶ The site is located within an accessible location;
 - ▶ Safe and suitable access to the site can be achieved by all users;
 - ▶ Appropriate parking provision for cars and cycles will be provided;
 - ▶ The proposals include appropriate provision for servicing activity; and,
 - ▶ The levels of traffic associated to the proposals will not lead to any harm to the existing operation.
- 1.6 Following this introduction, this Transport Statement is structured as follows:
 - ▶ Section 2 outlines the national, regional, and local policies which are relevant to this application as well as setting out the relevant planning history of the surrounding area;
 - ▶ Section 3 describes the existing conditions of the site and the surrounding area;
 - ▶ Section 4 details the development proposals for the site;
 - ▶ Section 5 sets out the predicted trip generation for the site; and,
 - ▶ Section 6 provides a summary and conclusion based on the key findings of this Transport Statement.

2.0 Policy Context

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents that set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – August 2026; and,
- ▶ Mid Sussex District Council District Plan 2014-2031 – March 2018.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) August 2026 sets out the Government's planning policies for England and how they are expected to be applied. The NPPF encourages that development proposals should apply a presumption in favour of sustainable development and is a material consideration in planning decisions.

2.3 Point 2. (d) of Policy DP3: Key principles for well designed places states:

- d. "...Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;..."*

2.4 Policy TR3: Locating development in sustainable locations states:

- 1. "So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*
 - a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*
 - b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*
 - c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*
 - d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and*
 - e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*
- 2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development."*

2.5 Policy TR4: Street design, access and parking states:

1. *"To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*
 - a. *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*
 - b. *Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*
 - c. *Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:*
 - i. *Minimise the scope for conflict between pedestrians, cyclists and vehicles;*
 - ii. *Meet the needs of disabled people, older people and children in relation to all modes of transport, and*
 - iii. *Avoid unnecessary street clutter.*
 - d. *Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*
 - e. *Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*
2. *The principles set out in national design guidance⁴⁶ should be used to inform how this policy is applied."*

2.6 Policy TR6: Assessing transport impact states:

1. *"Development proposals that are likely to generate significant amounts of movement should be supported by:*
 - a. *A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
 - b. *A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.*
2. *Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).*

3. *In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).*
4. *Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."*

Mid Sussex District Plan

- 2.7 The MSDC District Plan sets out the adopted planning policy for development within the administrative boundary of MSDC. MSDC are in the process of providing an updated District Plan however this is yet to be adopted.

- 2.8 Policy DP21: Transport states:

"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."

2.9 Policy DP22: Rights of Way and other Recreational Routes states:

"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)."*

Local Planning History

2.10 Planning permission was granted for the development of 7 new dwellings on land immediately to the south of the site (Reference: DM/24/1139). This development involved the construction of a new vehicular access onto College Lane. The WSCC comments provided as part of this approved development are included within **Appendix B**.

2.11 In respect to sustainable transport access, WSCC stated:

"There are no dedicated footways along College Lane, which is not unusual in a rural setting. However, there is street lighting which the road users could benefit from. Whilst there is no dedicated cycling infrastructure near to the site, slow speed of traffic along College Lane is favourable for cycling. The nearest bus stops are located along B2116 Hassocks Road, to the south of site and the nearest train station is located approx. 2.6km to the south of site providing connectivity to wider transport network."

2.12 Based on the proposed development site being located immediately north of the approved development, it can reasonably be concluded that the site is in an equally sustainable location. This position is reaffirmed within planning pre-application correspondence with the MSDC Planning Officer with reference made to the adjacent scheme. This correspondence is attached at **Appendix C**.

2.13 In respect to the trip generation profile for the approved development, WSCC stated:

"The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed residential scheme. Using the trip rates derived from TRICS it is estimated that the development is likely to generate 4 additional vehicular trips in the AM peak, 3 in the PM peak

and a total of 31 daily trips. The Highway Authority do not consider that this level of trip generation could cause any capacity concerns on the operation of the local highway network.”

- 2.14 The above highlights that the low level of movements predicted to occur as a result of the approved development were not deemed to be likely to generate a capacity concern or a road safety concern. As part of recent pre-application consultation with WSCC, an assessment of the TRICS database was undertaken for the proposed development site, based on a previous proposal for 7 dwellings on the site. Unsurprisingly, this exercise predicted similar vehicle movements to the adjacent site and, as such, the same conclusions can be drawn in relation to the capacity of the local highway network and road safety.

Summary

- 2.15 The similarities with the approved development adjacent to the site establish the principle of residential development within the area and assist in demonstrating that the site is in a sustainable location.

3.0 Baseline Conditions

Overview

- 3.1 To put the site into context, a detailed review of the surrounding area has been undertaken. This section summarises this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

- 3.2 The site is located along the eastern side of College Lane, approximately 800 metres north of Hurst Wickham village centre, 2.1 kilometres east of Hurstpierpoint village centre, 2.8 kilometres north-west of Hassocks village centre, and 4 kilometres south-west of Burgess Hill town centre. The site benefits from close proximity to the A273 and A23 for connections to the wider highway network. The location of the site is illustrated in Figure 3.1 below.

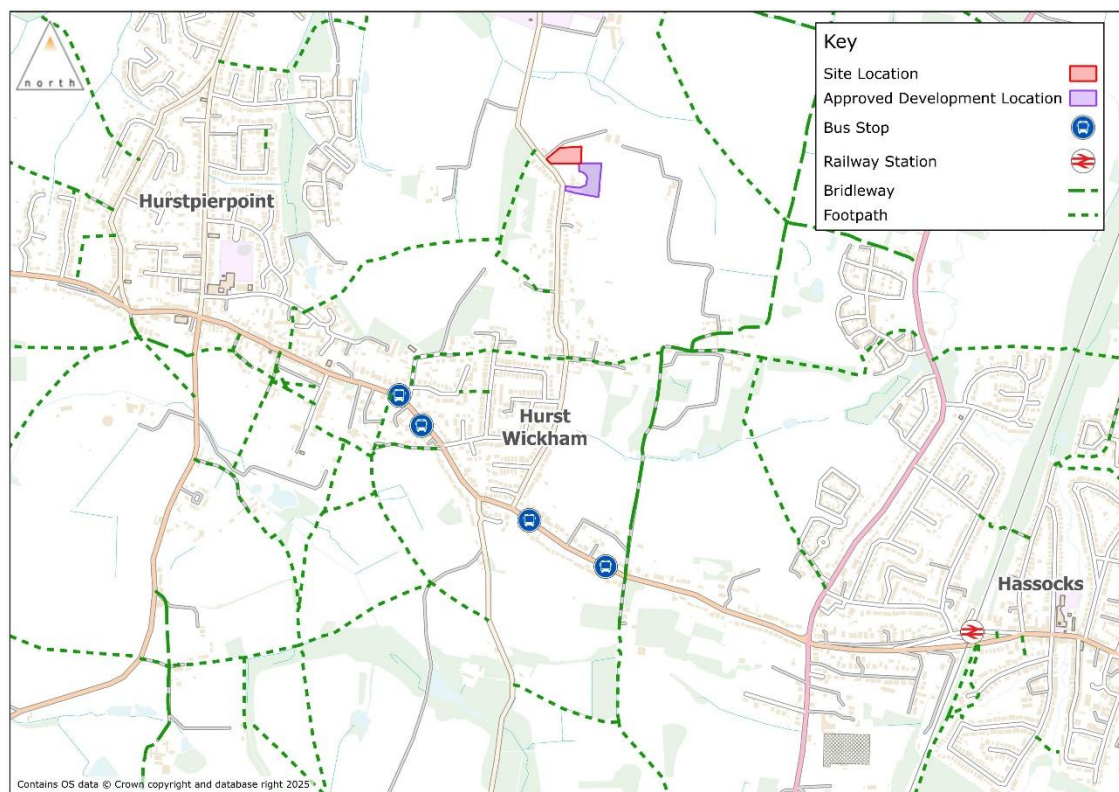


Figure 3.1 – Site Location with neighbouring approved development

Existing Highway Network

- 3.3 College Lane is a two-way, single carriageway road subject to a derestricted (60mph) speed limit along the site frontage, although this immediately reduces to 30mph to the immediate east of the existing site access. College Lane is aligned on a predominantly north to south axis. To the north, College Lane provides a route towards Hurstpierpoint College and the western extent of Burgess Hill. To the south, College Lane provides access to the wider residential area of the village of Hurst Wickham as well as routes towards Hassocks and Hurstpierpoint.

Road Safety Review

- 3.4 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been obtained from Collision Plot for the most recently available 5-year period (January 2020 – December 2024).
- 3.5 Analysis has been undertaken to determine if there are any trends in the type or location of collisions along College Lane within a 200-metre radius of the proposed site access. This review highlighted that no incidents have been reported within the study area. This demonstrates that there are no pre-existing highways safety issues in the vicinity of the site.

Accessibility of the Site by Non-Car Modes

- 3.6 Planning policy dictates the need for significant development sites to be accessible by sustainable travel methods, with a particular focus placed on the accessibility of a site by active travel methods. Notwithstanding the fact that this is not considered to be a significant development in transport terms, a review has been undertaken surrounding the accessibility of the site by active travel and wider sustainable transport methods.
- 3.7 It should be noted that as part of the permitted development (Reference: DM/24/1139), it was deemed that the site was accessible via sustainable transport methods within the rural context of the general site location.

Accessibility on Foot

- 3.8 No dedicated footways are provided along College Lane within the vicinity of the site. However, College Lane is lightly trafficked and benefits from streetlighting along its extent, including within proximity to the proposed site access. Automatic Traffic Count (ATC) data has been collected as part of the transport assessment. As part of this survey, ATCs were placed on College Lane either side of the proposed site access location. The counters were in place from Monday 10th March 2025 to Monday 17th March 2025 and the full ATC data is attached at **Appendix D**.
- 3.9 The southernmost ATC has been utilised to assess the two-way Average Annual Weekday Traffic (AAWT) flow along College Lane. This data demonstrates a two-way AAWT figure of 1,214 vehicles. This equates to 50 two-way vehicle movements an hour. Within Manual for Streets (MfS), it is deemed that streets with a vehicle flow below 100 vehicles per hour can be deemed suitable for use of as a shared surface, demonstrating that existing traffic volumes are only 50% of the threshold regarded as suitable for shared surface environments.
- 3.10 As such, future residents will be able to walk within the carriageway, as is common in rural settings. In addition to this, the low-speed limit, slow speed of traffic along College Lane, residential nature of College Lane, and lack of collision history supports this position.
- 3.11 In addition, it should be noted that in respect to walking, WSCC stated the following in connection with the approved development adjacent to the site (Reference: DM/24/1139):
- "There are no dedicated footways along College Lane, which is not unusual in a rural setting. However, there is street lighting which the road users could benefit from."*
- 3.12 The local footway provision begins approximately 640 metres south of the site adjacent to West Wickham Close. This footway provision is supplemented with dropped kerbs at crossing points and provides pedestrian access to both Hurstpierpoint village centre and Hassocks village centre.

- 3.13 As demonstrated within Figure 3.1, the site is located within close proximity to the Public Rights of Way (PRoW) network. The Footpath HSC-63HU is located to the opposite the proposed site access and provides an off-road pedestrian route south-west to Hurstpierpoint village centre. It connects to St George's Lane to the south, which further leads to St George's Place. In addition, this route connects to Footpath HSC-64HU which provides access to the beginning of the formal footway provision along College Lane.

Accessibility by Cycle

- 3.14 Although no dedicated cycle infrastructure is provided within the immediate vicinity of the site, the low-speed limit, residential nature of the surrounding area, and low recorded traffic speeds along College Lane ensure that the site is accessible by cycle.
- 3.15 In addition to this, in connection with the approved development adjacent to the site (Reference: DM/24/1139), WSCC stated:

"Whilst there is no dedicated cycling infrastructure near to the site, slow speed of traffic along College Lane is favourable for cycling."

Accessibility by Bus

- 3.16 The closest bus stops to the site are located on the B2216 approximately 1.2 kilometres south of the site, equivalent to an 18-minute walk from the site. These bus stops are provided with a flagpole containing timetable information and are served by the 33/33A, 273, and 331 bus services. The 33/33A and 331 services are operated by Compass Travel whilst the 273 service is operated by Metrobus. A summary of the local bus services accessible to future residents is set out in Table 3.1 below.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
33/33A	Hurstpierpoint – Hassocks – Keymer – Burgess Hill – Haywards Heath	1 every hour	1 every hour	No service
273	Crawley – Handcross – Sayers Common – Hurstpierpoint – Hassocks – Pyecombe – Patcham – Brighton	1 every hour	1 every hour	1 every hour
331	Sayers Common – Hurstpierpoint – Hassocks – Keymer	School bus service		
*Information is correct at the time of writing				

Table 3.1: Local Bus Services

- 3.17 Table 3.1 demonstrates that future residents would benefit from access to school bus services, ensuring that school aged future residents would be able to access educational amenities. The 33 and 273 services provide a regular service allowing for connections to local hubs where future residents would be able to access wider amenities, employment opportunities, and additional public transport infrastructure for onward travel.

Accessibility by Rail

- 3.18 The closest railway station to the site is Hassocks railway station which is located approximately 2.7 kilometres south-east of the site. This is equivalent to a 37-minute walk, 10-minute cycle, or 6-minute journey via private car.
- 3.19 In addition to this, the site is located approximately 4.1 kilometres south-west of Burgess Hill railway station. This is equivalent to a 16-minute cycle or 9-minute journey via private car.

- 3.20 Access to a railway station via the private car, especially over a short distance, is commonplace throughout the UK and is also typically undertaken within urban areas with greater accessibility to wider sustainable transport infrastructure. By being located within an accessible distance of both Hassocks railway station and Burgess Hill railway station, it is possible and accessible for future residents to utilise rail services if desired.
- 3.21 Hassocks railway station is managed by Southern and is served by the Thameslink and Southern railway networks. Hassocks railway station benefits from step-free access to all platforms, 152 car parking spaces, of which 4 are accessible, and 154 cycle parking spaces monitored by CCTV.
- 3.22 Burgess Hill railway station is managed by Southern and is served by the Thameslink and Southern railway networks. Burgess Hill railway station benefits from step-free access to all platforms, although this is achieved via long steep ramps, 141 car parking spaces, of which 5 are accessible, and 64 cycle parking spaces monitored by CCTV.
- 3.23 Table 3.2 below provides a summary of the direct rail services accessible from Hassocks railway station, alongside additional services available from Burgess Hill.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Hassocks Railway Station				
Brighton	Hassock – Preston Park – Brighton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
London Victoria	Hassocks – Burgess Hill – Haywards Heath – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Bedford	Hassocks – Burgess Hill – Wivelsfield – Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – West Hampstead Thameslink – St Albans City – Harpenden – Luton – Leagrave – Harlington (Bedfordshire) – Flitwick – Bedford	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Littlehampton	Hassocks – Preston Park – Hove – Portslade – Shoreham-By-Sea – Lancing – Worthing – West Worthing – Durrington-On-Sea – Goring-By-Sea – Angmering – Littlehampton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Burgess Hill Railway Station				
Brighton	Burgess Hill – Brighton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Cambridge	Burgess Hill – Haywards Heath – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Ashwell & Morden – Royston – Cambridge South – Cambridge	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
*Information is correct at the time of writing				

Table 3.2: Direct Rail Services

- 3.24 Table 3.2 demonstrates that future residents will benefit from a range of regular rail services providing access to wider amenities, employment opportunities, and to transport hubs for onward connectivity via sustainable travel infrastructure.

Summary

- 3.25 The above review demonstrates that there are no existing highway safety issues within the area surrounding the site. It also demonstrates that the site is accessible by active travel modes and public transport. The site is also deemed to be located within a location which provides future residents with a genuine choice of travel modes. This is supported by WSCC comments made as part of the neighbouring approved development (Reference: DM/24/1139), that the area was suitably accessible.

4.0 Development Proposals

Overview

- 4.1 The following section provides details of how the site is to be developed along with details of the site access and servicing requirements. The proposals seek planning permission for the construction of 6 new residential dwellings and a new access from College Lane. The proposed schedule of accommodation is provided in Table 4.1 below with the proposed site layout plan attached at **Appendix E**.

Dwelling	Bedrooms
01	2
02	2
03	3
04	4
05	4
06	4

Table 4.1 – Schedule of Accommodation

Access Arrangements

- 4.2 The site is currently undeveloped land benefitting from an existing gated access onto College Lane. It is proposed that the existing access be closed and a new access constructed approximately 10 metres to the south-east.
- 4.3 This proposed access arrangement will be formed as a bellmouth junction with 6 metre kerb radii. This arrangement was deemed to be acceptable as part of pre-application correspondence with WSCC. The proposed internal access road will measure 4.8 metres. The proposed access arrangement is provided in **Appendix F**.

Access Visibility

- 4.4 An Automatic Traffic Count (ATC) survey was undertaken in order to determine the 85th percentile speeds along College Lane.
- 4.5 The southern ATC recorded an 85th percentile speed of 30mph for northbound traffic. The northern ATC recorded an 85th percentile speed of 30.9mph for southbound traffic. Based on these speeds, the Manual for Streets (MfS) recommendations have been utilised to calculate the visibility splay requirements. Based on this approach there is a requirement for visibility splays of 2.4 by 42.9 metres to the south, to account for northbound travel, and a 2.4 metre by 44.7 metres to the north to account for southbound travel.
- 4.6 A drawing demonstrating that these visibility splay requirements are achievable from the site access is attached at **Appendix F**.

Parking Standards

- 4.7 The parking standards for the site are set out within the WSCC 'Guidance on Parking at New Developments' document, adopted in September 2020. As part of their pre-application comments, WSCC stated that the site is located within Parking Behaviour Zone 2. The relevant parking standards for the proposed development in Parking Behaviour Zone 2 are set out below in Table 4.2.

Number of Bedrooms	Quantity	Car Parking Spaces per dwelling	Cycling Parking Spaces per dwelling
2	2	1.7	1
3	1	2.1	2
4+	3	2.7	2
TOTAL	6	13.6	10

Table 4.2 – Car Parking Standards

- 4.8 Table 4.2 demonstrates that there is a requirement for 14 car parking spaces and 10 cycle parking spaces to be provided at the site.
- 4.9 WSCC suggests providing unallocated parking to allow additional demand for visitor parking at a rate of 0.2/spaces per dwelling. For this development, this would come to 1.2 spaces.

Car Parking Provision

- 4.10 All dwellings will be allocated two car parking spaces. Additionally, there will be two unallocated visitor parking bays. The proposed dwellings with 3 and 4-bedrooms will additionally contain separate garages. All dwellings will be provided with an electric vehicle charging point in accordance with Building Regulations. A swept path analysis of a private car accessing a selection of the proposed parking spaces has been undertaken and is attached at **Appendix G**.

Cycle Parking

- 4.11 It is proposed that cycle parking will be accommodated within the curtilage of each property within a secure and sheltered facility. The provision would ensure accordance with WSCC standards for each dwelling. There will be scope for electric cycle charging infrastructure to be provided within the proposed cycle parking provision.

Servicing and Emergency Access

- 4.12 It is proposed that all servicing will occur on site, with vehicles entering in a forward gear, turning on site, and existing in a forward gear. A swept path analysis of relevant service vehicles accessing and egressing the site is attached at **Appendix G**.

Summary

- 4.13 The above review demonstrates that safe and suitable access can be achieved to the site, the principle of which has been agreed with WSCC during pre-application discussions. The proposed car and cycle parking provision is in accordance with WSCC standards and will include provision for electric vehicle and electric cycle charging infrastructure. All servicing of the site will occur on site with vehicles able to enter and exit the site in a forward gear.

5.0 Trip Generation

- 5.1 This section outlines the level of movements that are likely to be generated by the proposed development. When assessing the impacts, it is generally considered that the peak times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that flows associated with the site are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Use

- 5.2 In order to calculate the predicted total people and total vehicle movements associated to the site, the TRICS database has been utilised with the following dataset '03 Residential – A Houses Privately Owned' with the following criteria:

- ▶ Sites located in England;
- ▶ 'Suburban Area' and 'Edge of Town' locations;
- ▶ Sites surveyed between the 1st January 2018 and the most recently available surveys (24th March 2026); and,
- ▶ Sites with 1-30 dwellings present.

- 5.3 The general filtering set out above was used within the pre-application stage with WSCC stating in their comments that:

"The site selection methodology used to derive TRICS trip rates is acceptable."

- 5.4 As such, it is deemed that the filtering undertaken is suitable. It should be noted that the dates of sites selected has been updated to include sites added to the TRICS database since the pre-application was submitted.

- 5.5 In addition to the general filtering undertaken, the individual sites have been scrutinised to ensure that they hold similar characteristics to the development site. The filtering undertaken identified 6 sites with similar characteristics.

- 5.6 The predicted total people and total vehicle movements associated with the site are set out in Table 5.1 below. The full TRICS output data is attached at [Appendix H](#).

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total (07:00-19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rate	0.701	1.052	0.519	0.312	4.152	3.978
Total Person Movements	4	6	3	2	25	24
Total Vehicle Trip Rate	0.468	0.506	0.325	0.156	2.601	2.463
Total Vehicle Movements	3	3	2	1	16	15
*Numbers may not add due to rounding						

Table 5.1: Predicted Trip Generation – 6 Dwellings

- 5.7 Table 5.1 demonstrates the predicted trip generation associated with the development proposals for the site. During the morning peak, it is predicted that the site would generate 10 total people movements, of which 6 would occur by vehicle. During the evening peak, it is predicted that the site would generate 5 total people movements, of which 3 would occur by vehicle. Over the course of a typical weekday, it is predicted that the site would generate 49 total people movements, of which 31 would occur by vehicle.

- 5.8 The predicted trip generation associated with the site is not likely to have a detrimental impact had on the operation of the local highway network. In addition, WSCC stated in respect to the approved development adjacent to the site (Reference: DM/24/1139) that:

"The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed residential scheme. Using the trip rates derived from TRICS it is estimated that the development is likely to generate 4 additional vehicular trips in the AM peak, 3 in the PM peak and a total of 31 daily trips. The Highway Authority do not consider that this level of trip generation could cause any capacity concerns on the operation of the local highway network."

- 5.9 As such, it can be concluded that the predicted trip generation associated with the site would not be detrimental to the operation of the local highway network.

6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared on behalf of Remmus Designer Homes Limited to accompany a planning application for the construction of 6 residential dwellings with associated parking at land east of College Lane, Hurstpierpoint, BN6 9AF.
- 6.2 In summary, this Transport Statement demonstrates the following:
- ▶ That the planning history in relation to the approved development (Reference: DM/24/1139) located to the immediate south of the site demonstrates that the principle of development has been accepted in this location and that the site can be deemed to be located within a sustainable location;
 - ▶ That there are no existing highway safety issues within the area surrounding the proposed site access;
 - ▶ That the site benefits from good accessibility to active travel and public transport infrastructure;
 - ▶ That safe and suitable access can be achieved to the site as agreed with WSCC during pre-application discussions;
 - ▶ That appropriate visibility is achievable from the proposed site access;
 - ▶ That the proposed car and cycle parking is in accordance with WSCC standards;
 - ▶ That all servicing will occur on site with vehicles able to enter and exit the site in a forward gear; and,
 - ▶ That the level of movements associated with the site is not predicted to be significant and will not result in a detrimental impact had on the operation of the local highway network.
- 6.3 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there will not be any demonstrable harm arising from the proposed development and that it will not cause any severe impacts. Therefore, there are no traffic or transport related reasons why the development should be resisted.

Appendix A

WSCC Pre-Application Comments

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Motion FAO: Will Milne-Caney
FROM:	WSCC - Highways Authority
DATE:	21 April 2025
LOCATION:	LAND AT GRID REFERENCE 529148 117006 COLLEGE LANE HURSTPIERPOINT WEST SUSSEX BN6 9AF
SUBJECT:	Internal Reference: PRE-22-25 Construction of seven dwellings and associated access.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted for a pre-application advice to construct 7 nos. dwellings (Class C3) with creation of a new access, parking and landscaping. The site address is land at grid reference 529148, 117006, College Lane, Hurstpierpoint BN6 9AF.

The applicant's transport consultant from Motion engaged in a formal discussion with the LHA via an online meeting held on Friday, Wednesday, 16th April 2025. The pre-application discussion was supported by a Pre-App letter and associated plans to discuss any highway safety or capacity implications of the proposal.

The requested information but not limited to must be included within a Transport Statement (TS) as part of any future planning application. The LHA would offer the following comments.:

- The application site is a vacant land located on the eastern side of College Lane, on the northern outskirts of Hurst Wickham. The site is currently accessed via a gated access from the northern edge of the site onto College Lane.
- A new access is proposed slightly towards the south of the site. The new access takes the form of a simple priority bellmouth junction with 6.0m kerb radii and internal shared surface width measuring 4.1m. The highway authority considers this width to be too narrow for two vehicles to pass and therefore recommends a minimum access width of 4.5m.
- The turning head provided near to dwellings 6 and 7 seems very narrow for a fire appliance or refuse vehicle to enter, turn within site and exit in forward gear. Swept path analysis must be carried

out for larger vehicles such as a fire appliance and a refuse vehicle used according to local authority's standards.

- The site lies within parking behaviour zone (PBZ) 2 and the proposed parking provision is in accordance with WSCC's Parking Standards.
- The site selection methodology used to derive TRICS trip rates is acceptable.

To summarise, the below information must be included with a Transport Statement submitted with any future planning application.

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.
- Personal Injury Accident (PIA) data near to the site access for the previous 5 years.
- Parking strategy, including provision of parking for all modes of transport.
- Relevant data collected to date.

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

Roopa Bilichodmath
Planning Services

Appendix B

Permitted Development (DM/24/1139) – WSCC Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSCC – Highways Authority
DATE:	9 July 2024
LOCATION:	Land At 147 To 149 College Lane Hurstpierpoint West Sussex
SUBJECT:	DM/24/1139 Erection of 7 detached dwellings with new access from College Lane together with parking, landscaping and associated works. More information received from Joanne Fisher's email on 1st July 2024.
DATE OF SITE VISIT:	Monday, 8 th July 2024
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application (DM/24/1139), with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Statement (TS) and associated plans.

The application has been identified in the Mid Sussex District Council's RAG (Red, Amber, and Green) report as 'Amber'. Following correspondence with the case officer, a site inspection was conducted on Monday, 8th July 2024.

Site Context

The application site is a vacant land, located on the eastern side of College Lane, within Hurstpierpoint. The site is surrounded by residential properties to the south and vacant land area to the north. This full application seeks permission to development the site into a residential scheme (Class C3) comprising 7 dwellings (1 x 2-bed, 4 x 3-bed and 2 x 4-bed units) with associated parking and landscaping.

Access Arrangement

The site is accessed from College Lane, which is a two-way single carriageway road. There is a speed restriction of 30 miles per hour near to site access. A new bellmouth access of 5.2 metres width will be formed. ATC surveys have recorded 85th percentile speeds of 23.7mph northbound and 21.7mph southbound. In line with Manual for Streets (MfS) guidance, for the recorded speeds, visibility splays of 31.0 metres and 27.6 metres are required. Drawing 2023/7481/001 demonstrates achievable visibility splays of 37 metres and 27.6 metres.

An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident of personal injury reported near to the site access. This indicates the site

access has been operating in a safe manner in its current form with no evidence to indicate of any concerns with the road design / geometry.

Sustainable Transport Accessibility

There are no dedicated footways along College Lane, which is not unusual in a rural setting. However, there is street lighting which the road users could benefit from. Whilst there is no dedicated cycling infrastructure near to the site, slow speed of traffic along College Lane is favourable for cycling. The nearest bus stops are located along B2116 Hassocks Road, to the south of site and the nearest train station is located approx. 2.6km to the south of site providing connectivity to wider transport network.

Parking and Internal Layout

In accordance with WSCC Parking Guidance, the site is within Parking Behaviour Zone 2 which requires 16 vehicular parking spaces. The scheme proposes to provide 17 spaces; therefore, adequate level of vehicular parking has been provisioned. Each dwelling will be provided with 2 nos. cycle parking spaces. The LHA advise that these spaces are in a safe, secure, and conveniently accessible location to encourage sustainable travel.

Delivery and servicing will be carried out on site. Drawing 2023/7481/003 demonstrates the manoeuvring of a standard refuse collection vehicle entering the site, turning using the internal turning head and leaving the site in forward gear. This confirms the suitability of the vehicle to accommodate large vehicles.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed residential scheme. Using the trip rates derived from TRICS it is estimated that the development is likely to generate 4 additional vehicular trips in the AM peak, 3 in the PM peak and a total of 31 daily trips. The Highway Authority do not consider that this level of trip generation could cause any capacity concerns on the operation of the local highway network.

Conclusion

The Local Highway Authority (LHA) do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Access

No part of the development shall be first occupied until such time as the vehicular and pedestrian accesses serving the development have been constructed in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Visibility

No part of the development shall be first occupied until visibility splays have been provided at the site access onto College Lane, in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking and turning space within the development.

Cycle Parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Reason: In the interests of road safety.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

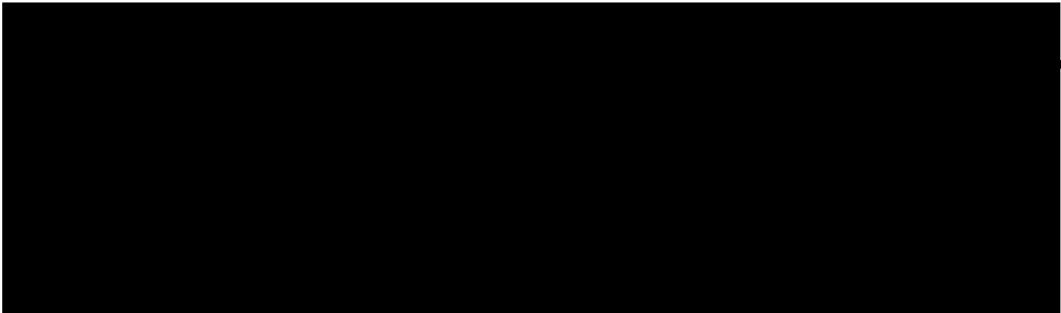
Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Roopa Bilichodmath
West Sussex County Council – Planning Services

Appendix C

MSDC Email Correspondence – (DM/26/0648)



Following our meeting on the on 8 April, and your subsequent email on 28th April with amendments to the scheme reducing the proposed number of dwellings from 7 to 6 units, please find below my comments and further thoughts on your proposal.

Principle

In terms of the principle of the development, the site lies in the countryside and as such the countryside policies would apply. Policy DP12 of the MSDP refers to the protection of the countryside and states, in part, that development will be permitted in the countryside provided it maintains or where possible enhances the quality of the rural and landscape character of the District, and is necessary for the purposes of agriculture or is supported by a specific policy reference either elsewhere in the Plan, a Development Plan Document or relevant Neighbourhood Plan.

Policy DP15 of the MSDP refers to new homes in the countryside and sets out the special justifications where new homes would be permitted. Special justification would include:

- Essential agricultural or forestry workers accommodation
- Exceptional design quality for isolated new homes
- Rural exception sites
- DP6 requirements being met

Policy DP6 of the MSDP states in part that:

‘Outside defined built-up area boundaries, the expansion of settlements will be supported where:

1. The site is allocated in the District Plan, a Neighbourhood Plan or subsequent Development Plan Document or where the proposed development is for fewer than 10 dwellings; and
2. The site is contiguous with an existing built-up area of the settlement; and
3. The development is demonstrated to be sustainable, including by reference to the settlement hierarchy.’

Policy HurstC1 of the Neighbourhood Plan relates to conserving and enhancing character and allow development in the countryside where it is an appropriate countryside use or it maintains or enhances the quality of the rural and landscape character.

In this case the proposed residential development would not meet any of these criteria and would therefore be contrary to the above policies, in regard to development in the countryside. However, the circumstance of this site is such that it is material that there has been a recent approval for the erection of 7 detached dwellings on a site that lies immediately to south of the site. Although, it is noted that the approved development of 7 houses to the south of the site are contiguous to the development boundary of Hurstpierpoint and is for less than 10 dwelling. Nevertheless, given the approval of the housing adjacent to your proposal it is considered that the proposed site could be viewed as infill development and with the approved development to the south and the existing row of terraced housing to the north.

It is also acknowledged that, while the Council has performed excellently in respect of the Housing Delivery Test, a new standard method formula was published alongside the NPPF which gives Mid Sussex a significantly higher housing requirement than the current District Plan. As a result and having regard for the need for an appropriate buffer, the Council is unable to demonstrate a five year supply of deliverable housing sites as per the requirements of paragraph 78 of the NPPF. In respect to the lack of a five year supply of deliverable housing, DP6 is a policy which is considered to be a policy relating to the supply of housing and as such can be considered to be out-of-date, having regard to the NPPF tests. As such, this policy can be given limited weight in the determination of applications.

Sustainable location

Policy DP21 requires development to be sustainably located to minimise the need for travel and in relation to access to shops, other services and employment opportunities and reduce reliance on the private car. While previous comments on the sustainability of the site have been negative, it is relevant that in recommending approval for the 7 houses under DM/24/1139 the officer report states:

Whilst it is acknowledged that the site is situated at the further ends of Hurstpierpoint where there are no pedestrian footways, it is considered that in this instance that the site can be considered sustainable. There is street lighting along College Lane and due to the site lying within the 30 mph speed limit it is favourable for cycling which could provide an alternative to the use of the private vehicle.

I therefore consider that given the above the same reasoning would apply to your site.

Design

I consider that the two front units to be acceptable and in keeping with the general street scene and linear development along College Lane, at this point with a terrace of four houses to the north fronting the highway. The proposed frontage housing shows a fairly traditional design, and it is noted that there are a variety of house designs in the vicinity, therefore this aspect of the proposals is considered acceptable subject to further details of the proposed materials.

However, I still have some concerns regarding the quantum of the development to the rear. Whilst I note the reduction from 7 to 6 units, I note also that this has been achieved by merging two of the two-bedroom units into one large 4 bedroom unit, so that visually there is not a significant change in the footprint and, scale and mass of the overall development. I consider that this aspect of the development should be looked at further to achieve a meaningful reduction in the overall scale of the proposal. While the visual were useful the scale of the development still feels too urban for what is an edge of settlement rural location.

Water Supply

Policy DP42 of the District Plan relates to Water Infrastructure and the Water Environment and requires applicants to show that there is adequate water supply to serve the development. Therefore if you were to proceed in the submission of any application you would need to provide evidence of who will be supplying water to the development and forward confirmation of any agreement.

Infrastructure

Due to the scale of the development, the proposal would require a number of contributions. Details of this can be found at the following link:

<https://www.midsussex.gov.uk/media/3614/development-infrastructure-and-contributionsspd.pdf> .

Ashdown Forest

Whilst the site falls outside of the 7km zone of the Ashdown Forest, each planning application needs to be assessed for its potential traffic impacts on the Ashdown Forest Special Area of Conservation in relation to the impact of nitrogen deposition. Further information in respect of this can be viewed at the following link:

<https://www.midsussex.gov.uk/planning-building/protecting-ashdown-forest/>

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 which requires a mandatory 10% net gain in biodiversity further detail can be found on the MSDC website:

<https://www.midsussex.gov.uk/planning-building/biodiversity-net-gain/>

Summary

The application site lies in countryside, outside the built up area, and thus would be contrary to policies DP6 and DP12 of the District Plan as general housing development is not one of the permitted exceptions to the policy of restraint in the countryside set out in DP15. The aim of the policy is to protect the countryside in recognition of its intrinsic character and beauty. However, in this case it is considered that an argument could be made that the site could be viewed as an infill development given the recent approval of 7 houses to the south of the site and the existing development to the north.

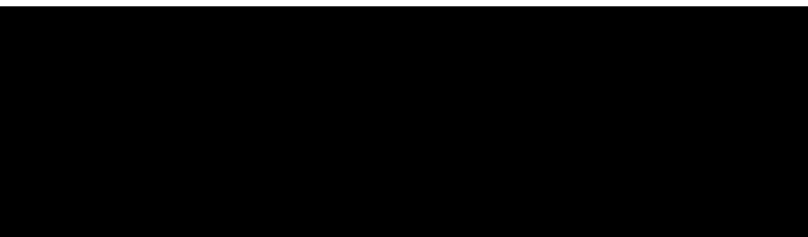
However, there are still concerns with the quantum of development proposed to the rear and this should be reviewed further as the reduction from 7 to 6 units has been achieved with little visual reduction in practice.

Given that the site adjacent was deemed to be sustainably located then it follows that the proposed site is also sustainable.

The views expressed in this letter are at officer level only and do not prejudice the Council from making whatever decision it considers appropriate on any application subsequently submitted.

The information contained in this email may be subject to public disclosure under the Freedom of Information Act 2000. Unless the information contained is legally exempt from disclosure, we cannot guarantee that we will not provide the whole or part of this advice to a third party making a request for information about the subject matter.

Kind Regards



The information contained in this email may be subject to public disclosure under the Freedom of Information Act 2000. Unless the information contained in this email is legally exempt from disclosure, we cannot guarantee that we will not provide the whole or part of this email to a third party making a request for information about the subject matter of this email. This email and any

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Appendix D

ATC Data

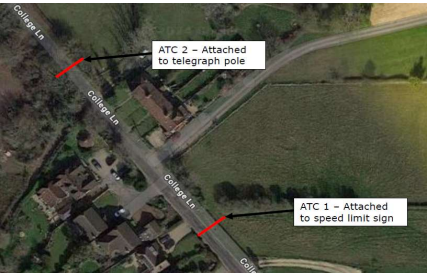
VEHICLE SPEED AND VOLUME SURVEY – ATC 1 - COLLEGE LANE, HURSTPIERPOINT, WEST SUSSEX BN6 9AF.

DATASETS:

Site: College Lane ATC 1 on speed sign post.
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 00:00 10 March 2025 => 00:00 17 March 2025
File: Hassocks18Mar2025.ECO (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*

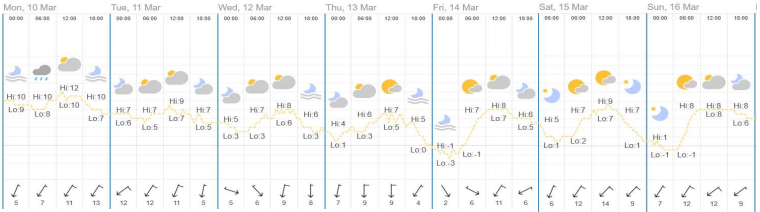
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
 30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
 35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax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

Seven Day Weather Report



Benchmark Data Collection

Mon 10	March	2025	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	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				30	30	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	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	2	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9.5	20.5	31.6	1	50	-
0600	6	8	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	24.4	28.3	33.5	2	33.3	-
0700	21	29	0	0	0	1	11	6	3	0	0	0	0	0	0	0	0	0	19.7	25.1	32.9	3	14.3	29.5
0800	58	87	0	0	1	5	26	22	4	0	0	0	0	0	0	0	0	0	12.6	24.6	32.8	4	6.9	28.2
0900	46	133	0	0	1	8	18	15	4	0	0	0	0	0	0	0	0	0	13	23.9	31.4	4	8.7	27.7
1000	27	160	3	2	8	3	6	3	2	0	0	0	0	0	0	0	0	0	3.6	17.1	34	2	7.4	25.3
1100	26	186	0	1	3	3	12	7	0	0	0	0	0	0	0	0	0	0	7.2	21.4	28.3	0	0	25.5
1200	21	207	0	0	0	5	8	3	5	0	0	0	0	0	0	0	0	0	15.6	24.6	33.3	5	23.8	30.9
1300	23	230	0	0	1	2	11	7	1	1	0	0	0	0	0	0	0	0	11.9	24.5	36.1	2	8.7	29.1
1400	26	256	0	0	1	3	13	8	1	0	0	0	0	0	0	0	0	0	14.4	23.1	34.7	1	3.8	25.7
1500	24	280	0	0	1	1	12	8	2	0	0	0	0	0	0	0	0	0	14.4	24.2	30.4	2	8.3	27.5
1600	50	330	0	0	1	2	24	18	5	0	0	0	0	0	0	0	0	0	10.1	24.6	32.3	5	10	27.7
1700	46	376	0	0	3	9	21	11	2	0	0	0	0	0	0	0	0	0	10.7	22.2	30.5	2	4.3	25.7
1800	61	437	0	1	0	13	25	21	1	0	0	0	0	0	0	0	0	0	8.7	23.2	31.4	1	1.6	27.1
1900	24	461	0	0	2	1	11	4	6	0	0	0	0	0	0	0	0	0	11.9	25.1	34.5	6	25	31.8
2000	15	476	0	0	1	0	4	10	0	0	0	0	0	0	0	0	0	0	14.8	25	29.9	0	0	28
2100	7	483	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6.5	23.5	29.6	0	0	-
2200	4	487	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	16	25.1	28.4	0	0	-
2300	0	487	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	429	487	3	4	20	55	187	129	30	1	0	0	0	0	0	0	0	0	3.6	23.3	36.1	31	7.2	27.7
06-22	481	487	3	5	23	56	204	151	38	1	0	0	0	0	0	0	0	0	3.6	23.5	36.1	39	8.1	28
06-00	485	487	3	5	23	57	204	154	38	1	0	0	0	0	0	0	0	0	3.6	23.5	36.1	39	8	28
00-00	487	487	3	6	23	57	204	154	39	1	0	0	0	0	0	0	0	0	3.6	23.5	36.1	40	8.2	28

Benchmark Data Collection

Tue 11	March	2025	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				30	30	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				
0000	0	487	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0100	0	487	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0200	1	488	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	29.4	29.4	0
0300	0	488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0400	0	488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0500	2	490	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8.8	20.1	31.5	1
0600	1	491	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	26.9	26.9	0
0700	15	506	0	1	0	0	5	6	3	0	0	0	0	0	0	0	0	0	0	8.9	25.3	30.8	3
0800	34	540	0	0	0	2	16	12	4	0	0	0	0	0	0	0	0	0	0	17.5	25	31.6	4
0900	40	580	0	0	2	4	11	17	6	0	0	0	0	0	0	0	0	0	0	11.4	25	34.2	6
1000	22	602	0	0	1	3	9	7	2	0	0	0	0	0	0	0	0	0	0	12.1	23.7	31.1	2
1100	26	628	0	1	2	5	9	6	2	1	0	0	0	0	0	0	0	0	0	6.4	22.6	36.1	3
1200	27	655	0	0	2	1	16	7	1	0	0	0	0	0	0	0	0	0	0	12.2	23.1	30.8	1
1300	23	678	0	1	1	1	11	7	2	0	0	0	0	0	0	0	0	0	0	9.2	23.4	31.5	2
1400	32	710	0	0	4	11	13	3	1	0	0	0	0	0	0	0	0	0	0	12.7	20.6	32.6	1
1500	30	740	0	0	1	9	6	12	2	0	0	0	0	0	0	0	0	0	0	14.8	23.1	33.4	2
1600	51	791	0	0	1	8	21	21	0	0	0	0	0	0	0	0	0	0	0	14.4	23.6	29.8	0
1700	55	846	0	0	2	6	18	24	5	0	0	0	0	0	0	0	0	0	0	13.9	24.6	31.1	5
1800	64	910	0	0	0	2	31	26	5	0	0	0	0	0	0	0	0	0	0	16.8	25.2	34.7	5
1900	29	939	0	0	2	1	17	8	1	0	0	0	0	0	0	0	0	0	0	13	23.7	30.8	1
2000	23	962	0	0	1	2	8	5	4	3	0	0	0	0	0	0	0	0	0	13.2	26.5	37.9	7
2100	8	970	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	20.1	25.1	29.2	0
2200	4	974	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	12.7	19.4	23.7	0
2300	0	974	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
07-19	419	974	0	3	16	52	166	148	33	1	0	0	0	0	0	0	0	0	0	6.4	23.9	36.1	34
06-22	480	974	0	3	19	55	196	165	38	4	0	0	0	0	0	0	0	0	0	6.4	24.1	37.9	42
06-00	484	974	0	3	20	56	198	165	38	4	0	0	0	0	0	0	0	0	0	6.4	24	37.9	42
00-00	487	974	0	4	20	56	198	166	39	4	0	0	0	0	0	0	0	0	0	6.4	24	37.9	43

Benchmark Data Collection

Wed 12	March	2025	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				30	30	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				
0000	0	974	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0100	0	974	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0200	1	975	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.2	31.2	31.2	1
0300	0	975	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0400	0	975	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0500	1	976	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.5	33.5	33.5	1
0600	1	977	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5	22.5	22.5	0
0700	21	998	0	0	1	3	9	6	1	1	0	0	0	0	0	0	0	0	0	11	24.7	35.2	2
0800	35	1033	0	2	2	5	14	10	2	0	0	0	0	0	0	0	0	0	0	7.3	22.5	32.4	2
0900	16	1049	0	0	1	5	6	4	0	0	0	0	0	0	0	0	0	0	0	10.6	21.6	28.8	0
1000	14	1063	0	0	1	4	4	5	0	0	0	0	0	0	0	0	0	0	0	11.7	22.2	29.3	0
1100	14	1077	0	0	1	2	7	2	2	0	0	0	0	0	0	0	0	0	0	12.4	22.6	31.6	2
1200	18	1095	0	0	0	3	8	5	2	0	0	0	0	0	0	0	0	0	0	16.6	24	32.5	2
1300	16	1111	1	0	4	9	1	0	0	1	0	0	0	0	0	0	0	0	0	3.3	16.9	38.8	1
1400	25	1136	0	2	3	7	10	3	0	0	0	0	0	0	0	0	0	0	0	8.6	18.7	27.9	0
1500	33	1169	0	1	15	16	1	0	0	0	0	0	0	0	0	0	0	0	0	7.4	15	22.2	0
1600	37	1206	0	0	2	8	17	8	2	0	0	0	0	0	0	0	0	0	0	11.1	22.4	31.4	2
1700	46	1252	0	0	2	8	23	12	1	0	0	0	0	0	0	0	0	0	0	10.7	23.2	31.4	1
1800	57	1309	0	0	1	12	31	12	1	0	0	0	0	0	0	0	0	0	0	10.5	22.4	33.5	1
1900	24	1333	0	2	1	4	13	4	0	0	0	0	0	0	0	0	0	0	0	7.6	20.8	26.9	0
2000	20	1353	0	0	1	3	11	5	0	0	0	0	0	0	0	0	0	0	0	11.4	22.6	29.3	0
2100	4	1357	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.2	21.3	25.6	0
2200	2	1359	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.8	24.4	26.1	0
2300	0	1359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
07-19	332	1359	1	5	33	82	131	67	11	2	0	0	0	0	0	0	0	0	0	3.3	21.5	38.8	13
06-22	381	1359	1	7	36	89	158	77	11	2	0	0	0	0	0	0	0	0	0	3.3	21.5	38.8	13
06-00	383	1359	1	7	36	89	159	78	11	2	0	0	0	0	0	0	0	0	0	3.3	21.5	38.8	13
00-00	385	1359	1	7	36	89	159	78	13	2	0	0	0	0	0	0	0	0	0	3.3	21.5	38.8	15

Benchmark Data Collection

Thu 13	March	2025	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				30	30	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				
0000	0	1359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0100	0	1359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0200	1	1360	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.2	30.2	30.2	1
0300	0	1360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0400	0	1360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0500	2	1362	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	30.3	31	31.6	2
0600	5	1367	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	23.2	28.2	34.3	2
0700	24	1391	1	0	0	1	7	12	3	0	0	0	0	0	0	0	0	0	0	4.6	25.1	32.7	3
0800	43	1434	0	1	0	1	15	18	7	1	0	0	0	0	0	0	0	0	0	8.8	26.1	35.4	8
0900	34	1468	0	0	0	2	16	10	6	0	0	0	0	0	0	0	0	0	0	16.5	25.5	33.5	6
1000	20	1488	0	0	2	2	9	5	2	0	0	0	0	0	0	0	0	0	0	13.3	23	31.5	2
1100	25	1513	0	0	1	7	8	8	1	0	0	0	0	0	0	0	0	0	0	11.1	22.6	33.8	1
1200	33	1546	0	0	1	6	17	7	2	0	0	0	0	0	0	0	0	0	0	14.6	23.1	30.7	2
1300	24	1570	0	0	1	2	6	14	0	1	0	0	0	0	0	0	0	0	0	14.8	25.3	36.2	1
1400	32	1602	0	1	2	0	12	14	3	0	0	0	0	0	0	0	0	0	0	9.6	24.9	33.8	3
1500	24	1626	0	0	0	2	10	8	4	0	0	0	0	0	0	0	0	0	0	16.9	25.5	32.5	4
1600	52	1678	0	0	3	1	22	21	4	1	0	0	0	0	0	0	0	0	0	13.7	24.7	35.6	5
1700	61	1739	0	0	2	5	21	28	5	0	0	0	0	0	0	0	0	0	0	14.4	25	34.3	5
1800	60	1799	0	0	1	2	31	25	1	0	0	0	0	0	0	0	0	0	0	10.6	24.2	30.7	1
1900	19	1818	0	0	1	4	4	9	1	0	0	0	0	0	0	0	0	0	0	14.1	23.4	30.3	1
2000	12	1830	0	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	0	18.5	24.7	29.8	0
2100	10	1840	0	0	1	1	2	4	2	0	0	0	0	0	0	0	0	0	0	11.9	23.9	30.7	2
2200	8	1848	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	20.9	24.2	32.7	1
2300	1	1849	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	15.3	15.3	0
07-19	432	1849	1	2	13	31	174	170	38	3	0	0	0	0	0	0	0	0	0	4.6	24.7	36.2	41
06-22	478	1849	1	2	15	37	185	192	43	3	0	0	0	0	0	0	0	0	0	4.6	24.6	36.2	46
06-00	487	1849	1	2	15	38	191	193	44	3	0	0	0	0	0	0	0	0	0	4.6	24.6	36.2	47
00-00	490	1849	1	2	15	38	191	193	47	3	0	0	0	0	0	0	0	0	0	4.6	24.6	36.2	50

Benchmark Data Collection

Fri 14 Time	March Total	2025 RunTot	Southbound															Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								
			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	0	1849	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1849	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	1850	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.3	24.3	24.3	0	0	-
0300	0	1850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	2	1852	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	16.6	23.7	30.9	1	50	-
0700	20	1872	0	0	0	1	10	7	2	0	0	0	0	0	0	0	0	0	18.6	25.1	34.6	2	10	28
0800	46	1918	0	0	1	1	16	20	7	1	0	0	0	0	0	0	0	0	11.4	26.2	36	8	17.4	30
0900	32	1950	0	0	0	0	12	15	4	1	0	0	0	0	0	0	0	0	21.8	26.7	35.7	5	15.6	29.3
1000	28	1978	0	0	1	2	11	11	3	0	0	0	0	0	0	0	0	0	10.1	24.5	32	3	10.7	28.6
1100	28	2006	0	1	0	5	12	8	2	0	0	0	0	0	0	0	0	0	6.9	23.5	30.8	2	7.1	28.9
1200	26	2032	0	0	1	3	9	9	4	0	0	0	0	0	0	0	0	0	11.7	24.7	33.2	4	15.4	29.3
1300	35	2067	0	1	4	3	12	12	2	1	0	0	0	0	0	0	0	0	9.6	23.6	36.4	3	8.6	28.4
1400	30	2097	0	1	0	2	10	9	7	1	0	0	0	0	0	0	0	0	9.6	25.7	37.9	8	26.7	31.1
1500	41	2138	0	0	4	3	14	15	5	0	0	0	0	0	0	0	0	0	11.5	24.1	32.8	5	12.2	29.5
1600	37	2175	0	0	0	6	15	11	5	0	0	0	0	0	0	0	0	0	15.8	24.5	33.2	5	13.5	28.9
1700	87	2262	0	0	0	5	45	30	6	1	0	0	0	0	0	0	0	0	15.5	24.7	39.8	7	8	27.5
1800	37	2299	0	1	0	6	16	13	1	0	0	0	0	0	0	0	0	0	8	23.1	30.4	1	2.7	26.6
1900	41	2340	0	0	1	5	17	15	3	0	0	0	0	0	0	0	0	0	12.8	24.2	33.3	3	7.3	28.4
2000	22	2362	0	0	0	0	7	12	2	1	0	0	0	0	0	0	0	0	21.1	26.2	35.8	3	13.6	28.9
2100	8	2370	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	20.3	23.9	29.6	0	0	-
2200	3	2373	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	18	21	23.6	0	0	-
2300	1	2374	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	10.7	10.7	0	0	-
07-19	447	2374	0	4	11	37	182	160	48	5	0	0	0	0	0	0	0	0	6.9	24.7	39.8	53	11.9	29.1
06-22	520	2374	0	4	12	43	212	189	54	6	0	0	0	0	0	0	0	0	6.9	24.7	39.8	60	11.5	29.1
06-00	524	2374	0	4	13	44	214	189	54	6	0	0	0	0	0	0	0	0	6.9	24.7	39.8	60	11.5	29.1
00-00	525	2374	0	4	13	44	215	189	54	6	0	0	0	0	0	0	0	0	6.9	24.7	39.8	60	11.4	29.1

Benchmark Data Collection

Sat 15	March	2025	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				30	30	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	0	2374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	2374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	2374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	2374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	2375	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	31.3	31.3	1	100	-
0600	3	2378	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	23.7	25.6	26.6	0	0	-
0700	3	2381	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	20.6	24.3	30.1	1	33.3	-
0800	22	2403	0	0	0	4	9	8	0	1	0	0	0	0	0	0	0	0	0	19.1	24.1	35.5	1	4.5	27.1
0900	30	2433	0	0	0	2	14	11	3	0	0	0	0	0	0	0	0	0	0	17.3	25.3	32.3	3	10	29.5
1000	21	2454	0	0	1	0	9	9	2	0	0	0	0	0	0	0	0	0	0	13.9	25.2	31.2	2	9.5	28.9
1100	54	2508	0	0	2	7	22	19	4	0	0	0	0	0	0	0	0	0	0	10.2	24	34	4	7.4	27.7
1200	37	2545	0	1	1	4	9	16	5	1	0	0	0	0	0	0	0	0	0	9.7	25.4	37.9	6	16.2	29.1
1300	30	2575	0	0	0	6	9	10	4	1	0	0	0	0	0	0	0	0	0	17.2	24.9	37.4	5	16.7	30
1400	29	2604	0	2	1	0	8	14	4	0	0	0	0	0	0	0	0	0	0	8.6	25.1	33.7	4	13.8	29.8
1500	43	2647	0	0	0	3	17	16	7	0	0	0	0	0	0	0	0	0	0	17.4	25.8	33.3	7	16.3	30.2
1600	26	2673	0	0	1	1	7	12	5	0	0	0	0	0	0	0	0	0	0	14.6	26.2	32.6	5	19.2	30
1700	27	2700	0	0	0	4	15	7	1	0	0	0	0	0	0	0	0	0	0	18	23.2	32.3	1	3.7	27.5
1800	24	2724	0	1	2	1	9	8	3	0	0	0	0	0	0	0	0	0	0	9.3	23.5	32.4	3	12.5	27.7
1900	8	2732	0	0	1	0	2	5	0	0	0	0	0	0	0	0	0	0	0	14.3	25.1	28.8	0	0	-
2000	6	2738	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	18.2	26.6	37.2	2	33.3	-
2100	5	2743	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	20.9	25.6	28.6	0	0	-
2200	3	2746	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	21.8	29.8	37.4	2	66.7	-
2300	1	2747	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.4	23.4	23.4	0	0	-
07-19	346	2747	0	4	8	32	130	130	39	3	0	0	0	0	0	0	0	0	0	8.6	24.8	37.9	42	12.1	29.5
06-22	368	2747	0	4	9	33	137	141	40	4	0	0	0	0	0	0	0	0	0	8.6	24.9	37.9	44	12	29.5
06-00	372	2747	0	4	9	33	139	141	41	5	0	0	0	0	0	0	0	0	0	8.6	24.9	37.9	46	12.4	29.5
00-00	373	2747	0	4	9	33	139	141	42	5	0	0	0	0	0	0	0	0	0	8.6	24.9	37.9	47	12.6	29.5

College Lane ATC 1

Sun 16	March	2025	Southbound																							
Time	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				30	30	85		
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80								
0000	2	2749	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	20.8	23.1	25.3	0	0	-		
0100	0	2749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0200	0	2749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0300	0	2749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0400	0	2749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0500	1	2750	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.9	29.9	29.9	0	0	-		
0600	0	2750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0700	3	2753	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9.7	18.9	24.2	0	0	-		
0800	10	2763	0	0	0	0	3	3	4	0	0	0	0	0	0	0	0	0	20.2	27.8	33.3	4	40	-		
0900	14	2777	0	1	1	2	5	4	1	0	0	0	0	0	0	0	0	0	9.3	22.9	30.3	1	7.1	28.4		
1000	35	2812	0	2	1	2	12	17	1	0	0	0	0	0	0	0	0	0	8.4	24.1	33	1	2.9	28.4		
1100	28	2840	0	0	3	1	13	8	3	0	0	0	0	0	0	0	0	0	10	23.9	34.6	3	10.7	29.5		
1200	42	2882	0	1	2	6	12	16	3	2	0	0	0	0	0	0	0	0	9.6	24	37.9	5	11.9	29.5		
1300	29	2911	0	1	0	1	13	12	1	1	0	0	0	0	0	0	0	0	9.4	24.9	36.9	2	6.9	28.6		
1400	33	2944	0	1	1	2	13	9	5	2	0	0	0	0	0	0	0	0	8.3	25.2	37.9	7	21.2	30.2		
1500	35	2979	0	0	1	3	13	16	2	0	0	0	0	0	0	0	0	0	13	24.5	30.9	2	5.7	28.4		
1600	35	3014	0	0	2	7	14	11	1	0	0	0	0	0	0	0	0	0	10.9	23.1	32.4	1	2.9	28		
1700	32	3046	0	0	3	4	10	15	0	0	0	0	0	0	0	0	0	0	10.9	23.5	28.6	0	0	27.3		
1800	15	3061	0	0	0	2	6	7	0	0	0	0	0	0	0	0	0	0	18.7	24.1	28.2	0	0	26.6		
1900	14	3075	0	0	1	2	5	3	2	1	0	0	0	0	0	0	0	0	11	24.2	35.9	3	21.4	30.6		
2000	3	3078	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	14.9	22.4	29.4	0	0	-		
2100	7	3085	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	17.7	23.9	35.8	1	14.3	-		
2200	1	3086	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	17	17	0	0	-		
2300	1	3087	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.2	32.2	32.2	1	100	-		
07-19	311	3087	0	7	14	30	116	118	21	5	0	0	0	0	0	0	0	0	8.3	24.1	37.9	26	8.4	28.4		
06-22	335	3087	0	7	16	34	125	123	23	7	0	0	0	0	0	0	0	0	8.3	24.1	37.9	30	9	28.6		
06-00	337	3087	0	7	16	35	125	123	24	7	0	0	0	0	0	0	0	0	8.3	24.1	37.9	31	9.2	28.6		
00-00	340	3087	0	7	16	35	126	125	24	7	0	0	0	0	0	0	0	0	8.3	24.1	37.9	31	9.1	28.6		
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				30	30	85		
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80								
	3087	3087	5	34	132	352	1232	1046	258	28	0	0	0	0	0	0	0	0	3.3	24	39.8	286	9.3	28.6		

Benchmark Data Collection

Mon 10	March	2025	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				30	30	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	0	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	0	-
0200	0	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	0	-
0400	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	21.6	26.7	31.8	1	50	-
0500	7	9	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	20.4	26.4	33	2	28.6	-
0600	7	16	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	22.1	25.9	29.8	0	0	-
0700	73	89	0	0	0	8	29	28	4	4	0	0	0	0	0	0	0	0	0	17.7	25.4	39.5	8	11	29.1
0800	139	228	0	0	0	7	55	59	18	0	0	0	0	0	0	0	0	0	0	15.3	25.7	33.3	18	12.9	29.1
0900	42	270	0	0	1	2	12	22	4	1	0	0	0	0	0	0	0	0	0	14	26	37.1	5	11.9	29.5
1000	43	313	1	4	5	12	8	12	1	0	0	0	0	0	0	0	0	0	0	3.6	19.8	32.5	1	2.3	27.1
1100	18	331	1	0	1	0	7	9	0	0	0	0	0	0	0	0	0	0	0	4	23.1	28.2	0	0	27.1
1200	36	367	0	0	0	2	15	13	6	0	0	0	0	0	0	0	0	0	0	16.2	25.6	33.6	6	16.7	30
1300	28	395	0	0	2	4	8	11	3	0	0	0	0	0	0	0	0	0	0	12.7	24.3	32.2	3	10.7	29.3
1400	24	419	0	0	0	4	9	9	2	0	0	0	0	0	0	0	0	0	0	16.4	24.1	30.3	2	8.3	27.7
1500	40	459	0	0	1	2	17	15	4	0	1	0	0	0	0	0	0	0	0	14.5	25.4	41.1	5	12.5	28.9
1600	36	495	0	0	1	5	11	15	3	1	0	0	0	0	0	0	0	0	0	11.8	25.1	37.1	4	11.1	29.5
1700	73	568	0	2	3	8	24	30	4	1	1	0	0	0	0	0	0	0	0	8.1	24.1	42.7	6	8.2	28.2
1800	40	608	0	0	0	4	6	18	12	0	0	0	0	0	0	0	0	0	0	15.8	27.3	33.8	12	30	31.3
1900	26	634	0	1	1	3	9	9	3	0	0	0	0	0	0	0	0	0	0	9.6	24.1	32.1	3	11.5	28.9
2000	10	644	0	0	1	0	3	5	1	0	0	0	0	0	0	0	0	0	0	12.2	24.8	32.2	1	10	-
2100	7	651	0	1	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	8.4	24.6	31.8	1	14.3	-
2200	1	652	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30	30	30	0	0	-
2300	0	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	592	652	2	6	14	58	201	241	61	7	2	0	0	0	0	0	0	0	0	3.6	24.9	42.7	70	11.8	29.3
06-22	642	652	2	8	16	61	216	264	66	7	2	0	0	0	0	0	0	0	0	3.6	24.9	42.7	75	11.7	29.3
06-00	643	652	2	8	16	61	216	265	66	7	2	0	0	0	0	0	0	0	0	3.6	24.9	42.7	75	11.7	29.3
00-00	652	652	2	8	16	61	220	267	69	7	2	0	0	0	0	0	0	0	0	3.6	24.9	42.7	78	12	29.3

Benchmark Data Collection

Tue 11	March	2025	Northbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	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	653	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.2	30.2	30.2	1	100	-	
0100	0	653	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	653	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	1	654	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	19.4	19.4	0	0	-	
0400	0	654	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	5	659	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	18.9	24.9	33	1	20	-	
0600	15	674	0	0	0	2	5	7	1	0	0	0	0	0	0	0	0	0	15.4	24.5	30.6	1	6.7	28.6	
0700	67	741	0	0	1	6	22	29	8	1	0	0	0	0	0	0	0	0	14.3	25.9	35.5	9	13.4	29.5	
0800	130	871	0	0	2	2	39	68	17	2	0	0	0	0	0	0	0	0	13.5	26.6	35.7	19	14.6	29.8	
0900	36	907	0	0	1	4	8	17	5	1	0	0	0	0	0	0	0	0	14.9	26.2	38.2	6	16.7	32.2	
1000	56	963	0	0	1	5	9	32	9	0	0	0	0	0	0	0	0	0	13.9	26.2	34.9	9	16.1	30.6	
1100	27	990	0	0	2	3	6	12	3	1	0	0	0	0	0	0	0	0	11.7	24.9	37	4	14.8	29.5	
1200	28	1018	0	0	0	5	9	11	3	0	0	0	0	0	0	0	0	0	16.8	24.6	31.4	3	10.7	29.3	
1300	29	1047	0	1	0	6	7	12	2	1	0	0	0	0	0	0	0	0	9.6	24.3	36.1	3	10.3	29.1	
1400	42	1089	0	0	2	8	17	12	3	0	0	0	0	0	0	0	0	0	12.9	23.4	32.1	3	7.1	28.2	
1500	35	1124	0	0	0	2	12	18	2	1	0	0	0	0	0	0	0	0	17.9	25.5	35.8	3	8.6	28.6	
1600	45	1169	1	0	1	2	14	18	9	0	0	0	0	0	0	0	0	0	2.3	25.2	32.6	9	20	30.4	
1700	72	1241	0	0	0	5	28	27	10	2	0	0	0	0	0	0	0	0	17.1	25.8	36.2	12	16.7	30.2	
1800	41	1282	0	0	0	4	7	26	4	0	0	0	0	0	0	0	0	0	17.3	26.4	33.3	4	9.8	29.1	
1900	25	1307	0	0	1	1	9	7	6	1	0	0	0	0	0	0	0	0	14.6	26.6	35.6	7	28	31.8	
2000	16	1323	0	0	1	0	5	8	2	0	0	0	0	0	0	0	0	0	10.2	25.5	34.9	2	12.5	28.6	
2100	10	1333	0	0	0	0	4	4	1	0	1	0	0	0	0	0	0	0	22.2	28.3	43.6	2	20	-	
2200	4	1337	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	18.1	23.8	26.4	0	0	-	
2300	1	1338	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.9	32.9	32.9	1	100	-	
07-19	608	1338	1	1	10	52	178	282	75	9	0	0	0	0	0	0	0	0	2.3	25.7	38.2	84	13.8	29.5	
06-22	674	1338	1	1	12	55	201	308	85	10	1	0	0	0	0	0	0	0	2.3	25.7	43.6	96	14.2	29.5	
06-00	679	1338	1	1	12	56	201	311	86	10	1	0	0	0	0	0	0	0	2.3	25.7	43.6	97	14.3	29.5	
00-00	686	1338	1	1	12	58	203	312	88	10	1	0	0	0	0	0	0	0	2.3	25.7	43.6	99	14.4	29.8	

Benchmark Data Collection

Wed 12	March	2025	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				30	30	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				
0000	0	1338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0100	0	1338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0200	0	1338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0300	1	1339	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.8	4.8	4.8	0
0400	0	1339	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0500	7	1346	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	17.9	24.2	29.7	0
0600	11	1357	0	0	0	4	3	4	0	0	0	0	0	0	0	0	0	0	0	16.9	22.8	28	0
0700	71	1428	0	0	1	7	28	33	2	0	0	0	0	0	0	0	0	0	0	13.2	24.1	33.6	2
0800	110	1538	0	0	3	7	34	54	10	1	1	0	0	0	0	0	0	0	0	12.4	25.5	42.5	12
0900	26	1564	0	0	2	4	7	10	2	1	0	0	0	0	0	0	0	0	0	14	24.8	39	3
1000	23	1587	0	0	2	4	9	5	2	1	0	0	0	0	0	0	0	0	0	14.6	23.6	35.9	3
1100	21	1608	0	0	1	5	6	8	1	0	0	0	0	0	0	0	0	0	0	13	23	31.3	1
1200	26	1634	0	0	2	6	9	7	1	1	0	0	0	0	0	0	0	0	0	11.3	22.5	38.6	2
1300	25	1659	0	3	8	7	7	0	0	0	0	0	0	0	0	0	0	0	0	5.7	15.8	23.4	0
1400	27	1686	0	2	14	7	2	2	0	0	0	0	0	0	0	0	0	0	0	7.1	15.3	29.2	0
1500	38	1724	0	4	15	16	2	1	0	0	0	0	0	0	0	0	0	0	0	8	15.2	27	0
1600	41	1765	0	0	3	8	20	9	1	0	0	0	0	0	0	0	0	0	0	11.4	22.1	31.4	1
1700	61	1826	0	0	1	9	23	24	4	0	0	0	0	0	0	0	0	0	0	13.2	24.2	31.8	4
1800	41	1867	0	0	1	3	12	20	4	1	0	0	0	0	0	0	0	0	0	14.3	25.6	36.6	5
1900	27	1894	0	0	4	1	13	8	1	0	0	0	0	0	0	0	0	0	0	13.4	22.3	31.1	1
2000	5	1899	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	22.6	27	35.5	1
2100	5	1904	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	13.5	23.3	30.8	1
2200	1	1905	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7	24.7	24.7	0
2300	0	1905	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
07-19	510	1905	0	9	53	83	159	173	27	5	1	0	0	0	0	0	0	0	0	5.7	22.7	42.5	33
06-22	558	1905	0	9	58	88	179	188	29	6	1	0	0	0	0	0	0	0	0	5.7	22.7	42.5	36
06-00	559	1905	0	9	58	88	180	188	29	6	1	0	0	0	0	0	0	0	0	5.7	22.7	42.5	36
00-00	567	1905	1	9	58	90	181	192	29	6	1	0	0	0	0	0	0	0	0	4.8	22.7	42.5	36

College Lane ATC 1

Thu 13 Time	March Total	2025 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 30	>PSL% 30	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	1905	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	1	1906	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	3.3	3.3	0	0	-	
0200	0	1906	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	1	1907	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	19.8	19.8	0	0	-	
0400	1	1908	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27	27	27	0	0	-	
0500	7	1915	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	22	25.9	31.3	2	28.6	-	
0600	6	1921	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	23.7	26.1	29.7	0	0	-	
0700	77	1998	0	0	2	1	27	30	14	3	0	0	0	0	0	0	0	12.1	26.7	38.8	17	22.1	30.4	
0800	137	2135	0	0	1	9	43	59	22	1	1	1	0	0	0	0	0	13.1	26.3	46.6	25	18.2	30.2	
0900	38	2173	0	0	1	3	16	10	7	1	0	0	0	0	0	0	0	12.9	25.2	35.3	8	21.1	30.2	
1000	32	2205	0	0	0	4	13	12	2	1	0	0	0	0	0	0	0	15.1	25.1	36.3	3	9.4	28.9	
1100	22	2227	0	0	0	2	7	8	4	1	0	0	0	0	0	0	0	16.8	26.2	36.2	5	22.7	30.6	
1200	15	2242	0	0	0	2	5	5	3	0	0	0	0	0	0	0	0	18.2	25.4	32.1	3	20	30.6	
1300	36	2278	0	0	1	5	16	11	3	0	0	0	0	0	0	0	0	12.6	23.7	32.2	3	8.3	28	
1400	46	2324	0	0	1	2	16	17	9	1	0	0	0	0	0	0	0	14	26.2	37.1	10	21.7	30.4	
1500	43	2367	0	0	0	8	13	15	7	0	0	0	0	0	0	0	0	15.4	24.8	34.6	7	16.3	30.6	
1600	44	2411	0	0	1	5	9	19	8	1	0	1	0	0	0	0	0	13.9	26.7	45.4	10	22.7	31.1	
1700	68	2479	0	0	1	2	24	26	11	3	1	0	0	0	0	0	0	12.3	26.5	41.3	15	22.1	30.6	
1800	33	2512	0	0	0	1	14	15	3	0	0	0	0	0	0	0	0	19.8	25.2	31.7	3	9.1	28.2	
1900	26	2538	0	0	1	2	7	12	4	0	0	0	0	0	0	0	0	11.7	25.2	32.2	4	15.4	28.4	
2000	17	2555	0	0	0	1	6	6	2	1	1	0	0	0	0	0	0	18.9	27.4	41.2	4	23.5	31.3	
2100	6	2561	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	24.2	27.2	30.6	2	33.3	-	
2200	6	2567	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	24.7	27.8	30.8	2	33.3	-	
2300	1	2568	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16.2	16.2	16.2	0	0	-	
07-19	591	2568	0	0	8	44	203	227	93	12	2	2	0	0	0	0	0	12.1	25.9	46.6	109	18.4	30.2	
06-22	646	2568	0	0	9	47	220	251	101	13	3	2	0	0	0	0	0	11.7	25.9	46.6	119	18.4	30.2	
06-00	653	2568	0	0	9	48	221	254	103	13	3	2	0	0	0	0	0	11.7	25.9	46.6	121	18.5	30.4	
00-00	663	2568	1	0	9	49	224	257	105	13	3	2	0	0	0	0	0	3.3	25.9	46.6	123	18.6	30.4	

Benchmark Data Collection

Fri 14	March	2025	Northbound															Vmin	Mean	Vmax	>PSL 30	>PSL% 30	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	0	2568	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	2568	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	2568	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	2568	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2568	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	5	2573	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	24.4	28.8	36.9	1	20	-
0600	12	2585	0	0	0	1	6	4	1	0	0	0	0	0	0	0	0	0	19.2	25.1	30.6	1	8.3	27.3
0700	69	2654	0	0	1	7	21	37	2	1	0	0	0	0	0	0	0	0	12.9	25.1	35.1	3	4.3	28.6
0800	118	2772	0	0	1	0	26	65	23	1	2	0	0	0	0	0	0	0	12.6	27.7	41.6	26	22	31.1
0900	27	2799	0	0	1	1	5	15	5	0	0	0	0	0	0	0	0	0	14.4	26.6	34.2	5	18.5	30.9
1000	28	2827	0	0	0	1	8	13	6	0	0	0	0	0	0	0	0	0	18.7	27.2	33.4	6	21.4	32.2
1100	32	2859	0	1	2	10	9	7	3	0	0	0	0	0	0	0	0	0	7.3	21.7	33.6	3	9.4	27.3
1200	29	2888	0	0	1	4	9	13	1	1	0	0	0	0	0	0	0	0	10.2	24.1	38	2	6.9	27.1
1300	29	2917	0	0	2	4	7	10	6	0	0	0	0	0	0	0	0	0	12.2	25.1	34.1	6	20.7	31.1
1400	39	2956	0	0	0	7	7	19	5	1	0	0	0	0	0	0	0	0	15	25.7	35.3	6	15.4	29.8
1500	40	2996	0	0	2	3	11	19	4	0	0	1	0	0	0	0	0	0	12.1	25.4	47.1	5	12.5	29.5
1600	90	3086	0	0	1	6	30	40	10	3	0	0	0	0	0	0	0	0	13.3	25.7	39.8	13	14.4	29.8
1700	56	3142	0	0	1	2	14	28	10	1	0	0	0	0	0	0	0	0	14.6	26.6	35	11	19.6	30.2
1800	37	3179	0	0	3	4	8	14	7	1	0	0	0	0	0	0	0	0	10.6	25.3	39.7	8	21.6	30.2
1900	11	3190	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	0	15.9	27.6	36.4	4	36.4	30.9
2000	10	3200	0	0	0	0	5	3	1	1	0	0	0	0	0	0	0	0	21.1	26	35.2	2	20	-
2100	4	3204	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	17.5	21	25.4	0	0	-
2200	5	3209	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	24.4	28.8	34.5	2	40	-
2300	3	3212	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	15.8	20.5	26	0	0	-
07-19	594	3212	0	1	15	49	155	280	82	9	2	1	0	0	0	0	0	0	7.3	25.9	47.1	94	15.8	30
06-22	631	3212	0	1	15	52	170	292	87	11	2	1	0	0	0	0	0	0	7.3	25.8	47.1	101	16	30
06-00	639	3212	0	1	15	54	172	294	89	11	2	1	0	0	0	0	0	0	7.3	25.8	47.1	103	16.1	30.2
00-00	644	3212	0	1	15	54	173	297	89	12	2	1	0	0	0	0	0	0	7.3	25.9	47.1	104	16.1	30.2

Benchmark Data Collection

Sat 15	March	2025	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							
			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	0	3212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	3212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	3212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	3213	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	18.5	18.5	0	0	-
0400	0	3213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	3	3216	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	22.7	29.4	0	0	-
0600	3	3219	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	24.1	27.2	31.6	1	33.3	-
0700	20	3239	0	0	0	1	7	8	4	0	0	0	0	0	0	0	0	0	0	18.4	26.1	33.5	4	20	30.4
0800	40	3279	0	0	3	2	5	16	12	1	1	0	0	0	0	0	0	0	0	13.7	27.2	44.1	14	35	32.2
0900	55	3334	0	0	1	6	14	25	8	1	0	0	0	0	0	0	0	0	0	12	26	35	9	16.4	30
1000	44	3378	0	0	1	9	19	10	5	0	0	0	0	0	0	0	0	0	0	13.8	23.8	32.2	5	11.4	28.6
1100	44	3422	0	0	0	5	8	17	12	2	0	0	0	0	0	0	0	0	0	16.4	26.9	37	14	31.8	31.1
1200	36	3458	0	1	2	3	6	14	9	1	0	0	0	0	0	0	0	0	0	9.2	25.9	35.9	10	27.8	31.5
1300	41	3499	0	0	0	3	11	16	10	1	0	0	0	0	0	0	0	0	0	17.9	27.1	35.1	11	26.8	32.2
1400	42	3541	0	0	4	3	5	18	11	0	1	0	0	0	0	0	0	0	0	10.9	26.4	41.2	12	28.6	31.5
1500	34	3575	0	0	0	2	7	15	10	0	0	0	0	0	0	0	0	0	0	16	26.9	34.9	10	29.4	31.3
1600	33	3608	0	0	0	5	9	11	6	2	0	0	0	0	0	0	0	0	0	15.1	26	38.5	8	24.2	31.5
1700	19	3627	0	0	2	1	6	9	1	0	0	0	0	0	0	0	0	0	0	10.3	24.1	32.3	1	5.3	26.8
1800	15	3642	0	0	1	2	6	3	2	1	0	0	0	0	0	0	0	0	0	14.4	24.8	36.3	3	20	31.5
1900	8	3650	0	0	0	2	1	2	2	1	0	0	0	0	0	0	0	0	0	18.3	26.3	36.2	3	37.5	-
2000	6	3656	0	0	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	14	23.8	29.4	0	0	-
2100	2	3658	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.1	25.9	29.7	0	0	-
2200	6	3664	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	19.1	25.5	32.4	1	16.7	-
2300	7	3671	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	19.5	26.6	35	2	28.6	-
07-19	423	3671	0	1	14	42	103	162	90	9	2	0	0	0	0	0	0	0	0	9.2	26	44.1	101	23.9	31.1
06-22	442	3671	0	1	15	45	106	170	93	10	2	0	0	0	0	0	0	0	0	9.2	26	44.1	105	23.8	31.1
06-00	455	3671	0	1	15	47	108	176	96	10	2	0	0	0	0	0	0	0	0	9.2	26	44.1	108	23.7	31.1
00-00	459	3671	0	1	15	50	108	177	96	10	2	0	0	0	0	0	0	0	0	9.2	26	44.1	108	23.5	31.1

College Lane ATC 1

Sun 16	March	2025	Northbound																						
Time	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	80				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	0	3671	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	0	3671	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	1	3672	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	23.8	23.8	0	0	-	
0300	0	3672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	0	3672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	1	3673	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	20.8	20.8	0	0	-	
0600	2	3675	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.7	27.8	29.8	0	0	-	
0700	7	3682	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	19.3	25.9	30.2	2	28.6	-	
0800	26	3708	0	0	0	1	7	10	8	0	0	0	0	0	0	0	0	0	17.6	26.9	33.4	8	30.8	31.3	
0900	51	3759	0	0	1	4	13	21	12	0	0	0	0	0	0	0	0	0	13.8	26.1	33.5	12	23.5	30.9	
1000	30	3789	0	0	1	7	9	12	0	1	0	0	0	0	0	0	0	0	14.8	23.9	35.4	1	3.3	28.6	
1100	41	3830	0	0	3	4	12	18	3	1	0	0	0	0	0	0	0	0	12.1	24.8	36.5	4	9.8	29.1	
1200	55	3885	0	0	5	9	15	17	9	0	0	0	0	0	0	0	0	0	13.5	24.1	34.6	9	16.4	30	
1300	52	3937	0	0	0	2	12	29	6	3	0	0	0	0	0	0	0	0	17.6	27.2	36.1	9	17.3	30	
1400	36	3973	0	2	1	8	9	12	3	1	0	0	0	0	0	0	0	0	8.3	23.1	37.5	4	11.1	29.3	
1500	39	4012	0	0	1	6	11	15	5	1	0	0	0	0	0	0	0	0	14	25	35.4	6	15.4	30	
1600	30	4042	0	0	0	3	15	8	2	2	0	0	0	0	0	0	0	0	16.7	25.2	38.5	4	13.3	29.8	
1700	24	4066	0	0	0	3	9	9	3	0	0	0	0	0	0	0	0	0	16.7	25	31	3	12.5	29.1	
1800	15	4081	0	0	0	0	3	9	2	1	0	0	0	0	0	0	0	0	21.8	28	35.6	3	20	30	
1900	20	4101	0	0	1	3	6	5	4	1	0	0	0	0	0	0	0	0	10.9	24.9	35.6	5	25	30.4	
2000	4	4105	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	23.3	28.2	35	1	25	-	
2100	5	4110	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	17.9	22.4	26	0	0	-	
2200	2	4112	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	24.4	25.9	27.5	0	0	-	
2300	0	4112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
07-19	406	4112	0	2	12	48	116	163	55	10	0	0	0	0	0	0	0	0	8.3	25.3	38.5	65	16	30	
06-22	437	4112	0	2	13	52	126	173	59	12	0	0	0	0	0	0	0	0	8.3	25.3	38.5	71	16.2	30	
06-00	439	4112	0	2	13	52	127	174	59	12	0	0	0	0	0	0	0	0	8.3	25.3	38.5	71	16.2	30	
00-00	441	4112	0	2	13	52	129	174	59	12	0	0	0	0	0	0	0	0	8.3	25.3	38.5	71	16.1	30	
Summary			Northbound																						
	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				30	30	85	
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
	4112	4112	5	22	138	414	1238	1676	535	70	11	3	0	0	0	0	0	0	2.3	25.2	47.1	619	15.1	30	

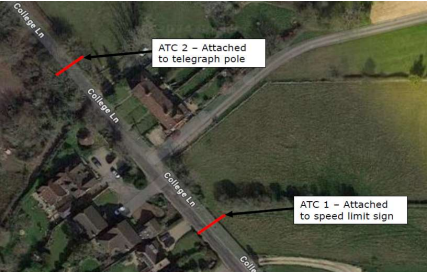
VEHICLE SPEED AND VOLUME SURVEY – ATC 2 - COLLEGE LANE, HURSTPIERPOINT, WEST SUSSEX BN6 9AF.

DATASETS:

Site: College Lane ATC 2 on telegraph pole on embankment
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 00:00 10 March 2025 => 00:00 17 March 2025
File: Hassocksa18Mar2025.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*

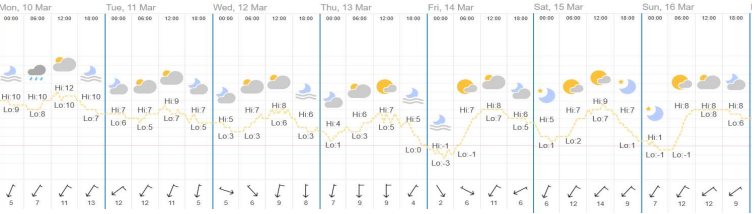
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
 30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
 35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax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

Seven Day Weather Report



Benchmark Data Collection

Mon 10	March	2025	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	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				30	30	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	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	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.8	30.8	30.8	1	100	-
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	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.9	30.9	30.9	1	100	-
0600	6	8	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	26	30.7	35.7	4	66.7	-
0700	35	43	0	0	1	3	3	15	12	0	1	0	0	0	0	0	0	0	12.1	27.8	40.2	13	37.1	31.3
0800	80	123	0	0	0	4	24	42	10	0	0	0	0	0	0	0	0	0	15.1	26	32.8	10	12.5	29.8
0900	45	168	0	0	0	4	9	22	8	2	0	0	0	0	0	0	0	0	18.4	26.9	36.7	10	22.2	32.4
1000	26	194	0	2	0	0	9	9	5	1	0	0	0	0	0	0	0	0	8.3	25.5	37.1	6	23.1	30.4
1100	26	220	0	1	0	2	9	11	3	0	0	0	0	0	0	0	0	0	9.2	24.5	33.7	3	11.5	28.6
1200	25	245	0	0	0	3	9	6	4	3	0	0	0	0	0	0	0	0	15.8	26.4	39.3	7	28	33.8
1300	25	270	0	0	0	1	6	13	4	1	0	0	0	0	0	0	0	0	18.9	26.7	36.1	5	20	30
1400	27	297	0	0	0	2	7	16	1	1	0	0	0	0	0	0	0	0	17.6	25.6	35.5	2	7.4	28.4
1500	31	328	0	0	1	2	10	14	4	0	0	0	0	0	0	0	0	0	14.3	25.2	31.4	4	12.9	28.4
1600	56	384	0	0	0	4	12	27	13	0	0	0	0	0	0	0	0	0	17.6	26.8	34.3	13	23.2	30.9
1700	47	431	0	0	5	10	15	9	7	1	0	0	0	0	0	0	0	0	11	23	35.8	8	17	30
1800	64	495	0	0	1	6	26	28	2	1	0	0	0	0	0	0	0	0	10.2	24.2	35.1	3	4.7	27.5
1900	28	523	0	0	0	5	7	7	6	1	2	0	0	0	0	0	0	0	17.8	26.9	42.3	9	32.1	32.7
2000	19	542	0	0	0	0	3	12	4	0	0	0	0	0	0	0	0	0	20.6	27.4	31.4	4	21.1	30.2
2100	6	548	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	26.8	28.2	30.6	1	16.7	-
2200	5	553	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	16.7	26.1	31.8	2	40	-
2300	0	553	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	487	553	0	3	8	41	139	212	73	10	1	0	0	0	0	0	0	0	8.3	25.7	40.2	84	17.2	30.2
06-22	546	553	0	3	8	46	149	238	87	12	3	0	0	0	0	0	0	0	8.3	25.9	42.3	102	18.7	30.4
06-00	551	553	0	3	8	47	150	239	89	12	3	0	0	0	0	0	0	0	8.3	25.9	42.3	104	18.9	30.4
00-00	553	553	0	3	8	47	150	239	91	12	3	0	0	0	0	0	0	0	8.3	25.9	42.3	106	19.2	30.4

Benchmark Data Collection

Tue 11	March	2025	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				30	30	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	0	553	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	553	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	554	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.7	28.7	28.7	0	0	-
0300	0	554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	555	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.3	30.3	30.3	1	100	-
0600	1	556	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	27.4	27.4	0	0	-
0700	25	581	0	0	0	0	6	15	4	0	0	0	0	0	0	0	0	0	0	21.6	27.5	31.5	4	16	28.9
0800	57	638	1	1	1	1	15	34	3	1	0	0	0	0	0	0	0	0	0	3.2	25.2	38.3	4	7	28.2
0900	43	681	0	0	0	1	12	22	5	3	0	0	0	0	0	0	0	0	0	16.5	27	38.3	8	18.6	30.4
1000	34	715	0	0	1	1	12	12	7	0	1	0	0	0	0	0	0	0	0	13.6	26.4	41.1	8	23.5	33.3
1100	25	740	0	0	2	5	9	8	1	0	0	0	0	0	0	0	0	0	0	11.3	22.6	31.7	1	4	27.3
1200	28	768	0	0	0	4	18	5	1	0	0	0	0	0	0	0	0	0	0	17.7	23.3	31.9	1	3.6	25.5
1300	25	793	0	0	1	0	14	8	1	1	0	0	0	0	0	0	0	0	0	10.6	24.4	36.2	2	8	28
1400	34	827	0	0	3	7	19	4	1	0	0	0	0	0	0	0	0	0	0	12.5	21.7	30.5	1	2.9	24.8
1500	27	854	0	1	3	3	12	7	1	0	0	0	0	0	0	0	0	0	0	9.8	21.9	33	1	3.7	26.2
1600	55	909	0	1	4	12	20	17	1	0	0	0	0	0	0	0	0	0	0	9.7	22.2	32.8	1	1.8	25.9
1700	64	973	0	1	2	3	26	19	13	0	0	0	0	0	0	0	0	0	0	6.7	25	32.8	13	20.3	30
1800	74	1047	0	0	0	1	24	30	18	1	0	0	0	0	0	0	0	0	0	16.1	26.8	35.8	19	25.7	30.6
1900	31	1078	0	0	1	1	12	13	3	1	0	0	0	0	0	0	0	0	0	10.6	25.5	36.1	4	12.9	28
2000	26	1104	0	0	1	1	4	10	6	3	1	0	0	0	0	0	0	0	0	15	27.8	41.1	10	38.5	32.2
2100	10	1114	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	17.6	25.7	31.7	1	10	-
2200	4	1118	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	18.7	23.2	27.2	0	0	-
2300	1	1119	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	21.6	21.6	0	0	-
07-19	491	1119	1	4	17	38	187	181	56	6	1	0	0	0	0	0	0	0	0	3.2	24.7	41.1	63	12.8	29.3
06-22	559	1119	1	4	19	41	207	209	66	10	2	0	0	0	0	0	0	0	0	3.2	24.9	41.1	78	14	29.5
06-00	564	1119	1	4	19	42	209	211	66	10	2	0	0	0	0	0	0	0	0	3.2	24.9	41.1	78	13.8	29.5
00-00	566	1119	1	4	19	42	209	212	67	10	2	0	0	0	0	0	0	0	0	3.2	24.9	41.1	79	14	29.5

Benchmark Data Collection

Wed 12	March	2025	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						
			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	0	1119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	1120	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.4	32.4	32.4	1	100	-
0300	0	1120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	1121	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.1	32.1	32.1	1	100	-
0600	1	1122	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	24.9	24.9	0	0	-
0700	29	1151	0	0	0	1	4	16	5	3	0	0	0	0	0	0	0	0	19.9	27.8	39.5	8	27.6	31.5
0800	57	1208	0	0	3	5	24	17	7	0	1	0	0	0	0	0	0	0	12.2	25	41.5	8	14	28.6
0900	22	1230	0	0	0	3	8	10	1	0	0	0	0	0	0	0	0	0	18.2	24.6	32.5	1	4.5	28.4
1000	19	1249	0	0	1	1	4	11	1	1	0	0	0	0	0	0	0	0	12.2	26.2	35.6	2	10.5	29.5
1100	20	1269	0	0	0	1	5	9	5	0	0	0	0	0	0	0	0	0	16.2	26.9	32.9	5	25	30.9
1200	26	1295	0	0	1	3	10	10	2	0	0	0	0	0	0	0	0	0	13.9	24.4	33.6	2	7.7	28.6
1300	21	1316	0	1	2	10	7	0	1	0	0	0	0	0	0	0	0	0	5.6	18.9	33.5	1	4.8	22.1
1400	24	1340	0	0	0	6	16	2	0	0	0	0	0	0	0	0	0	0	18.1	22.3	28.8	0	0	23.9
1500	32	1372	1	0	0	2	22	6	1	0	0	0	0	0	0	0	0	0	3.8	22.9	31	1	3.1	25.3
1600	48	1420	0	0	0	2	10	28	7	1	0	0	0	0	0	0	0	0	15.8	26.5	35.2	8	16.7	30.6
1700	72	1492	0	0	1	6	14	43	8	0	0	0	0	0	0	0	0	0	11.6	25.9	34.4	8	11.1	29.1
1800	57	1549	0	1	0	4	21	24	6	1	0	0	0	0	0	0	0	0	9.8	25.3	39.5	7	12.3	28.9
1900	25	1574	0	0	1	2	9	12	1	0	0	0	0	0	0	0	0	0	10.9	24.4	30.9	1	4	27.7
2000	19	1593	0	0	0	1	5	12	1	0	0	0	0	0	0	0	0	0	16.8	26	32.2	1	5.3	28.2
2100	4	1597	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	18.1	25.9	29.6	0	0	-
2200	2	1599	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	24.1	27.1	30.1	1	50	-
2300	0	1599	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	427	1599	1	2	8	44	145	176	44	6	1	0	0	0	0	0	0	0	3.8	25	41.5	51	11.9	29.1
06-22	476	1599	1	2	9	48	160	203	46	6	1	0	0	0	0	0	0	0	3.8	25	41.5	53	11.1	29.1
06-00	478	1599	1	2	9	48	161	203	47	6	1	0	0	0	0	0	0	0	3.8	25	41.5	54	11.3	29.1
00-00	480	1599	1	2	9	48	161	203	49	6	1	0	0	0	0	0	0	0	3.8	25.1	41.5	56	11.7	29.1

Benchmark Data Collection

Thu 13	March	2025	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	Vbin				30	30	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	0	1599	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1600	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.3	25.3	25.3	0	0	-
0200	1	1601	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.9	32.9	32.9	1	100	-
0300	0	1601	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1601	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	3	1604	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	29.7	31.5	34.6	2	66.7	-
0600	5	1609	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	26.2	31.1	36.9	3	60	-
0700	30	1639	0	0	1	1	5	13	9	1	0	0	0	0	0	0	0	0	0	14.4	28.1	36	10	33.3	31.8
0800	69	1708	0	0	0	0	7	43	16	3	0	0	0	0	0	0	0	0	0	22.2	28.2	37.1	19	27.5	30.6
0900	43	1751	0	0	0	0	12	19	10	2	0	0	0	0	0	0	0	0	0	20.1	27.7	36.5	12	27.9	32.2
1000	24	1775	0	1	0	4	11	5	3	0	0	0	0	0	0	0	0	0	0	5.8	23.3	31	3	12.5	28.4
1100	24	1799	0	0	0	4	10	6	3	1	0	0	0	0	0	0	0	0	0	16.9	24.8	37.4	4	16.7	28.6
1200	35	1834	0	1	2	4	14	11	3	0	0	0	0	0	0	0	0	0	0	7.7	23.7	34	3	8.6	28
1300	29	1863	0	0	1	3	0	16	9	0	0	0	0	0	0	0	0	0	0	15	27.7	34.5	9	31	32.2
1400	42	1905	0	0	0	1	2	21	15	3	0	0	0	0	0	0	0	0	0	17.7	29.4	36.5	18	42.9	32.9
1500	33	1938	0	1	2	2	2	22	3	1	0	0	0	0	0	0	0	0	0	9.5	26.1	36.6	4	12.1	29.8
1600	65	2003	0	0	2	1	9	42	10	1	0	0	0	0	0	0	0	0	0	13.3	26.9	37.6	11	16.9	30
1700	71	2074	0	0	1	1	13	34	19	3	0	0	0	0	0	0	0	0	0	15	27.7	39.2	22	31	31.3
1800	69	2143	0	0	1	1	31	27	9	0	0	0	0	0	0	0	0	0	0	14.5	25.8	32.9	9	13	29.8
1900	19	2162	0	0	0	2	6	8	3	0	0	0	0	0	0	0	0	0	0	19.4	25.9	33.6	3	15.8	29.8
2000	14	2176	0	0	0	1	4	7	2	0	0	0	0	0	0	0	0	0	0	15.5	26.3	31.8	2	14.3	29.3
2100	9	2185	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	21.9	28.3	37.7	2	22.2	-
2200	9	2194	0	0	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	22.7	27	35	1	11.1	-
2300	2	2196	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22.2	23.6	25.1	0	0	-
07-19	534	2196	0	3	10	22	116	259	109	15	0	0	0	0	0	0	0	0	0	5.8	26.9	39.2	124	23.2	31.3
06-22	581	2196	0	3	10	25	128	281	117	17	0	0	0	0	0	0	0	0	0	5.8	26.9	39.2	134	23.1	31.3
06-00	592	2196	0	3	10	25	132	287	117	18	0	0	0	0	0	0	0	0	0	5.8	26.9	39.2	135	22.8	31.3
00-00	597	2196	0	3	10	25	132	289	120	18	0	0	0	0	0	0	0	0	0	5.8	26.9	39.2	138	23.1	31.3

Benchmark Data Collection

Fri 14	March	2025	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				30	30	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				
0000	0	2196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0100	0	2196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0200	1	2197	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.2	26.2	26.2	0
0300	0	2197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0400	0	2197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0500	0	2197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
0600	1	2198	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31	31	31	1
0700	26	2224	0	0	0	0	6	14	5	0	1	0	0	0	0	0	0	0	0	20.4	27.9	44.5	6
0800	59	2283	0	0	1	1	3	32	19	3	0	0	0	0	0	0	0	0	0	10.8	28.9	38.3	22
0900	31	2314	0	0	0	0	7	13	9	2	0	0	0	0	0	0	0	0	0	21.4	28.6	36.3	11
1000	32	2346	0	0	0	1	11	10	9	1	0	0	0	0	0	0	0	0	0	18.1	26.9	39.7	10
1100	31	2377	0	1	1	1	9	14	5	0	0	0	0	0	0	0	0	0	0	7.3	25.2	32.5	5
1200	26	2403	0	2	0	2	7	11	3	1	0	0	0	0	0	0	0	0	0	6.6	24.4	35.5	4
1300	39	2442	0	0	3	2	8	16	9	1	0	0	0	0	0	0	0	0	0	13.7	26.1	38.4	10
1400	33	2475	0	0	0	1	6	16	6	4	0	0	0	0	0	0	0	0	0	19.4	28.3	38.8	10
1500	54	2529	0	2	0	3	17	18	11	2	1	0	0	0	0	0	0	0	0	7.7	26.4	40.2	14
1600	70	2599	0	0	0	2	18	37	13	0	0	0	0	0	0	0	0	0	0	15.2	26.9	34.6	13
1700	99	2698	0	0	1	1	27	56	11	2	1	0	0	0	0	0	0	0	0	12.8	27	41.3	14
1800	43	2741	0	0	0	1	5	34	3	0	0	0	0	0	0	0	0	0	0	18.8	27.2	31.6	3
1900	46	2787	0	0	0	1	13	21	10	1	0	0	0	0	0	0	0	0	0	19.1	27.2	36.7	11
2000	25	2812	0	0	1	0	5	9	10	0	0	0	0	0	0	0	0	0	0	12	27.9	34.9	10
2100	7	2819	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	23.4	27.3	33.3	1
2200	3	2822	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	20.3	24	26.2	0
2300	0	2822	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0
07-19	543	2822	0	5	6	15	124	271	103	16	3	0	0	0	0	0	0	0	0	6.6	27.1	44.5	122
06-22	622	2822	0	5	7	16	144	305	125	17	3	0	0	0	0	0	0	0	0	6.6	27.1	44.5	145
06-00	625	2822	0	5	7	16	145	307	125	17	3	0	0	0	0	0	0	0	0	6.6	27.1	44.5	145
00-00	626	2822	0	5	7	16	145	308	125	17	3	0	0	0	0	0	0	0	0	6.6	27.1	44.5	145

Benchmark Data Collection

Sat 15	March	2025	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	Vbin						
			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	0	2822	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	2822	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	2822	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	2822	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2822	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	2823	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	28.2	28.2	0	0	-
0600	4	2827	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	26.5	27.2	28.1	0	0	-
0700	4	2831	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	25.4	26.6	27.4	0	0	-
0800	24	2855	0	0	0	1	5	13	3	2	0	0	0	0	0	0	0	0	0	18	27.2	39	5	20.8	30.9
0900	37	2892	0	0	1	0	4	14	17	1	0	0	0	0	0	0	0	0	0	14.6	29	35.7	18	48.6	33.1
1000	29	2921	0	0	1	0	2	18	8	0	0	0	0	0	0	0	0	0	0	13.9	28.2	34.9	8	27.6	31.5
1100	57	2978	0	0	2	1	12	29	11	2	0	0	0	0	0	0	0	0	0	11.4	26.9	36.8	13	22.8	30.4
1200	44	3022	0	0	1	1	12	19	8	3	0	0	0	0	0	0	0	0	0	11	27.5	38.9	11	25	31.8
1300	42	3064	0	0	0	2	5	26	8	0	1	0	0	0	0	0	0	0	0	19.4	27.8	40.8	9	21.4	31.8
1400	40	3104	0	0	0	3	7	12	16	2	0	0	0	0	0	0	0	0	0	15.5	28.4	39.6	18	45	34.2
1500	46	3150	0	0	0	2	16	15	9	4	0	0	0	0	0	0	0	0	0	19.2	27.3	38.2	13	28.3	32.9
1600	34	3184	0	0	0	0	4	18	12	0	0	0	0	0	0	0	0	0	0	20.5	28.5	34.2	12	35.3	31.8
1700	28	3212	0	0	3	4	6	13	2	0	0	0	0	0	0	0	0	0	0	11.7	23.8	32.8	2	7.1	28.4
1800	28	3240	0	0	1	1	8	10	5	3	0	0	0	0	0	0	0	0	0	14.9	26.9	36.8	8	28.6	31.8
1900	9	3249	0	0	0	1	0	4	4	0	0	0	0	0	0	0	0	0	0	17.4	28.4	31.9	4	44.4	-
2000	6	3255	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	22.8	28.3	39.2	1	16.7	-
2100	5	3260	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	25.6	30	34.8	3	60	-
2200	3	3263	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	20.2	31.7	39.3	2	66.7	-
2300	1	3264	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25	25	25	0	0	-
07-19	413	3264	0	0	9	15	81	191	99	17	1	0	0	0	0	0	0	0	0	11	27.5	40.8	117	28.3	32
06-22	437	3264	0	0	9	16	83	204	106	18	1	0	0	0	0	0	0	0	0	11	27.5	40.8	125	28.6	32
06-00	441	3264	0	0	9	16	84	205	106	20	1	0	0	0	0	0	0	0	0	11	27.5	40.8	127	28.8	32
00-00	442	3264	0	0	9	16	84	206	106	20	1	0	0	0	0	0	0	0	0	11	27.5	40.8	127	28.7	32

College Lane ATC 2

College Lane ATC 2

Benchmark Data Collection

Mon 10	March	2025	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				30	30	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	0	-
0100	0	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	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	17.7	26.6	35.4	1	50	-
0500	7	9	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	21.2	29.2	35.6	2	28.6	-
0600	7	16	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	19.5	26.2	32.7	1	14.3	-
0700	75	91	0	0	1	4	40	24	5	0	1	0	0	0	0	0	0	0	0	13.1	24.7	41.9	6	8	28.6
0800	136	227	0	1	0	6	27	76	23	3	0	0	0	0	0	0	0	0	0	9.6	26.8	37.3	26	19.1	30.2
0900	46	273	0	0	2	1	11	29	2	1	0	0	0	0	0	0	0	0	0	12.4	25.6	37.1	3	6.5	28.4
1000	39	312	0	0	0	3	13	19	4	0	0	0	0	0	0	0	0	0	0	18.1	25.8	32.7	4	10.3	28.2
1100	18	330	0	1	1	1	4	6	5	0	0	0	0	0	0	0	0	0	0	9.2	24.8	34.6	5	27.8	30
1200	38	368	0	0	1	3	14	16	2	2	0	0	0	0	0	0	0	0	0	13.2	25.5	37.3	4	10.5	29.8
1300	29	397	0	0	0	7	9	10	3	0	0	0	0	0	0	0	0	0	0	15.3	23.6	33.6	3	10.3	28
1400	25	422	0	0	0	4	7	11	3	0	0	0	0	0	0	0	0	0	0	16.3	25.3	33.1	3	12	28.2
1500	40	462	0	0	0	7	16	13	2	1	1	0	0	0	0	0	0	0	0	15.1	24.8	40.5	4	10	27.5
1600	39	501	0	2	1	9	13	10	3	1	0	0	0	0	0	0	0	0	0	8.2	23	39.7	4	10.3	27.7
1700	74	575	0	0	2	6	33	25	8	0	0	0	0	0	0	0	0	0	0	13.9	24.7	31.8	8	10.8	29.1
1800	40	615	0	0	0	5	10	18	6	1	0	0	0	0	0	0	0	0	0	17.5	26	35.3	7	17.5	30.4
1900	25	640	0	0	0	4	8	10	3	0	0	0	0	0	0	0	0	0	0	18.3	25.4	34.7	3	12	29.5
2000	11	651	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	17.4	25.2	30.3	1	9.1	27.3
2100	6	657	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	24.6	28.6	33.2	2	33.3	-
2200	1	658	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30.5	30.5	30.5	1	100	-
2300	0	658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	599	658	0	4	8	56	197	257	66	9	2	0	0	0	0	0	0	0	0	8.2	25.3	41.9	77	12.9	29.5
06-22	648	658	0	4	8	62	211	279	73	9	2	0	0	0	0	0	0	0	0	8.2	25.4	41.9	84	13	29.5
06-00	649	658	0	4	8	62	211	279	74	9	2	0	0	0	0	0	0	0	0	8.2	25.4	41.9	85	13.1	29.5
00-00	658	658	0	4	8	63	212	283	75	11	2	0	0	0	0	0	0	0	0	8.2	25.4	41.9	88	13.4	29.5

Benchmark Data Collection

Fue 11	March	2025	Northbound																									
Time	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				30	30	85				
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
0000	1	659	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.7	29.7	29.7	0	0	-				
0100	0	659	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-				
0200	0	659	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-				
0300	1	660	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	18.8	18.8	0	0	-				
0400	0	660	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-				
0500	5	665	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	21.1	24.5	30.4	1	20	-				
0600	14	679	0	0	0	1	8	4	1	0	0	0	0	0	0	0	0	0	19.6	24.7	30.2	1	7.1	28.2				
0700	69	748	0	1	1	2	24	27	11	3	0	0	0	0	0	0	0	0	7.7	26.4	38.2	14	20.3	32.4				
0800	124	872	0	0	0	2	28	70	22	2	0	0	0	0	0	0	0	0	16.9	27.3	35.7	24	19.4	30.2				
0900	35	907	0	0	0	1	9	11	9	5	0	0	0	0	0	0	0	0	18.2	28.6	37.7	14	40	33.6				
1000	60	967	0	0	4	4	27	19	6	0	0	0	0	0	0	0	0	0	11.9	24.6	33.7	6	10	28.9				
1100	24	991	0	0	1	2	5	11	4	0	1	0	0	0	0	0	0	0	14.2	25.9	41.2	5	20.8	30.2				
1200	29	1020	0	0	0	5	10	11	3	0	0	0	0	0	0	0	0	0	16.7	24.7	32	3	10.3	28.6				
1300	28	1048	0	0	2	5	10	9	1	1	0	0	0	0	0	0	0	0	11	23.5	35	2	7.1	27.1				
1400	43	1091	0	0	0	2	21	17	3	0	0	0	0	0	0	0	0	0	16.7	25	34.5	3	7	28.4				
1500	43	1134	0	0	4	10	14	11	2	2	0	0	0	0	0	0	0	0	11.3	23.1	37.3	4	9.3	28.4				
1600	47	1181	0	1	2	6	16	15	7	0	0	0	0	0	0	0	0	0	9.4	24	33.7	7	14.9	28.6				
1700	70	1251	0	0	2	3	30	26	7	2	0	0	0	0	0	0	0	0	12.7	25.2	39.4	9	12.9	28.9				
1800	43	1294	0	0	0	1	13	22	7	0	0	0	0	0	0	0	0	0	19.6	26.5	32.9	7	16.3	30.2				
1900	25	1319	0	0	0	0	4	13	7	1	0	0	0	0	0	0	0	0	21.7	27.9	35.3	8	32	30.6				
2000	18	1337	0	0	0	2	8	8	0	0	0	0	0	0	0	0	0	0	16.6	23.6	29.3	0	0	26.6				
2100	11	1348	0	0	0	0	2	3	4	1	0	1	0	0	0	0	0	0	23.4	30.3	46.3	6	54.5	31.5				
2200	4	1352	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	24.6	27.3	28.5	0	0	-				
2300	2	1354	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29	30.2	31.5	1	50	-				
07-19	615	1354	0	2	16	43	207	249	82	15	1	0	0	0	0	0	0	0	7.7	25.7	41.2	98	15.9	30.2				
06-22	683	1354	0	2	16	46	229	277	94	17	1	1	0	0	0	0	0	0	7.7	25.7	46.3	113	16.5	30.2				
06-00	689	1354	0	2	16	46	230	281	95	17	1	1	0	0	0	0	0	0	7.7	25.8	46.3	114	16.5	30.2				
00-00	696	1354	0	2	16	47	233	283	96	17	1	1	0	0	0	0	0	0	7.7	25.7	46.3	115	16.5	30.2				

Benchmark Data Collection

Wed 12	March	2025	Northbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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College Lane ATC 2

Thu 13	March	2025	Northbound																										
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	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85					
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	0	1912	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0100	1	1913	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	24.8	24.8	0	0	-					
0200	0	1913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0300	1	1914	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	20.2	20.2	0	0	-					
0400	1	1915	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.5	27.5	27.5	0	0	-					
0500	7	1922	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	21.6	26.9	32.4	2	28.6	-					
0600	6	1928	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	22.9	26.8	30	1	16.7	-					
0700	81	2009	0	0	1	1	18	37	16	8	0	0	0	0	0	0	0	0	10.5	27.8	38.3	24	29.6	32					
0800	133	2142	0	0	0	3	22	59	41	6	1	1	0	0	0	0	0	0	17.4	28.6	45.9	49	36.8	32.7					
0900	39	2181	0	0	0	3	11	16	7	2	0	0	0	0	0	0	0	0	18.2	26.7	36.2	9	23.1	30.2					
1000	34	2215	0	0	0	3	15	11	4	0	1	0	0	0	0	0	0	0	16.1	25.8	41.1	5	14.7	29.8					
1100	25	2240	0	0	2	2	5	7	8	1	0	0	0	0	0	0	0	0	11.2	26.8	39.3	9	36	32					
1200	14	2254	0	0	1	0	2	4	7	0	0	0	0	0	0	0	0	0	13.2	27.8	34.6	7	50	31.5					
1300	38	2292	0	0	0	1	13	18	6	0	0	0	0	0	0	0	0	0	18.1	26.4	34.7	6	15.8	29.8					
1400	49	2341	0	0	0	1	11	27	9	1	0	0	0	0	0	0	0	0	19.9	27.6	37.5	10	20.4	30.4					
1500	39	2380	0	0	0	3	15	14	4	3	0	0	0	0	0	0	0	0	16.4	26.2	36.7	7	17.9	30.2					
1600	49	2429	0	2	0	6	16	15	9	1	0	0	0	0	0	0	0	0	7.7	24.8	37.4	10	20.4	30.9					
1700	70	2499	0	0	0	1	19	30	15	3	2	0	0	0	0	0	0	0	17.2	28	40.9	20	28.6	32.9					
1800	35	2534	0	0	0	1	7	20	7	0	0	0	0	0	0	0	0	0	19.8	27.3	33	7	20	30					
1900	28	2562	0	0	0	2	6	13	7	0	0	0	0	0	0	0	0	0	16.8	26.8	32.4	7	25	30					
2000	17	2579	0	0	0	4	1	7	4	0	1	0	0	0	0	0	0	0	16.9	26.9	41.8	5	29.4	30.9					
2100	6	2585	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	24.5	28	33.2	2	33.3	-					
2200	6	2591	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	26.9	29.4	32.8	3	50	-					
2300	0	2591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
07-19	606	2591	0	2	4	25	154	258	133	25	4	1	0	0	0	0	0	0	7.7	27.3	45.9	163	26.9	31.5					
06-22	663	2591	0	2	4	31	163	285	147	25	5	1	0	0	0	0	0	0	7.7	27.3	45.9	178	26.8	31.3					
06-00	669	2591	0	2	4	31	163	288	150	25	5	1	0	0	0	0	0	0	7.7	27.3	45.9	181	27.1	31.3					
00-00	679	2591	0	2	4	31	167	292	152	25	5	1	0	0	0	0	0	0	7.7	27.3	45.9	183	27	31.3					

Benchmark Data Collection

Fri 14	March	2025	Northbound																										
Time	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				30	30	85					
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
0000	0	2591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0100	0	2591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0200	0	2591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0300	0	2591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0400	0	2591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-					
0500	5	2596	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	24.5	29	36.4	1	20	-					
0600	11	2607	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	20.1	26.9	32.4	2	18.2	28.4					
0700	71	2678	0	0	0	1	15	40	13	2	0	0	0	0	0	0	0	0	16.8	27.1	37	15	21.1	30.9					
0800	120	2798	0	0	0	0	12	52	49	5	2	0	0	0	0	0	0	0	20.9	29.6	42.5	56	46.7	32.9					
0900	28	2826	0	0	0	2	3	15	8	0	0	0	0	0	0	0	0	0	18	28	34.6	8	28.6	32.2					
1000	29	2855	0	0	0	0	5	14	9	1	0	0	0	0	0	0	0	0	22.5	28.6	35.6	10	34.5	31.3					
1100	35	2890	0	0	1	3	12	14	4	0	1	0	0	0	0	0	0	0	14.9	25.7	41.8	5	14.3	29.5					
1200	29	2919	0	0	0	2	10	13	4	0	0	0	0	0	0	0	0	0	17.2	26	33.8	4	13.8	29.8					
1300	30	2949	0	0	0	2	8	11	6	3	0	0	0	0	0	0	0	0	17.7	27.2	36.9	9	30	31.3					
1400	42	2991	0	0	0	3	16	15	8	0	0	0	0	0	0	0	0	0	16.1	25.9	33.5	8	19	30.6					
1500	40	3031	0	1	1	7	15	14	2	0	0	0	0	0	0	0	0	0	9	23.6	32.4	2	5	28					
1600	82	3113	0	0	0	3	19	42	17	1	0	0	0	0	0	0	0	0	16	27.1	35.6	18	22	30.4					
1700	64	3177	0	0	0	3	9	33	17	2	0	0	0	0	0	0	0	0	16.7	28.2	35.3	19	29.7	31.3					
1800	39	3216	0	0	0	3	8	18	10	0	0	0	0	0	0	0	0	0	15.2	27.5	34.6	10	25.6	30.6					
1900	12	3228	0	0	0	0	1	5	4	2	0	0	0	0	0	0	0	0	23.3	29.8	39.1	6	50	32.7					
2000	8	3236	0	1	0	0	1	4	2	0	0	0	0	0	0	0	0	0	6.3	24.9	32	2	25	-					
2100	5	3241	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	20.4	22.8	25.9	0	0	-					
2200	5	3246	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	26.5	28.5	32.7	1	20	-					
2300	2	3248	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.6	25.9	28.2	0	0	-					
07-19	609	3248	0	1	2	29	132	281	147	14	3	0	0	0	0	0	0	0	9	27.4	42.5	164	26.9	31.3					
06-22	645	3248	0	2	2	29	140	298	155	16	3	0	0	0	0	0	0	0	6.3	27.4	42.5	174	27	31.3					
06-00	652	3248	0	2	2	29	141	303	156	16	3	0	0	0	0	0	0	0	6.3	27.4	42.5	175	26.8	31.3					
00-00	657	3248	0	2	2	29	142	306	156	17	3	0	0	0	0	0	0	0	6.3	27.4	42.5	176	26.8	31.3					

Benchmark Data Collection

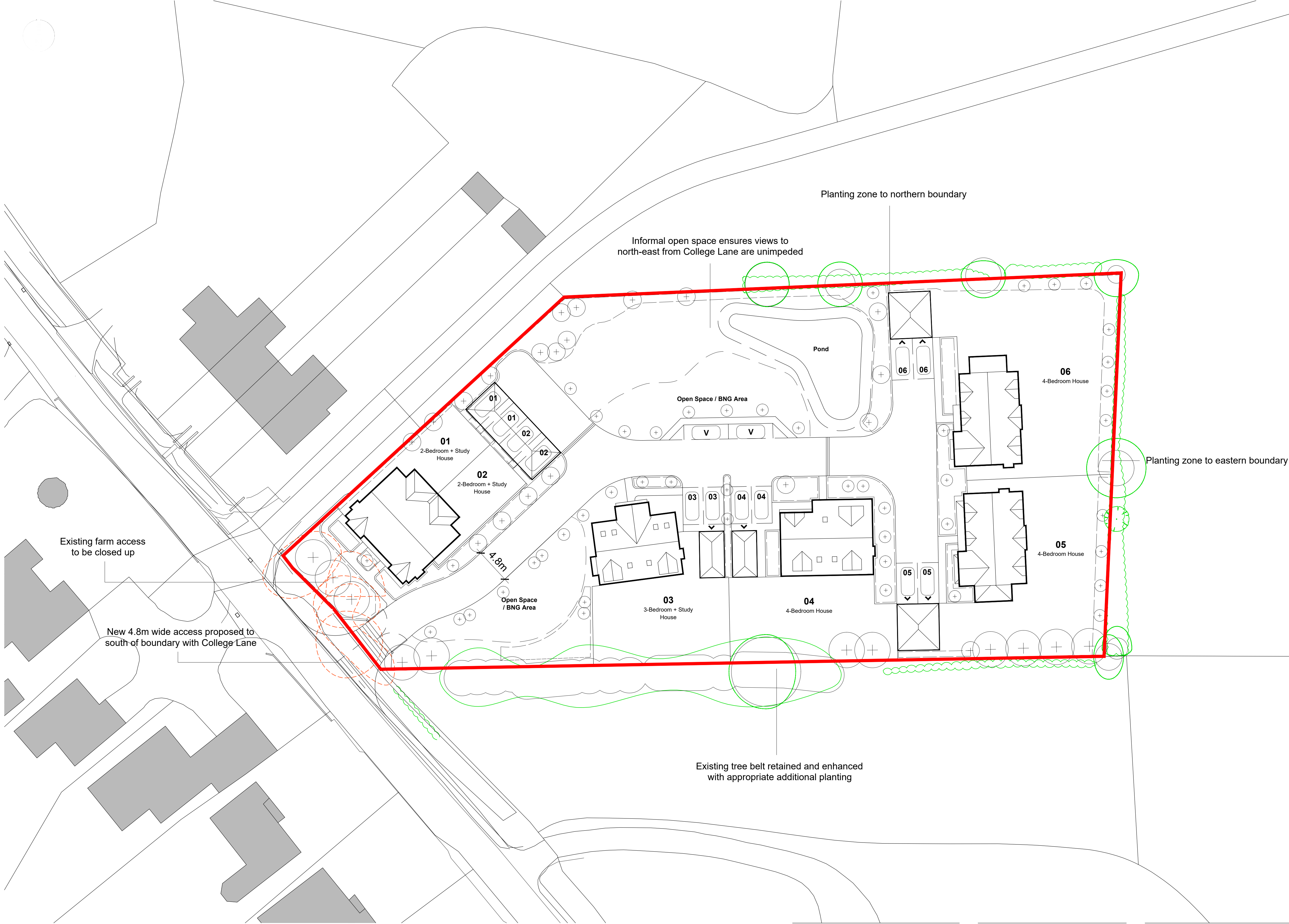
Sat 15	March	2025	Northbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	3248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	3248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	3248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	3249	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	22.6	22.6	0	0	-
0400	0	3249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	3	3252	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	19.8	23.7	30.2	1	33.3	-
0600	3	3255	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	25.9	26	26.2	0	0	-
0700	21	3276	0	0	0	1	3	10	4	3	0	0	0	0	0	0	0	0	15.9	28.6	37.9	7	33.3	31.8
0800	44	3320	0	0	0	3	3	23	12	2	1	0	0	0	0	0	0	0	18.1	29	43.4	15	34.1	33.1
0900	55	3375	0	0	4	5	5	25	13	2	1	0	0	0	0	0	0	0	11.6	26.7	40.1	16	29.1	31.1
1000	44	3419	0	0	0	4	17	20	3	0	0	0	0	0	0	0	0	0	18.5	25	33.1	3	6.8	27.1
1100	43	3462	0	0	0	3	8	17	12	3	0	0	0	0	0	0	0	0	16.7	28.1	37.4	15	34.9	33.3
1200	35	3497	0	0	0	1	8	15	9	2	0	0	0	0	0	0	0	0	18.4	28	35.6	11	31.4	32.2
1300	44	3541	0	0	0	4	6	24	9	1	0	0	0	0	0	0	0	0	16.4	27.3	35.4	10	22.7	30.9
1400	43	3584	0	0	0	4	8	18	11	2	0	0	0	0	0	0	0	0	17.3	27.7	38.8	13	30.2	33.3
1500	32	3616	0	0	0	2	5	16	8	1	0	0	0	0	0	0	0	0	17.1	28	37.1	9	28.1	30.4
1600	35	3651	0	0	1	2	14	9	6	3	0	0	0	0	0	0	0	0	14.6	26.3	39.7	9	25.7	31.3
1700	21	3672	0	0	2	0	8	10	1	0	0	0	0	0	0	0	0	0	12.9	24.4	30.4	1	4.8	28.2
1800	17	3689	0	0	1	0	5	7	3	1	0	0	0	0	0	0	0	0	14.9	26.3	38.8	4	23.5	30.2
1900	7	3696	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	20.4	28.1	38.2	2	28.6	-
2000	6	3702	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	15.2	24.8	31.4	1	16.7	-
2100	2	3704	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.3	27.2	29.1	0	0	-
2200	6	3710	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	18.4	25.6	33.8	1	16.7	-
2300	7	3717	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	19.9	28.3	33.9	3	42.9	-
07-19	434	3717	0	0	8	29	90	194	91	20	2	0	0	0	0	0	0	0	11.6	27.2	43.4	113	26	31.8
06-22	452	3717	0	0	8	31	92	205	93	21	2	0	0	0	0	0	0	0	11.6	27.2	43.4	116	25.7	31.5
06-00	465	3717	0	0	8	34	93	210	97	21	2	0	0	0	0	0	0	0	11.6	27.2	43.4	120	25.8	31.8
00-00	469	3717	0	0	8	35	95	210	98	21	2	0	0	0	0	0	0	0	11.6	27.1	43.4	121	25.8	31.8

Benchmark Data Collection

Sun 16	March	2025	Northbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													</
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Appendix E

Site Layout Plan



Client's Name
Remmus Homes

Drawing Title
Site Layout

Drawn AS
Checked AK
Date 27.07.26

Job Title
College Lane
Hurstpierpoint

Scale
1:250 @ A1 / 1:500 @ A3
metres 5 10 15 20

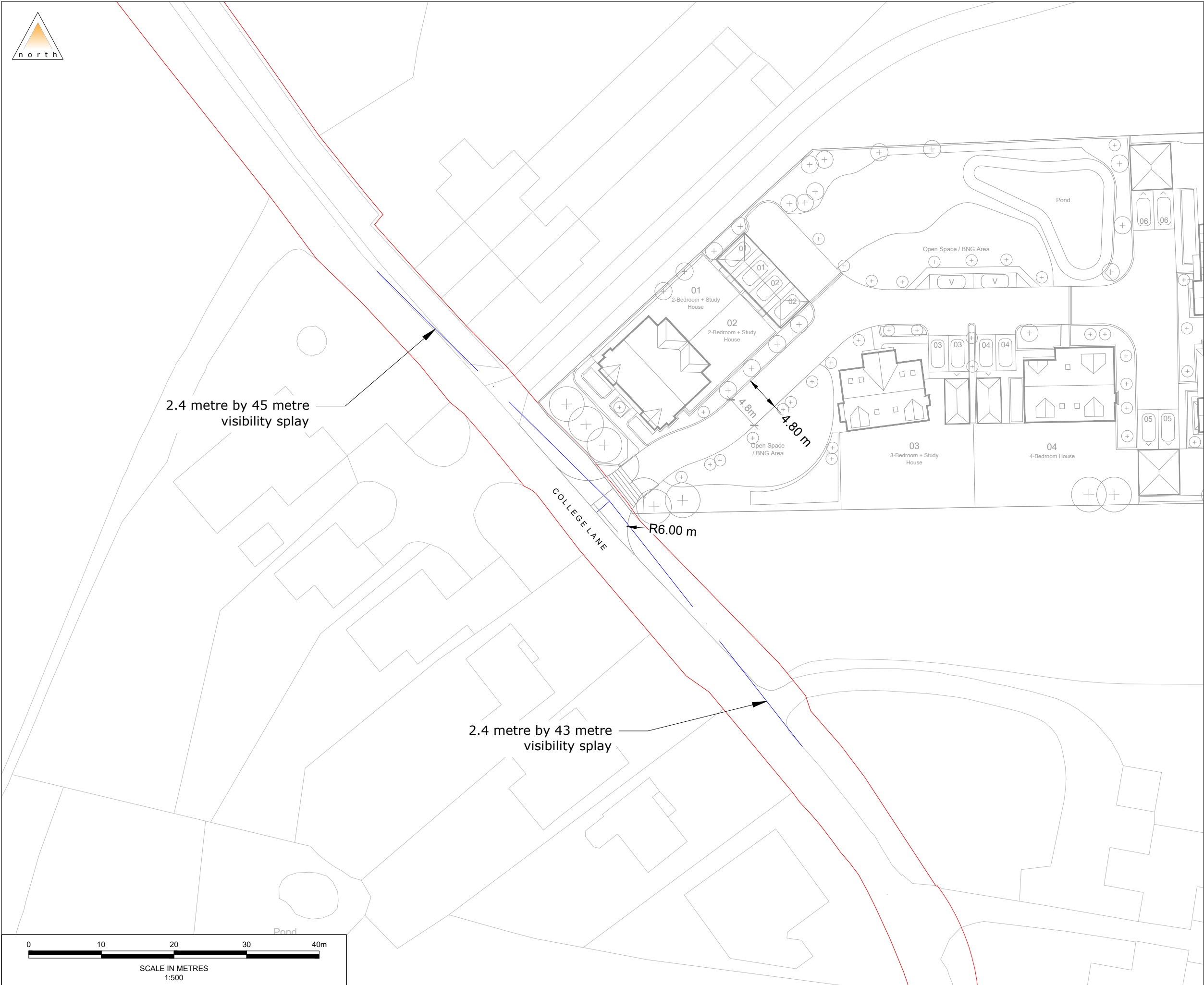
Job No 7759
Drawing No PL-03
Rev P03
Status APPROVAL

P03	28.08.26	Planning Issue.	AS	AK
P02	07.08.26	Road amended to accommodate vehicle movement	AS	DP
P01	27.07.26	Consultant Issue.	AS	AK
Rev	Date	Revision Details	Dr	Ch



Appendix F

Proposed Access Arrangements



1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by ECE Architecture and OS mapping. Motion cannot guarantee the accuracy of the data provided.
3. Highway boundary information obtained from West Sussex County Council and is based on OS mapping. Motion cannot guarantee the accuracy of the data provided.

 Highway Boundary
 Visibility Splay

C	Updated Site Layout	EF	PB	PB	01/09/2026
B	Updated Site Layout	EF	PB	PB	18/08/2026
A	Updated Site Layout	EP	PB	PB	03/08/2026
-	First Issue	WMC	PB	PB	28/03/2025
Rev.	Description	Drn	Chk	App	Date

FOR PLANNING
NOT FOR CONSTRUCTION



Remmus Designer Homes

Land East of College Lane,
Hurstpierpoint

Proposed Access Arrangement

Drawing: 2410045-01 Revision: C

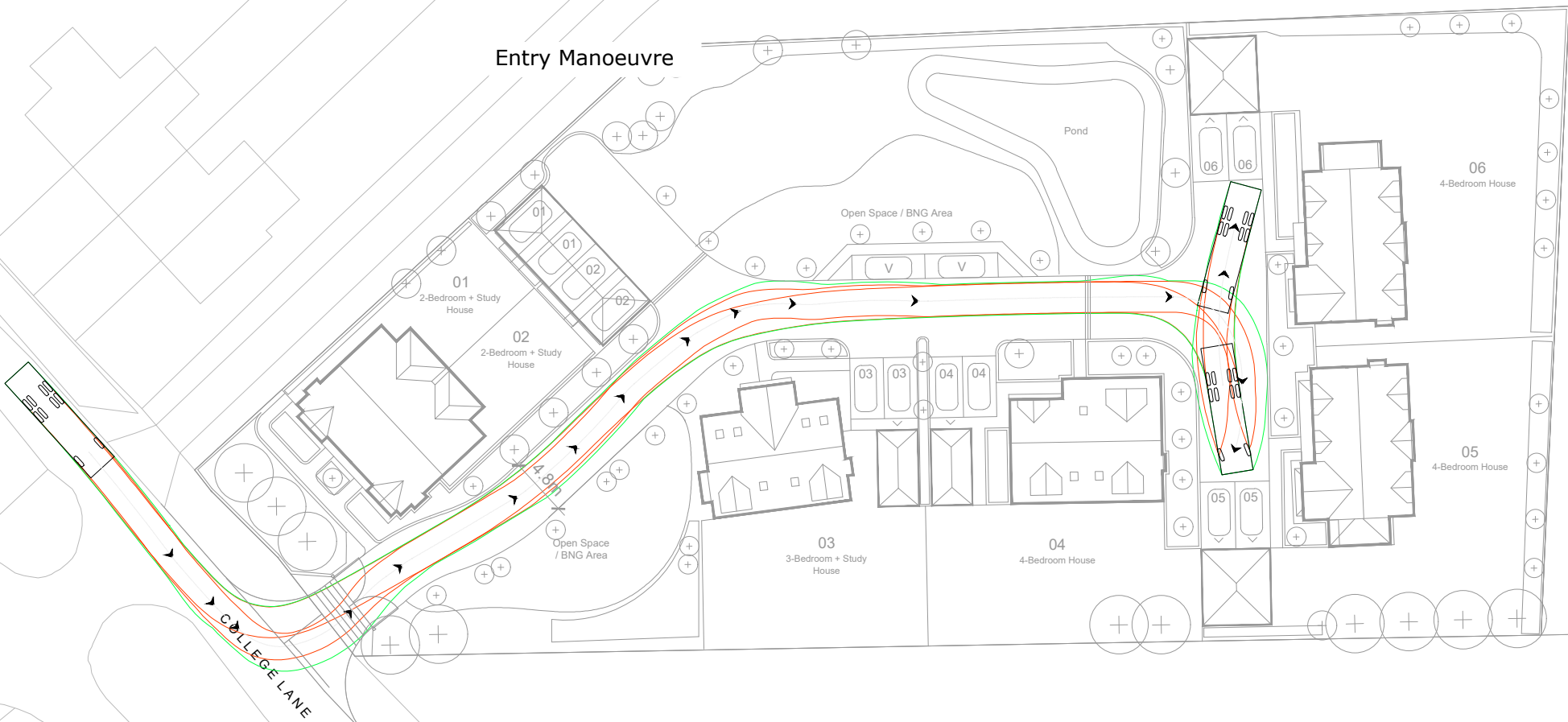
Appendix G

Swept Path Analysis

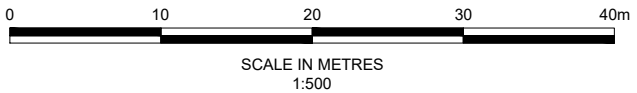
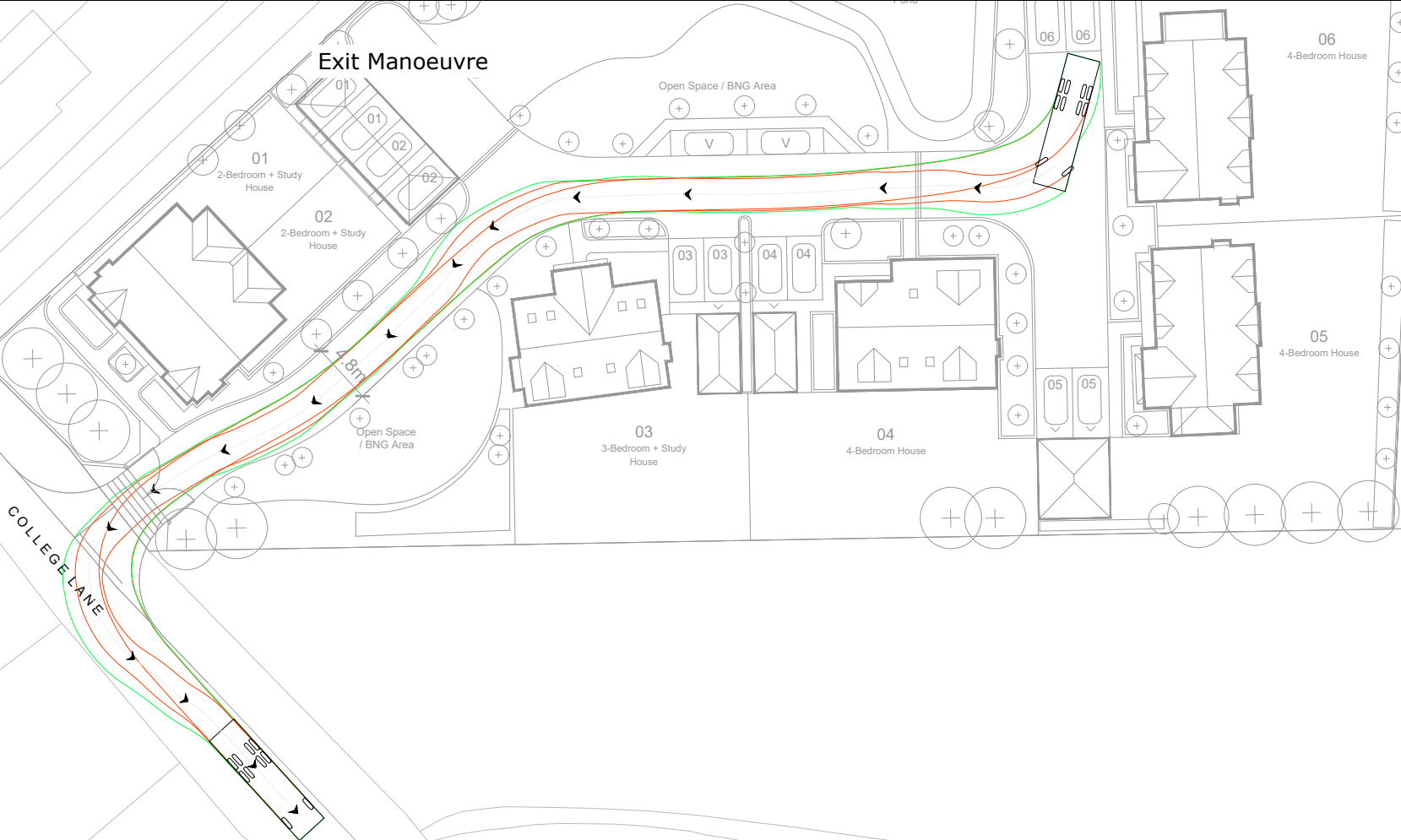
C:\Users\eford\Motion\StaffSite - Rehurs 2410045\Drawings\2410045-01C, TK01D, TK02B, And TK03B.dwg



Entry Manoeuvre

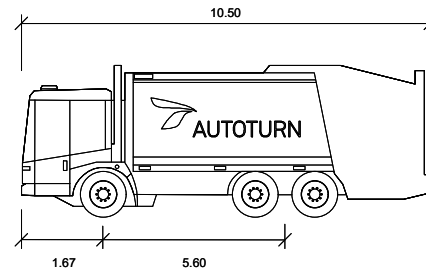


Exit Manoeuvre



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by ECE Architecture and OS mapping. Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Mid Sussex Refuse Vehicle

	metres
Width	: 2.60
Track	: 2.53
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

D	Updated Site Layout	EF	PB	PB	01/09/2026
C	Updated Site Layout	EF	PB	PB	18/08/2026
B	Updated Site Layout	EP	EU	PB	30/07/2026
A	Updated Site Layout	WMC	PB	PB	24/04/2025
-	First Issue	WMC	PB	PB	22/04/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:
Remmus Designer Homes

Project:
**Land East of College Lane,
Hurstpierpoint**

Title:
**Swept Path Analysis
Refuse Vehicle**

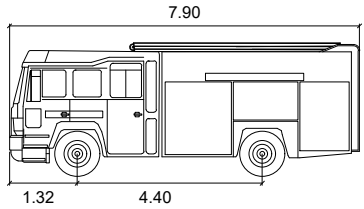
Scale: 1:500 (@ A3)

Drawing: **2410045-TK01** Revision: **D**

C:\Users\eford\Motion\StaffSite - Rehurs 2410045\Drawings\2410045-01C, TK01D, TK02B, And TK03B.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by ECE Architecture and OS mapping. Motion cannot guarantee the accuracy of the data provided.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Pumping Appliance

metres

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

B	Updated Site Layout	EF	PB	PB	01/09/2026
A	Updated Site Layout	EF	PB	PB	18/08/2026
-	First Issue	EP	PB	PB	03/08/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Remmus Designer Homes

Project:
**Land East of College Lane,
Hurstpierpoint**

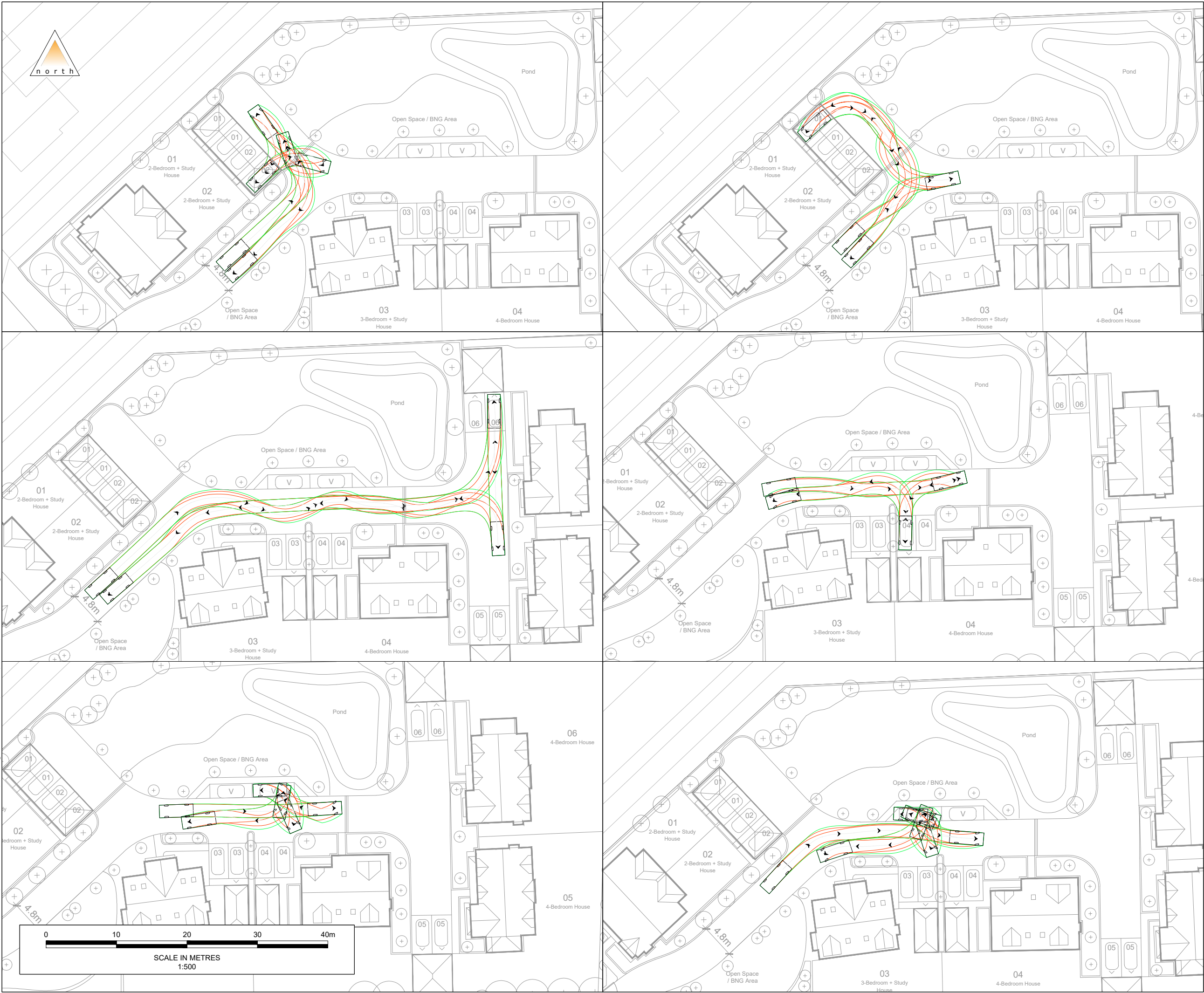
Title:
**Swept Path Analysis
Pumping Appliance**

Scale: 1:500 (@ A3)

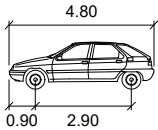
Drawing:
2410045-TK02

Revision:
B

C:\Users\eford\Motion\StaffSite - Rehurs 2410045\Drawings\2410045-01C, TK01D, TK02B, And TK03B.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by ECE Architecture and OS mapping. Motion cannot guarantee the accuracy of the data provided.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



SDV

Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

B	Updated Site Layout	EF	PB	PB	01/09/2026
A	Updated Site Layout	EF	PB	PB	18/08/2026
-	First Issue	EP	PB	PB	03/08/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Remmus Designer Homes

Project:
**Land East of College Lane,
Hurstpierpoint**

Title:
**Swept Path Analysis
Car Parking Spaces**

Scale: 1:500 (@ A3)

Drawing:
2410045-TK03

Revision:
B

Appendix H

TRICS Output Data

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 - 30 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 26 DWELLS

Date Range: Minimum: 01/01/2018 Maximum: 24/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 865 3091

Days of the week selected:

Monday	1
Tuesday	1
Wednesday	2
Thursday	1

Main Location Types selected:

Suburban Area	2
Edge of Town	3

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	3

Population <1 Mile ranges selected:

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

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Population <5 Mile ranges selected:

50,001 to 75,000	2
125,001 to 250,000	2
250,001 to 500,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	5
-----------------	---

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: A - HOUSES PRIVATELY OWNED
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD 1 day
02	SOUTH EAST	
	HF	HERTFORDSHIRE 1 day
	MW	MEDWAY 1 day
03	SOUTH WEST	
	DC	DORSET 1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day

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

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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:	DWELLS
Actual Range:	6 to 26 (units:DWELLS)
Range Selected by User:	6 to 30 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/18 to 24/03/26

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
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	5
Direction ATC Count	0

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:	
Suburban Area	2 days
Edge of Town	3 days

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	5 days

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 Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	1 days

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

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:

800 - 5250

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

50,001 to 75,000	2 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	3 surveys

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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys
No	1 surveys
Yes	1 surveys

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:

1a (Low) - Very poor	1 surveys
No PTAL Present	4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-04	Number of dwellings:	24.00 DWELLS
Development Name:	TOWN HOUSES	Survey Date:	06/06/2019
Location:	NORTHWICH	Survey Day:	Thursday
Postcode:	CW9 8RZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DC-03-A-12	Number of dwellings:	17.00 DWELLS
Development Name:	PRIVATELY OWNED HOUSES	Survey Date:	06/05/2025
Location:	WEYMOUTH	Survey Day:	Tuesday
Postcode:	DT4 9GJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	EN-03-A-02	Number of dwellings:	9.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	14/09/2022
Location:	HADLEY WOOD	Survey Day:	Wednesday
Postcode:	EN4 0JA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	1A		
Site 4:	HF-03-A-09	Number of dwellings:	8.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	12/11/2025
Location:	WATFORD	Survey Day:	Wednesday
Postcode:	WD19 7QY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	MW-03-A-02	Number of dwellings:	19.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	06/06/2022
Location:	RAINHAM	Survey Day:	Monday
Postcode:	ME8 8XU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DC-03-A-10	09-11-2022	Non-Comparable Site
DL-03-A-11	19-05-2021	Non-Comparable Site
DN-03-A-06	10-10-2018	Non-Comparable Site
ES-03-A-20	06-11-2024	Non-Comparable Site
GS-03-A-03	10-10-2024	Non-Comparable Site
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05
HF-03-A-05	05-06-2023	Removed: Site re-surveyed by HF-03-A-09
KC-03-A-09	09-06-2021	Non-Comparable Site

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.130	0.182	0.312
08:00-09:00	5	15	0.468	0.506	0.974
09:00-10:00	5	15	0.169	0.156	0.325
10:00-11:00	5	15	0.065	0.143	0.208
11:00-12:00	5	15	0.117	0.091	0.208
12:00-13:00	5	15	0.104	0.208	0.312
13:00-14:00	5	15	0.234	0.195	0.429
14:00-15:00	5	15	0.234	0.156	0.390
15:00-16:00	5	15	0.325	0.260	0.585
16:00-17:00	5	15	0.078	0.156	0.234
17:00-18:00	5	15	0.325	0.156	0.481
18:00-19:00	5	15	0.130	0.143	0.273
19:00-20:00	1	9	0.111	0.111	0.222
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.601	2.463	5.064

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 12/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.169	0.273	0.442
08:00-09:00	5	15	0.701	1.052	1.753
09:00-10:00	5	15	0.377	0.221	0.598
10:00-11:00	5	15	0.078	0.260	0.338
11:00-12:00	5	15	0.182	0.156	0.338
12:00-13:00	5	15	0.143	0.260	0.403
13:00-14:00	5	15	0.338	0.260	0.598
14:00-15:00	5	15	0.325	0.195	0.520
15:00-16:00	5	15	0.584	0.364	0.948
16:00-17:00	5	15	0.156	0.182	0.338
17:00-18:00	5	15	0.519	0.312	0.831
18:00-19:00	5	15	0.247	0.221	0.468
19:00-20:00	1	9	0.222	0.222	0.444
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.152	3.978	8.130

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 12/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.013	0.000	0.013
08:00-09:00	5	15	0.000	0.039	0.039
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.013	0.013
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.013	0.013	0.026
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.039	0.000	0.039
16:00-17:00	5	15	0.013	0.000	0.013
17:00-18:00	5	15	0.000	0.026	0.026
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.078	0.091	0.169

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 06/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.000	0.000
08:00-09:00	5	15	0.000	0.000	0.000
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.000	0.000	0.000
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.000	0.000	0.000
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.000	0.000	0.000
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.000	0.000
08:00-09:00	5	15	0.013	0.013	0.026
09:00-10:00	5	15	0.026	0.026	0.052
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.000	0.000	0.000
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.013	0.013	0.026
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.000	0.000	0.000
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.052	0.052	0.104

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.

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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 06/05/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.000	0.000
08:00-09:00	5	15	0.013	0.013	0.026
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.000	0.000	0.000
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.013	0.013	0.026
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.000	0.000	0.000
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.026	0.052

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2022 - 06/06/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.104	0.182	0.286
08:00-09:00	5	15	0.351	0.416	0.767
09:00-10:00	5	15	0.130	0.117	0.247
10:00-11:00	5	15	0.052	0.130	0.182
11:00-12:00	5	15	0.091	0.078	0.169
12:00-13:00	5	15	0.091	0.182	0.273
13:00-14:00	5	15	0.208	0.156	0.364
14:00-15:00	5	15	0.234	0.156	0.390
15:00-16:00	5	15	0.260	0.208	0.468
16:00-17:00	5	15	0.078	0.156	0.234
17:00-18:00	5	15	0.286	0.130	0.416
18:00-19:00	5	15	0.130	0.143	0.273
19:00-20:00	1	9	0.111	0.111	0.222
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.237	2.165	4.402

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 12/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.026	0.000	0.026
08:00-09:00	5	15	0.065	0.052	0.117
09:00-10:00	5	15	0.013	0.013	0.026
10:00-11:00	5	15	0.013	0.013	0.026
11:00-12:00	5	15	0.026	0.013	0.039
12:00-13:00	5	15	0.013	0.026	0.039
13:00-14:00	5	15	0.026	0.039	0.065
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.039	0.026	0.065
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.026	0.026	0.052
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.247	0.208	0.455

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 12/11/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.000	0.000
08:00-09:00	5	15	0.026	0.013	0.039
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.000	0.000	0.000
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.000	0.000	0.000
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.013	0.000	0.013
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.013	0.052

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2022 - 06/05/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.143	0.234	0.377
08:00-09:00	5	15	0.636	0.675	1.311
09:00-10:00	5	15	0.182	0.182	0.364
10:00-11:00	5	15	0.065	0.182	0.247
11:00-12:00	5	15	0.130	0.104	0.234
12:00-13:00	5	15	0.117	0.221	0.338
13:00-14:00	5	15	0.260	0.234	0.494
14:00-15:00	5	15	0.273	0.195	0.468
15:00-16:00	5	15	0.481	0.338	0.819
16:00-17:00	5	15	0.104	0.169	0.273
17:00-18:00	5	15	0.481	0.221	0.702
18:00-19:00	5	15	0.169	0.208	0.377
19:00-20:00	1	9	0.222	0.222	0.444
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.374	3.185	6.559

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.

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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 12/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.013	0.026	0.039
08:00-09:00	5	15	0.065	0.286	0.351
09:00-10:00	5	15	0.195	0.039	0.234
10:00-11:00	5	15	0.013	0.065	0.078
11:00-12:00	5	15	0.052	0.052	0.104
12:00-13:00	5	15	0.026	0.026	0.052
13:00-14:00	5	15	0.052	0.013	0.065
14:00-15:00	5	15	0.052	0.000	0.052
15:00-16:00	5	15	0.052	0.026	0.078
16:00-17:00	5	15	0.026	0.013	0.039
17:00-18:00	5	15	0.026	0.065	0.091
18:00-19:00	5	15	0.052	0.013	0.065
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.624	0.624	1.248

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.

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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2019 - 06/05/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.013	0.013
08:00-09:00	5	15	0.000	0.052	0.052
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.013	0.013
13:00-14:00	5	15	0.013	0.000	0.013
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.013	0.000	0.013
16:00-17:00	5	15	0.013	0.000	0.013
17:00-18:00	5	15	0.013	0.000	0.013
18:00-19:00	5	15	0.026	0.000	0.026
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.078	0.078	0.156

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2022 - 12/11/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.000	0.000
08:00-09:00	5	15	0.000	0.026	0.026
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.013	0.000	0.013
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.000	0.000	0.000
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.000	0.000	0.000
18:00-19:00	5	15	0.013	0.000	0.013
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.026	0.052

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2022 - 12/11/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.000	0.000
08:00-09:00	5	15	0.000	0.000	0.000
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.000	0.000
13:00-14:00	5	15	0.000	0.000	0.000
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.000	0.000	0.000
16:00-17:00	5	15	0.000	0.000	0.000
17:00-18:00	5	15	0.000	0.000	0.000
18:00-19:00	5	15	0.000	0.000	0.000
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

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

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	0.000	0.013	0.013
08:00-09:00	5	15	0.000	0.026	0.026
09:00-10:00	5	15	0.000	0.000	0.000
10:00-11:00	5	15	0.000	0.000	0.000
11:00-12:00	5	15	0.000	0.000	0.000
12:00-13:00	5	15	0.000	0.013	0.013
13:00-14:00	5	15	0.000	0.000	0.000
14:00-15:00	5	15	0.000	0.000	0.000
15:00-16:00	5	15	0.013	0.000	0.013
16:00-17:00	5	15	0.013	0.000	0.013
17:00-18:00	5	15	0.013	0.000	0.013
18:00-19:00	5	15	0.013	0.000	0.013
19:00-20:00	1	9	0.000	0.000	0.000
20:00-21:00	1	9	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.052	0.052	0.104

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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Audit Code: 087955fc-0817-4a66-b6cb-d5ebb20951a1

Parameter Summary:

Trip rate parameter range selected:	6 - 30 (units: DWELLS)
Survey date date range:	06/06/2022 - 12/11/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.