Proposed Residential Development
Land Adjacent to Pucks Cottage, Rusper

Transport Statement

For

BPH

motion

Document Control Sheet

Proposed Residential Development

Land Adjacent to Pucks Cottage, Rusper

BPH

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24 May 2024	Draft	EF	PB
10 June 2024	Second Draft	EF	PB
16 July 2024	Revised Draft	EF	PB
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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of BCP in support of a proposed residential development comprising an extension to an existing dwelling and the construction of four new residential dwellings at land adjacent to Pucks Cottage, Rusper (herein referred to as 'the site'). This report considers the highway and transportation aspects of the proposed development.

1.2 The site is located approximately 170 metres south-west of Rusper village centre. The closest major urban area is Crawley, located approximately 8.8 kilometres east of the site. The site benefits from close proximity to the A24 to the west of the site and the A264 to the south of the site. The site is located within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC).

1.3 A previous planning application for a residential development comprising seven dwellings at the site was refused (REF: DC/20/2465). As part of the planning application, WSCC was consulted as the highways authority and sought additional information on speed surveys and visibility splays at the proposed access. Unfortunately HDC refused the application prior to the additional information being submitted and included a highways reason for refusal associated to the proposed access to the site; this is referenced in both the decision notice and the Planning Officer Report. For clarity, the decision notice is attached in **Appendix A** and the Planning Officer's Report is attached within **Appendix B**.

1.4 The decision was appealed and the reason for refusal surrounding speed surveys and visibility splays at the proposed access was resolved with the required information provided to satisfy both HDC and WSCC. The Inspector dismissed the appeal however had no concerns relating to highways or transportation. The Inspector's Decision is attached in **Appendix C**.

1.5 The site is currently undeveloped and benefits from an existing field gate access from Horsham Road. The planning application seeks permission for an extension to an existing dwelling and construction of four new residential dwellings alongside enhancements to the existing access.

1.6 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:

- The proposals accord with national, regional, and local policies relevant to transport;
- The site is accessible via sustainable transport methods;
- Safe and suitable access to the site can be achieved by all users;
- Appropriate parking provision for both 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 and free-flow of traffic on the adjoining highway network.

1.7 Following this introduction, this Transport Statement is structured as follows:

- Section 2 outline the national, regional, and local polices which are considered to be relevant to this application;
- Section 3 details the existing conditions of the site and the surrounding area;
- Section 4 describes the development proposals for the site;
- Section 5 demonstrates the predicted trip generation associated to the site; and,
- Section 6 summarises the key findings and conclusions of this Transport Statement.

2.0 Policy Context

Overview

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

- National Planning Policy Framework – December 2024;
- West Sussex County Council Transport Plan 2022 to 2036 – April 2022; and,
- Horsham District Council Horsham District Planning Framework – November 2015.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF states that it is necessary to focus on local context when planning policy and decisions are being made.

2.4 Paragraph 109 states;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.5 Paragraph 110 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons and to actively manage development for sustainable patterns of growth. The key planning point surrounding Paragraph 109 is as follows;

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

2.6 Paragraph 112 states;

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.7 Paragraph 113 states;

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 115 states;

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

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

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

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

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

2.9 This is followed by Paragraph 116 which states;

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

2.10 Paragraph 117 contextualises that applications for development should;

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

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

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

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

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

West Sussex County Council Transport Plan 2022 to 2036

2.11 The West Sussex County Council Transport Plan (WSTP) sets out the policy surrounding the highway network which builds upon local plans written by local authorities. West Sussex County Council (WSCC) act as the Highways Authority within the area and are therefore responsible for commenting on the highways aspects of planning applications.

2.12 The WSTP sets out the context surrounding the various transport methods typically utilised within the area. The document considers the accessibility and connectivity of public transport and active travel methods within rural areas within West Sussex and highlights that WSCC is aware of the issues of sustainable travel within rural locations.

2.13 Objective 5 of the WSTP states that WSCC will *"Ensure the transport network allows residents and visitors (including people with disabilities) to live healthy lifestyles with good access to green and blue spaces, particularly the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour."*

2.14 Objective 6 states that WSCC will *"Ensure rural communities can live locally by accessing local services or nearby towns".*

2.15 Objective 15 states that WSCC will *"Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network"* whilst Objective 16 states that WSCC will *"Ensure the bus network is customer focussed and integrated with other modes of transport to provide an attractive option for journeys to nearby towns".*

Horsham District Planning Framework

2.16 HDC is in the process of creating a new Local Plan for the area which is expected to be adopted in March 2025. The currently adopted planning document is the Horsham District Planning Framework and sets out the planning policies of HDC.

2.17 Policy 40 – Sustainable Transport states;

"There is a commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services, and facilities, will be encouraged and supported.

Development will be supported if it:

1. *Is appropriate and in scale to the existing transport infrastructure, including public transport.*
2. *Maintains and improves the existing transport system (road, rail, cycle).*
3. *Is integrated with the wider network of routes, including public rights of way and cycle paths.*
4. *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
5. *Is located in areas where there are, or will be a choice in the modes of transport available.*
6. *Minimises the distance people need to travel and minimises the conflicts and between traffic, cyclists, and pedestrians.*
7. *Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
8. *Develops innovative and adaptable approaches to public transport in the rural areas of the district.*

9. *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.*

10. *Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.*

2.18 Policy 41 – Parking states;

"1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality,

2. Adequate parking and facilities must be provided within development to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.

3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.

4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined."

Summary

2.19 The above review demonstrates that the location of the site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

2.20 The following sections of this Transport Statement will review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of 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 approximately 170 metres south-west of Rusper village centre and is located on the southern side of Horsham Road. The site benefits from close proximity to the A24 to the west and the A264 to the south. The surrounding area can be classified as being residential but within a wider rural context. The location of the site is illustrated below in Figure 3.1.

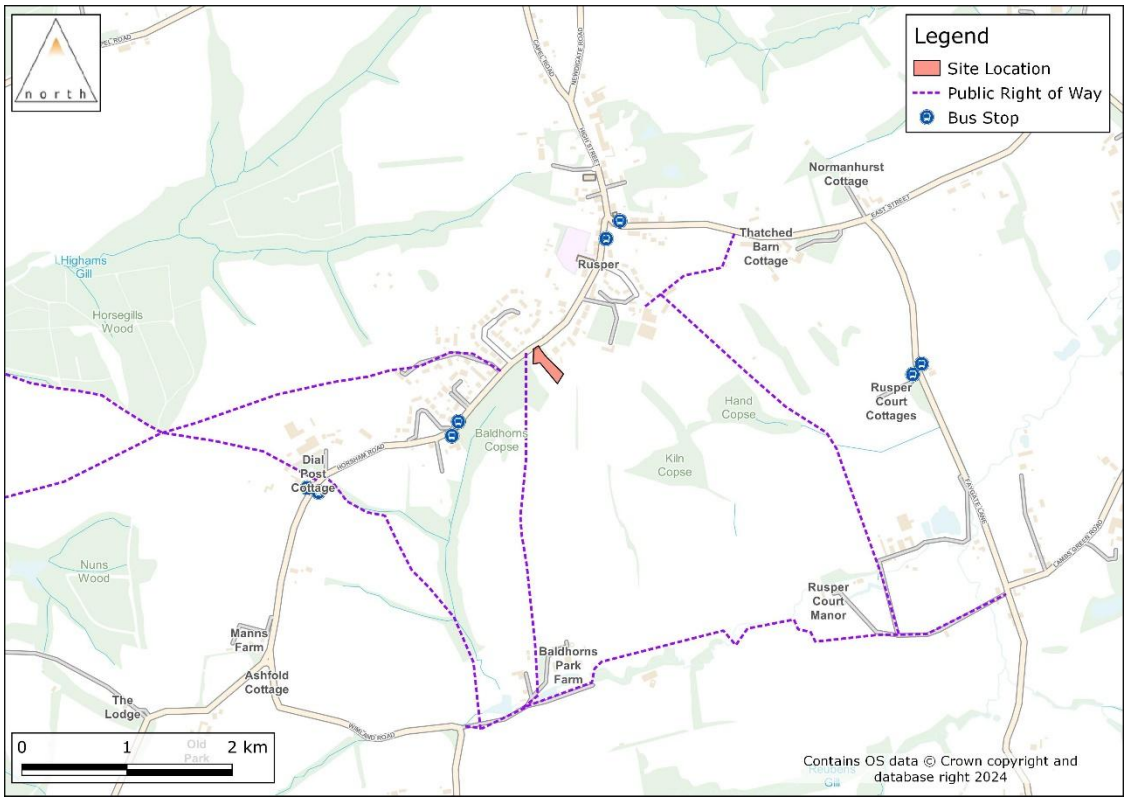

Figure 3.1: Site Location

3.3 The site currently comprises undeveloped land. Access to the site is achieved via an existing access from Horsham Road.

Existing Highway Network

3.4 Horsham Road is a two-way, single carriageway road subject to a 30mph speed limit. To the south, Horsham Road provides access towards other local villages, and ultimately the A264. To the north, Horsham Road provides access towards Rusper village centre and the A24.

Accessibility of the Site by Non-Car Modes

3.5 Planning policy places a considerable significance on the ability for new development to be accessed via sustainable and active travel methods. As a result, a review has been undertaken surrounding the accessibility of the site by active travel and wider sustainable transport methods.

Accessibility on Foot

3.6 The site is accessible via a footway provided along the north side of Horsham Road. This footway includes dropped kerbs to assist with pedestrians crossing and provides a continuous route towards Rusper village centre to the north and towards the southern residential extent of Rusper.

3.7 As illustrated at Figure 3.1, there are a selection of Public Rights of Way (PRoW) easily accessible to the site. The footpath 1567 runs immediately west of the site and provides connections to the wider PRoW network.

3.8 Utilising the PRoW network would allow future residents to access wider amenities via off-road pedestrian infrastructure. It is recognised that this would be unlit and of variable quality, however, it is important to recognise that it is possible to access the wider area, and therefore wider amenities, via the PRoW network.

Accessibility by Cycle

3.9 Although no on-road cycle infrastructure is provided within the immediate vicinity of the site, the low-speed limit, residential nature of the surrounding area, and the flat topography ensure that the local highway network can be deemed suitable for cycling.

Accessibility by Bus

3.10 As illustrated at Figure 3.1, the closest bus stops to the site are located approximately 270 metres south of the site, equivalent to a 2-minute walk. These bus stops are accessible via the footway provision along Horsham Road. The stops are served by the 52 bus service providing a single daily service in each direction (Monday – Thursday) between Horsham and Broadbridge Heath Tesco. This ensures that future residents would be able to access the Tesco food store via a sustainable transport method if desired.

Accessibility by Rail

3.11 The closest railway station to the site is Faygate railway station located approximately 4 kilometres south-east of the site. This is equivalent to a 16-minute cycle or 5-minute journey via car.

3.12 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 Faygate railway station, it is possible and accessible for future residents to utilise rail services if desired.

3.13 Faygate railway station benefits from step-free access to all platforms, 9 car parking spaces, although additional parking provision is accessible within the village, and cycle parking racks monitored by CCTV. A summary of the direct rail services accessible from Faygate is shown below in Table 3.1.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Peterborough	Faygate – Ifield – Crawley – Three Bridges – Gatwick Airport – Horley – Redhill – Merstham – Coulsdon South – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Arlesey – Biggleswade – Sandy – St Neots – Huntingdon – Peterborough	1 every 30 minutes during peak period	1 every 30 minutes during peak period	No service
Horsham	Faygate – Littlehaven – Horsham	1 every 30 minutes during peak period	1 every 30 minutes during peak period	No service

Table 3.1: Direct Rail Services

3.14 Table 3.1 demonstrates that there is accessibility to rail services towards areas of employment and wider amenities accessible to the site.

3.15 It should also be recognised that other stations with wider accessibility to rail services, such as Crawley, are accessible via cycle and the private car. The utilisation of the private car to access rail services will already be undertaken by existing residents of Rusper. Therefore, the fact that rail services towards wider employment areas, such as central London, are accessible from the site ensures that future residents will be provided with a genuine choice of how they travel.

Accessibility to Local Amenities

3.16 It was recognised and referenced within the Inspector's Report that the site is accessible to local amenities within Rusper. A summary of these key local amenities is provided below in Table 3.2.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycle Time (minutes)
Rusper Village Hall	210	3	1
Rusper Primary School	250	3	1
The Star Inn Public House	400	5	1
Rusper Village Store and Post Office	400	5	1
St Mary Magdalene Church	450	6	1
The Plough & Attic Rooms	450	6	1

Table 3.2: Local Amenities

3.17 Table 3.2 demonstrates that the site is accessible to key local amenities within Rusper village. These amenities provide access to food and daily essentials which ensures that people could live in Rusper without having to access wider amenities for essential provisions such as fresh food and groceries.

3.18 All of these amenities are accessible via the footway provision within Rusper ensuring that future residents are able to walk to these amenities. Additional amenities are accessible within the wider local area.

Rural Community Sustainable Travel

3.19 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. The documents also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.

3.20 While many amenities, facilities, and recreational facilities would potentially need to be accessed by the private car, the trips would be over a relatively short distance. The site is within a reasonable distance of Crawley and the most likely mode of transport from the site would be the private car. Due to the rural location, this can be deemed acceptable as a result of the lack of readily available public transport infrastructure within the immediate vicinity of the site.

3.21 Paragraph 84 of the NPPF states *"Planning policies and decisions should avoid the development of isolated homes in the countryside".* The proposed development cannot be deemed isolated as it includes the extension of an existing dwelling and is also located within a residential area of Rusper. As such, the principle of the proposed development should be deemed acceptable as is recognised within the Inspector's Report.

Road Safety Review

3.22 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 acquired from Collision Plot for the most recent 5-year period. A review of the data shows that no collisions were reported at the access points or within the immediate vicinity of the site.

Summary

3.23 The above review demonstrates that the rural nature of the site does impact upon the sustainability of the site but that there is still an opportunity for there to be a genuine choice made by future residents of the site. It also demonstrates that context is fundamental to decision making with the rural nature of the site being the underling factor surrounding the lack of access to sustainable transport methods and wider amenities although key amenities are readily accessible to the site.

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 an extension to an existing dwelling and the construction of four new residential dwellings.

4.2 The existing dwelling on the site will be extended from two bedrooms to three bedrooms. The proposed new dwellings will consist of two 4-bedroom dwellings and two 2-bedroom dwellings. The site layout plan is attached at **Appendix D**.

Access Arrangements

4.3 Access to the site will be achieved via an existing access from Horsham Road. This access will be formalised and will facilitate both pedestrian and vehicular access to the site. It is proposed that a 2 metre footway will be constructed to the west of the site access with dropped kerbs and tactile paving to assist with crossing so that future residents can access the existing footway provision running along the northern side of Horsham Road. This is illustrated on the drawing attached within **Appendix E**.

Access Visibility

4.4 As part of the previously refused application (REF: DC/20/2465), speed surveys were undertaken to establish the visibility splay requirements at the access to the site. As this data is now over 3 years old, Automatic Traffic Counters (ATC) were put in place between Saturday 11th May 2024 and Saturday 18th May 2024 to determine vehicular speeds. This data identified speeds on both sides of the access along Horsham Road in either direction during this time period. The full data is presented within **Appendix F**.

4.5 Based on the traffic speed surveys, it has been identified that the eastbound and westbound 85th percentile traffic speeds are 34.4mph and 33.6mph respectively. Based on guidance in Manual for Streets (MfS), a 52.3 metre visibility splay is required to the west and a 50.5 metre visibility splay is required to the east. A drawing demonstrating that these visibility splays are achievable is included within **Appendix G**.

Parking Provision

4.6 The parking provision for the site is set out within the WSCC Guidance on Parking at New Developments document, adopted in September 2020. WSCC base their parking standards on zones, the site is located within Zone 1. Table 4.1 below sets out the parking standards for both car and cycle parking for residential dwellings within Zone 1.

Number of Bedrooms	Car Parking Provision	Minimum Cycle Parking Provision
2	1.7	1
3	2.2	2
4	2.7	2
Total	**11**	**5**

Table 4.1: WSCC Parking Guidance for Zone 1 Sites

4.7 Table 4.1 demonstrates that there is a requirement for there to be 11 car parking spaces and 5 cycle parking spaces at the site.

Car Parking Provision

4.8 It is proposed that 9 car parking spaces will be provided, 1 of which is a visitors' space, along with an additional 2 garage car parking spaces.

4.9 The proposed garage car parking spaces are in accordance the WSCC requirement for garage spaces of 6 by 3 metres. WSCC state that these account for 0.5 spaces within their guidance.

4.10 As a result, this means that the car parking provision accounts for 10 allocated spaces however, in practice, 11 car parking spaces are being provided at the site for use by future residents. All dwellings will be provided with an electric vehicle charging point in accordance with the Building Regulations. The proposed car parking provision is considered appropriate for the proposed development. A swept path analysis of a private car accessing the proposed spaces is attached within **Appendix H**.

Cycle Parking Provision

4.11 It is proposed that cycle parking will be accommodated within the curtilage of each property either within a garage or a shed, or similar storage facility, within the rear gardens. This ensures that a secure cycle parking location is provided at the site. There will be scope for electric cycle charging infrastructure to be provided within the proposed cycle parking provision.

Servicing and Emergency Access

4.12 Servicing and emergency access will all occur on site with vehicles entering the site in a forward gear, turning on site and exiting in a forward gear. Swept path analysis of a refuse vehicle, fire appliance, and a delivery vehicle accessing the site is provided within **Appendix H**.

Summary

4.13 The above review demonstrates that the proposed access will provide vehicular and pedestrian access to the site with appropriate visibility achievable based on ATC data. The access will also include dropped kerbs and tactile paving to allow future residents to access the existing footway along Horsham Road.

4.14 The parking provision at the site is in accordance with WSCC guidance and will meet the needs of the proposed development. Servicing will occur on site ensuring that servicing of the proposed development does not lead to a detrimental impact on the local highway network.

5.0 Trip Generation

Overview

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network 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 Development

5.2 To calculate the predicted total vehicle trips for the proposed development, the TRICS database has been utilised with the following dataset '03 – A Houses Privately Owner' with the following criteria;

- Areas within England excluding Greater London;
- 'Suburban Area' and 'Neighbourhood Centre' locations; and,
- Sites with 1-50 dwellings.

5.3 The predicted total people and total vehicle trips for the additional four new dwellings is shown below in Table 5.1. The full TRICS output data is attached within **Appendix I**.

Method of Transport	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total People Trip Rate	0.264	0.840	0.547	0.271	3.988	4.256
Total People Trips	1	4	3	1	20	21
Total Vehicle Trip Rate	0.160	0.346	0.278	0.123	2.109	2.230
Total Vehicle Trips	1	2	1	1	11	11

Table 5.1: Predicted Trip Generation

5.4 Table 5.1 demonstrates that it is predicted that the proposed development will lead to 2 or 3 additional vehicle movements during the morning and evening peak hours. Over the course of a typical weekday it is predicted that there will be in the order of 22 vehicle movements associated with the proposals.

5.5 The trips predicted to be generated as a result of the development are minimal and will not lead to a detrimental impact on the local highway network.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of BCP in support of a proposed residential development comprising an extension to an existing dwelling and the construction of four new residential dwellings at land adjacent to Pucks Cottage, Rusper.

6.2 In summary, this Transport Statement identifies the following:

- Notwithstanding the rural nature of Rusper, there are opportunities to travel via sustainable transport modes;
- Safe and suitable access can be achieved for all users;
- That appropriate visibility is achievable at the proposed access to the site and is in accordance with MfS standards;
- That deliveries and servicing will occur on site with vehicles entering and exiting in a forward gear; and,
- That the predicted increase in trips is minimal and will not act to have a detrimental impact on the local highway network.

6.3 On the basis of the above review, the proposed development is considered to meet with national and local policy criteria. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Decision Notice

Horsham District Council

Mr Huw James
ECE Planning Limited
Brooklyn Chambers
11 Goring Road
Worthing
BN12 4AP

Application Number: DC/20/2465

TOWN & COUNTRY PLANNING ACT, 1990 (as amended)
TOWN & COUNTRY PLANNING (Development Management Procedure) (England) Order 2015

On behalf of: BPH Construction Equipment Ltd

In pursuance of their powers under the above-mentioned Act and Order, the Council hereby REFUSE to permit the works specified hereunder, that is to say:

Outline application for the provision of 7No. houses with car parking, landscaping and associated access at land adjacent to Pucks Croft Cottage with all matters reserved except for access.

Land Adjacent To Pucks Croft Cottage Horsham Road Rusper Horsham

as shown on Plan and Application Number DC/20/2465 submitted to the Council on 09/12/2020. The reasons for the Council's decision to refuse to permit the above works are specified hereunder.

1 The proposed development is located in the countryside, outside of any defined built-up area boundary, on a site not allocated for development within the Horsham District Planning Framework or a 'made' Neighbourhood Plan. The Council is able to demonstrate a 5 year housing land supply, and consequently this proposed development would be contrary to the overarching strategy and hierarchy approach of concentrating development within the main settlements. Furthermore, the proposed development is not essential to its countryside location. Consequently, it represents unsustainable development contrary to Policies 1, 2, 3, 4, and 26 of the Horsham District Planning Framework (2015).

2 The proposed development would result in a quantum and density that would surmount to overdevelopment of the site, in a layout and arrangement that would formalise and suburbanise the countryside setting. The proposal would be unrepresentative of the build pattern and character of the locality and would not protect, and/or conserve, and/or enhance the key features and characteristics of the landscape character area. The proposed development would therefore result in harm to the visual amenity and countryside setting of the wider surroundings, contrary to Policies 25, 32, and 33 of the Horsham District Planning Framework (2015).

3 Insufficient information has been provided to demonstrate that the existing access would provide the necessary maximum visibility splays to ensure that safe and suitable access is provided and conflict between traffic, cyclists and pedestrians is minimised. The proposal is therefore contrary to Policy 40 of the Horsham District Planning Framework (2015).

Schedule of plans/documents:

Plan Type	Description	Drawing Number	Received Date
Location plan		LOC 01 REV P2	09.12.2020
Site plan	Proposed Site Plan	101 REV P2	09.12.2020
Site plan	Proposed Site Plan - PROW Diagram	102 REV P1	02.02.2021

Note to Applicant – Community Infrastructure Levy (CIL):
Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. **This development constitutes CIL liable development.**

CIL is a mandatory financial charge on development. In the case of outline applications the CIL charge will be calculated at the relevant reserved matters stage.

To avoid additional financial penalties, the requirements of CIL must be managed before development is commenced (including in the event of any successful appeal).

Payment must be made in accordance with the requirements of the CIL Demand Notice issued.

Note To Applicant:
Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Barbara Childs
Director of Place

Date: 03/02/2021

ADDITIONAL INFORMATION

Right of Appeals
If you are aggrieved by the decision to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.

You must appeal within 12 weeks of the date of the decision notice for a householder application or 'minor commercial' (shop front) development, and within 6 months for other types of planning applications. There are different timescale – usually 28 days – if an enforcement notice is/has been served for the same (or very similar) land and development. Please note, only the applicant possesses the right of appeal.

Appeals can be made online at: https://www.gov.uk/planning-inspectorate. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are at https://www.gov.uk/government/collections/casework-dealt-with-by-inquiries.

Appendix B

Planning Officer's Report

DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/20/2465
Land Adjacent To Pucks Croft Cottage, Horsham Road, Rusper, Horsham, West Sussex, RH12 4PR

DESCRIPTION:

Outline application for the provision of 7No. houses with car parking, landscaping and associated access at land adjacent to Pucks Croft Cottage with all matters reserved except for access.

RELEVANT PLANNING HISTORY:

No relevant planning history

SITE AND SURROUNDS

The application site is located to the south of Rusper Road and comprises agricultural land to the south and west of Pucks Croft Cottage. The site is primarily located outside of the defined built-up area, but adjoins it to the north-east.

The site comprises paddock land which is enclosed to the west by a mature tree line, with a fence line separating the site from wider agricultural land to the south. The site is bound by residential development to the north and north-east, with countryside comprising paddocks and fields to the south and west.

DETAILED DESCRIPTION

The application is made in outline with matters of access subject of consideration. Matters of appearance, landscaping, layout and scale are reserved for later consideration. The application proposes the erection of 7no. dwellings, with associated car parking and landscaping.

The application proposes to utilise an existing access point, which would be widened and re-graded. The Indicative Site Plan indicates that the access would measure to a width of 15m at the bell mouth, with the access road measuring 4.8m in width.

As the application is made in outline, details of the layout, scale and appearance are reserved for later consideration. However, the Applicant has provided an illustrative drawing which indicates the applicant's expectations for the development. This shows that the dwelling would comprise 7no. detached dwellings laid out to the west and south of the site. Each dwelling would benefit from 2no. off-road parking spaces, with 2no. of the dwellings also provided with a detached double garage. The development would include landscaping throughout, with amenity spaces located centrally along the eastern boundary.

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):
Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 4 - Strategic Policy: Settlement Expansion
Policy 15 - Strategic Policy: Housing Provision
Policy 16 - Strategic Policy: Meeting Local Housing Needs
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection

Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Strategic Policy: Inclusive Communities

Neighbourhood Plan:
Rusper Neighbourhood Plan:
Policy RUS1: Spatial Plan
Policy RUS3: Design
Policy RUS5: Green Infrastructure and Biodiversity
Policy RUS6: Walking, Cycling and Equestrian Routes
Policy RUS11: Promoting Sustainable Transport

REPRESENTATIONS AND CONSULTATIONS RESPONSES

Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

INTERNAL CONSULTATIONS

HDC Landscape Architect: No comments received

HDC Arboricultural Officer: No comments received

OUTSIDE AGENCIES

WSCC Highways: A speed survey was undertaken to determine road speeds. This was undertaken using a radar speed gun, with data collected for 2 hours (1 hour in each direction) on the same day. The LHA are not able to accept this data or its findings. The survey has not been carried out using the CA185 (formally TA 22/81) Vehicle Speed Measurement criteria. The LHA do not accept measurements taken by Radar guns as they are unreliable, given that a person has to stand at the side of the road and is visible to oncoming vehicles, which in turn will slow down, so will not give a true reflection of vehicle speeds. They also do not capture a 24/7 representation of speeds.

Horsham Road in this location has a speed limit of 30mph. The LHA would expect to see visibility splays of 43m in each direction in line with Manual for Streets (MfS) standards. Although in this location, with a change of speed limit to 40mph being in close proximity to the proposed access, a 7 day automatic traffic count (ATC) survey would be expected to be carried out to determine exact speeds, so representative visibility splays could be demonstrated.

During the Coronavirus pandemic the LHA have been accepting ATC surveys in relation to speed data. Although the traffic levels will be reduced, a 7 day survey will still give a robust speed assessment, and due to traffic moving more freely in these free flow conditions speeds are normally higher than a survey undertaken before 2020 under 'normal' circumstances. The LHA however are not accepting these surveys for the purpose of assessing traffic flows, unless prior agreement and an agreed criteria has been agreed with the LHA.

The Applicant needs to carry out a 7-day ATC, then visibility splays in line with these results need to be resubmitted for assessment, along with the full data and locations of the loops.

Tracking has been provided to show that a refuse truck can enter using the access, turn on site and exit onto the highway in forward gear. Whilst the truck uses the whole of the carriageway to make this manoeuvre, this is not uncommon in rural settings like this and is not expected to give rise to a safety concern. A shared surface arrangement is proposed. This is acceptable in small low speed

developments. The applicant should provide a dropped kerb and tactile crossing point to provide access for pedestrians from the site to the footway on the opposite side of Horsham Road, to provide a safe crossing to join the site with the existing footway network.

It is proposed that there will be 2 parking spaces each per 2 & 3 bed dwellings. The two 4 bed dwellings will have two spaces each and a double garage. 2 visitor spaces are also provided. The TN confirms that 20% of the dwellings will be provided with electrical vehicle charging points and ducting will be provided to the other dwellings. The LHA would raise no concerns to these provisions.

The Transport Note (TN) includes a TRCIS assessment which is the industry wide used database to determine the likely trip rates associated with a proposal. This concludes that there would be an expected rate of 4 two-way trips in the Am and PM peak hours. This level is not considered to impact highway safety or capacity.

The TN notes that there are a few amenities within a reasonable walking distance within the village. Whilst there are bus stops and a service is available from Rusper to Broadbridge Heath Tesco's, including a stop at Horsham Bus Station and Horsham Railway Station, the service only runs Monday – Thursday and doesn't offer an hourly service that would be required to offer a reasonable alternative for a commuter to travel for work purposes, this would mean that there is still a big reliance of the use of private motor vehicles.

Ecology Consultant: The mitigation measures identified in the Ecological Impact Assessment (Lizard Landscape Design and Ecology, November 2020) should be secured and implemented in full. This is necessary to conserve and enhance protected and Priority Species. As concluded in the Ecological Impact Assessment (Lizard Landscape Design and Ecology, November 2020) an European Protected Species Licence will be required prior to any works on the buildings identified as B3 as it supports a roosts for Common Pipistrelle and Brown Long-eared bats.

The Ecological Impact Assessment (Lizard Landscape Design and Ecology, November 2020) identifies that a "Low" population of Slow Worms was also recorded onsite. A Reptile Mitigation Strategy, which shall include the finalised mitigation measures and translocation details, should be secured as a condition of any consent.

It is noted that a barn owl has previously used the barn as a roost, although the roost does not appear to be in current use. The inclusion of a barn owl roost feature to a garage/car barn and a nest box to the woodland edge is supported.

The proposed reasonable biodiversity enhancements, which have been recommended to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019, are supported. The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured prior to slab level.

Southern Water: There are no public foul and surface water sewers in the area to serve this development. The applicant is advised to examine alternative means of foul disposal.

Parish Comments:

Objection for the following reasons:
- Rejected as part of the call for sites
- Outside of the built-up area boundary
- Coverage of the Traffic Survey queried given the pandemic
- Housing need in Rusper has been met
- Design of the dwellings appears out of keeping with the rest of the village

Representations:

20 letters of objection were received from 16 separate households, and these can be summarised as follows:

- Lack of public transport
- Sustainable travel options unlikely
- Noise and disruption from development
- Additional traffic

- Detract from the green space
- Impact on biodiversity and wildlife
- Safety of access
- The fact that the site has been considered as part of the SHELAA does not assume it is acceptable
- Outside of the built-up area
- Push the settlement envelope further south
- Interrupt transition to from countryside to settlement
- Drainage issues
- Impact on trees
- Impact on neighbouring amenity
- Not suitable for housing
- Impact on public footpath
- Impact on sewerage availability
- Parking availability on the site
- Construction traffic
- Overdevelopment
- Overlooking and loss of privacy to nearby dwellings
- Unsustainable location

HUMAN RIGHTS

Article 8 (right to respect of a private and family life) and Article 1 of The First Protocol (protection of property) of the Human Rights Act 1998 are relevant to the application. Consideration of human rights is an integral part of the planning assessment set out below.

PLANNING ASSESSMENT

The main considerations material to this application relate to:

- Principle of development
- Landscape Impact
- Trees and Landscaping
- Amenity Impacts
- Highways Impacts
- Ecology
- Climate Change

Principle of Development:

The application site comprises an undeveloped paddock to the west of Pucks Croft Cottage, which is located outside of the defined built-up area, albeit that it adjoins the boundary to the east. While the site is located immediately to the west of the built-up area, it remains outside of a defined settlement, and is therefore within a countryside location in policy terms.

Policy 2 of the Horsham District Planning Framework (HDPF) sets out the main growth strategy, focusing development in the main settlements. The HDPF outlines that the proposed settlement hierarchy is the most sustainable approach to delivering housing; where new development is focused in the larger settlements of Horsham, Southwater and Billingshurst; and limited new development is directed elsewhere, and only where it accords with an adopted Neighbourhood Plan. Specifically, Policy 3 of the Horsham District Planning Framework seeks to retain the existing settlement pattern and ensure that development takes place in the most sustainable locations as possible.

Policy 4 of the HDPF refers to the expansion of settlements outside the built-up area, and states that such development is only supported where: the site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge; the level of expansion is appropriate to the scale and function of the settlement type; the development is demonstrated to meet the identified local housing needs; the impact of development individually or cumulatively does not prejudice comprehensive long term development; and the development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced.

As the site is located outside of any defined built-up area boundary, policies 3 and 4 of the HDPF are of significant weight in the determination of the application. As stated within Policy 3 of the HDPF, development will be permitted within towns and villages that have defined built-up areas; with

development in the countryside more strictly controlled through the provisions of Policy 4. This policy states that development outside of built up areas will only be supported where the site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins a settlement edge

Rusper Neighbourhood Plan has been through examination, and the Examiner has concluded that the Plan may proceed to referendum. Unfortunately, due to the current pandemic, it has not been possible for the referendum to proceed; but given its status, the Plan is considered to be of great weight in the assessment of the proposed development. As part of this process, and in considering the current Local Plan Review, Rusper Neighbourhood Plan elected to omit the allocation of sites, with the Plan only providing high-level development policies. As such, the application site has not been allocated for development within the Neighbourhood Plan, and therefore fails to meet the criteria as specified within Policy 4 of the HDPF. While the Plan has yet to be formally adopted, it is considered of great weight in the consideration of the current application. The proposed development would not therefore accord with the spatial strategy expressed through Policies 3 and 4 of the HDPF, and is considered unacceptable in principle.

It is recognised that Paragraph 68 of the NPPF that *"small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:…support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes…"*

Paragraph 78 continues that *"to promote development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby."*

The submitted Planning Statement makes reference to the conclusions of the SHELAA, which assessed the developability of the application site in preparation for the Local Plan Review. The SHELAA only identifies sites that have been submitted to the Council, and does not allocate sites itself. The inclusion of land within the SHELAA does not therefore necessitate that the site would be granted planning permission. However, it does provide an indication of potential constraints and issues going forward that would restrict developability. As highlighted by the assessment of the site, while the site could be developable in the future, this would be in the long-term and is not considered a sustainable option in the lifetime of the upcoming plan. As such, there are no material considerations that would outweigh the conflict with policies 3 and 4 of the HDPF.

In this countryside location, the proposal is also considered against Policy 26 of the HDPF which seeks to protect the countryside against inappropriate development unless it is considered essential and appropriate in scale; whilst also meeting one of four criteria. This criteria includes: supporting the needs of agriculture or forestry; enabling the extraction of minerals or the disposal of waste; providing for quiet informal recreational use; or enabling the sustainable development of rural areas. The proposed development does not meet any of this criteria, nor is it considered to be essential to the countryside location, and does not therefore comply with Policy 26 of the HDPF.

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the relevant policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). In this case, the relevant policies as set out above are considered to remain in accordance with national policy set out in the NPPF. The Council's annual target for housing delivery has now risen from the previous 800 dwellings per year set out in Policy 15 of the HDPF to 920 dwellings per year in accordance with the latest standard housing methodology calculator, however the Council's latest Authority Monitoring Report (2020) sets out that a 5 year housing land supply at 920 dwellings per year can be demonstrated. Accordingly, as the relevant policies are compliant with the NPPF, and a 5 year housing land supply can be demonstrated, paragraph 11 of the NPPF is not engaged in decision making.

While it is recognised that the application site adjoins the built-up area boundary of Rusper, the site would remain outside of the designated settlement, and within a countryside location. Rusper is categorised as a "smaller village" within the settlement hierarchy, and is considered to have limited services and facilities, with residents reliant on larger settlements to access most of their requirements. While the proposed

development could provide some economic benefit that would support local services and maintain the vitality of the rural community, the scale of the proposed development would not be considered appropriate or reflective of its countryside setting or the nearby settlement to which it would be served. As such, the proposed development is considered to be located in an inappropriate and unsustainable location, where the provision of private market dwellings, not linked with a rural use, would be contrary to Policy 26 of the HDPF. The development would not be in accordance with the overarching spatial strategy for development as set out in policies 3 and 4 of the HDPF, and there are no material considerations that would outweigh this conflict. The proposed development is therefore considered unacceptable in principle.

Landscape Impact:

Policies 25, 32, and 33 of the HDPF promote development that protects, conserves and enhances the landscape and townscape character from inappropriate development. Proposal should take into account townscape characteristics, with development seeking to provide an attractive, functional and accessible environment that complements the locally distinctive character of the district. Buildings should contribute to a sense of place, and should be of a scale, massing, and appearance that is of a high standard or design and layout which relates sympathetically to the landscape and built surroundings.

Paragraph 127 of the NPPF states that planning decisions should ensure that developments function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and create places that are safe, inclusive and accessible.

The indicative plans submitted suggest that the proposed development would comprise 7no. detached dwellings arranged to the south and west of the site, with the access drive extending from north to south. The Design and Access Statement puts forward two design approaches, one of a more traditional Sussex vernacular housing, and the other comprising a more contemporary design using asymmetrical roof form. In either case, each dwelling would extend over two storeys, and would be finished in a material palette comprising a mix of timber, clay tile vertical cladding, mixed stock bricks, slate and plain clay roof tiles.

The application site is located directly adjacent to the built-up area boundary of Rusper, with residential development located to the north-east and north-west. The site sits within the immediate context of a linear development of dwellings to the south of Horsham Road. These dwellings are set back from the road and well-spaced, acting as a transition between the countryside and the higher density development of Rusper Village Centre to the north. It is recognised that higher density development is located to the north of the site, but given the set back and raised land levels, these are not experienced directly. In addition, these dwellings are read in the context of the verdant street frontage to the north and south of Horsham Road, so while they do represent higher density development, their impact is softened by the natural vegetation, including the woodland along the south of the road. The application site sits on the edge of this woodland, with the resulting appearance and character of the site clearly distinct from the development to the north. The application site therefore retains an informal and rural character, acting as a transitional space into the settlement. The site therefore plays a role in defining the settlement edge, and this is reinforced by the trees along the north-western boundary. On this basis, and given the physical context and ambience of the site and its relationship with the surroundings, any development on the site would not be read in connection with the higher-density development to the north, and therefore the weight afforded to the nearby development is limited.

The proposed development would contrast the recognisable build pattern of the locality, which comprises linear development fronting the street. As such, the proposed layout would appear out of character with the surroundings, and while the proposal could be considered to book-end the settlement of Rusper at its southern end, there are concerns that the layout and the quantum of development would overtly formalise the site. Specifically, the proposed development would result in a suburban layout within the transitional space, and would be of a number and density that would off-balance and juxtapose the character of the linear development of which the site is read against. Furthermore, given the likely arrangement of the site, it is considered that the proposal would greatly contrast the build pattern of the

nearby dwellings, and would create a hard edge to the wider countryside that would result in visual encroachment of the countryside setting.

It is however also recognised that the site is relatively well enclosed, with mature trees bounding the site to the north-western boundary. As such, there is likely to be only glimpsing views into the site when travelling from the north and south, and this would limit the impact of the proposed development on the visual amenities of the street scene.

The proposal has incorporated a landscape scheme that seeks to provide a number of amenity spaces throughout, with additional planting across the site and along the frontage to reduce the prominence of the built form. While the landscape-led approach put forward would go some way toward mitigating the visual presence of the built form, and would consequently seek to reinforce the semi-rural character of the locality, the nature of the proposed development would formalise the site and is considered to detract from the semi-rural character and ambience of the countryside setting. Therefore, while the approach is welcomed, and would provide some public benefit, it is not considered that this would outweigh the identified harm.

Although recognised that the application is in outline, with matters of design and scale reserved for later consideration, the proposed development would result in a quantum and density that would result in overdevelopment, in a layout that would formalise and suburbanise the countryside setting. Although the indicative landscape scheme could mitigate some of this impact, the resulting build pattern and scale of development would nonetheless add to the urban perception of the development, and would greatly contrast the informal character and ambience of the wider surroundings. The proposal would therefore be unrepresentative of the build pattern and character of the locality and would result in harm to the visual amenity and countryside setting of the wider surroundings, contrary to policies 25, 32, and 33 of the Horsham District Planning Framework (2015).

Trees and Landscaping:

Policy 25 of the HDPF states that the natural environment and landscape character of the District, including the landscape, landform and development pattern, together with protected landscapes and habitats will be protected against inappropriate development. The Council will support development proposals which: protects, conserves and enhances the landscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation. Policy 33 of the HDPF outlines that in order to conserve and enhance the natural and built environment development should presume in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks, and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development.

The indicative plans submitted illustrate that new native, mixed species trees and understorey shrub planting would be added along the western boundary of the site, with additional landscaping to the frontage of each plot. Three amenity space areas incorporating tree planting and ponds would be laid to the north, south, and east of the site respectively, with native species hedging provided to define each boundary.

The Arboricultural Impact Assessment outlines that all trees to the boundary are to be retained, with only the removal of 2no. trees within the site, as well as the removal of the shrub hedge along the northern boundary and other scrub within the site. Tree protection measures would be put in place to ensure the protection of the trees during the construction, with minor works undertaken to 1no. tree along the frontage.

It is recognised that the indicative landscaping scheme would enhance the natural features throughout the site, and this would help to reinforce the semi-rural character of the site and wider locality. The scheme would also provide additional habitat for biodiversity across the site. While the submitted plans are indicative only, it is considered that the indicative landscaping would provide environmental benefits to biodiversity across the site. While these benefits are noted, these are not considered to outweigh the harm identified, including the conflict with the overarching spatial strategy.

Amenity Impacts:

Policy 32 of the HDPF states that development will be expected to provide an attractive, functional, accessible, safe, and adaptable environment that contribute a sense of place both in the buildings and

spaces themselves. Policy 33 of the HDPF continues that development shall be required to ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land.

The indicative plans submitted show the built form positioned to the south and west of the site, with the dwellings arranged centrally within each plot to provide adequate spacing between each dwelling.

While the submitted plans are indicative of the proposed dwellings only, it is considered that they demonstrate that the proposed dwellings could be arranged within the site without adversely impacting the privacy and amenity of neighbouring properties.

However, it is noted that the 'feature' dwellings comprising Plots 4 and 7 would be located in close proximity to Plots 5 and 6 respectively. While the submitted Site Plan seems to suggest that the rear elevation would be that facing west, it is unclear whether any window openings would be located along the northern and southern elevations facing the aforementioned dwellings. Given the minimal space between these dwellings, there are some concerns that the proposed development would result in a perception of overlooking that would detract from the amenity and enjoyment of Plots 5 and 6. While this cannot form a reason for refusal, it is nonetheless raised as a concern.

Highways Impacts:

Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users

The proposed development seeks to utilise the existing access that extends from Horsham Road, which would be widened and upgraded. The access would be widened access to a width of 15m at the bell mouth, with the access road measuring 4.8m. The existing shrubs along the frontage would be cut back and maintained to ensure visibility.

Following consultation with WSCC Highways, additional information is required to determine the appropriateness of the access and the likely anticipated visibility splays. In this location, Horsham Road has a speed limit of 30mph, but there is also a change of speed to 40mph in close proximity to the proposed access. As such, a 7-day Automatic Traffic Count (ATC) Survey would be required in order to determine exact speeds, so representative visibility splays could be demonstrated. The Local Highways Authority would expect to see visibility splays of 43m in each direction at a minimum, in line with Manual for Streets (MfS) standards; however, the ATC Survey is required in order to determine representative visibility splays. In addition, the Speed Survey undertaken has not followed best practice guidance, with the results considered to be unreliable due to the nature of data collection and the length of time the data was collected. Data collection would need to be carried out using the CA185 (formally TA 22/81) Vehicle Speed Measurement criteria.

On the basis of the above, it is considered that insufficient information has been provided to determine the acceptability of the access and demonstrate appropriate visibility splays. On the balance of considerations, it has not therefore been demonstrated that the proposed access would be safe and suitable, minimising conflict between traffic, cyclists and pedestrians. As such, the proposal is considered to be contrary to Policy 40 of the Horsham District Planning Framework (2015).

Ecology:

Policy 31 of the HDPF states that development will be supported where it demonstrates that it maintains or enhances the existing network of green infrastructure. Development proposals will be required to contribute to the enhancement of existing biodiversity and should create and manage new habitats where appropriate.

Circular 06/2005 identifies that the presence of protected species is a material consideration when considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat. Therefore, it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed application, is established before planning permission is granted. Information on biodiversity impacts and opportunities should inform all stages of development, and an ecological survey is usually necessary where the type and location of development are such that the impact on biodiversity may be significant and existing information is lacking or inadequate.

The Applicant has submitted an Ecological Impact Assessment by Lizard Landscape Design and Ecology (reference LLD2049) which outlines that the site is generally considered to be of low ecological value, with surrounding habitats considered to be of moderate-high value. It is however noted that the grassland

contains a low population of Slow Worms, and the barn subject of demolition is a roost for Pipistrelle and Long-Eared Bats. In addition, it would appear that the barn has previously been used as a roost for a Barn Owl, but this does not appear to be actively used currently. The report concludes that reptile translocation shall be required to relocate the reptiles into the southern section of the site, which will be retained and enhanced for reptiles. In addition, Barn Owl nesting boxes would be installed along the woodland edges. Ecological enhancements including the use of flowering plants, trees that provide fruit and nuts, the panting of new native, mixed hedging and trees, and the creation of swales and ponds for drainage and ecological habitat are also proposed.

Following consultation with the Council's Ecologist, the mitigation measures identified in the Ecological Impact Assessment (Lizard Landscape Design and Ecology, November 2020) are considered acceptable. Should the application be approved, appropriately worded conditions requiring the mitigation and enhancement measures would be imposed by condition.

Climate change:

Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Water consumption limited to 110litres per person per day
- Improved energy performance through highly insulated external fabric, passive solar design principles, fabric first approach, and natural ventilation

In addition to these measures conditions are attached to secure the following:

- Requirement to provide full fibre broadband site connectivity
- Refuse and recycling storage
- Biodiversity mitigation and enhancement
- Cycle parking facilities
- Electric vehicle charging points for each dwelling

Subject to these conditions the application will suitable reduce the impact of the development on climate change in accordance with local and national policy.

Conclusions:

While it is recognised that the application site adjoins the built-up area boundary of Rusper, the site would remain outside of the designated settlement, and within a countryside location. Rusper is categorised as a "smaller village" within the settlement hierarchy, and is considered to have limited services and facilities, with residents reliant on larger settlements to access most of their requirements. While the proposed development could provide some economic benefit that would support local services and maintain the vitality of the rural community, the scale of the proposed development would not be considered appropriate or reflective of its countryside setting or the nearby settlement to which it would be served. As such, the proposed development is considered to be located in an inappropriate and unsustainable location, where the provision of private market dwellings, not linked with a rural use, would be contrary to Policy 26 of the HDPF. The development would not be in accordance with the overarching spatial strategy for development as set out in policies 3 and 4 of the HDPF, and there are no material considerations that would outweigh this conflict. The proposed development is therefore considered unacceptable in principle.

Although recognised that the application is in outline, with matters of design and scale reserved for later consideration, the proposed development would result in a quantum and density that would result in overdevelopment, in a layout that would formalise and suburbanise the countryside setting. Although the indicative landscape scheme could mitigate some of this impact, the resulting build pattern and scale of development would nonetheless add to the urban perception of the development, and would greatly contrast the informal character and ambience of the wider surroundings. The proposal would therefore be unrepresentative of the build pattern and character of the locality and would result in harm to the visual amenity and countryside setting of the wider surroundings, contrary to policies 25, 32, and 33 of the Horsham District Planning Framework (2015).

Insufficient information has been provided to determine the acceptability of the access and demonstrate appropriate visibility splays. On the balance of considerations, it has not therefore been demonstrated that the proposed access would be safe and suitable, minimising conflict between traffic, cyclists and pedestrians. As such, the proposal is considered to be contrary to Policy 40 of the Horsham District Planning Framework (2015).

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. **This development constitutes CIL liable development**. In the case of outline applications, the CIL charge will be calculated at the relevant reserved matters stage.

Recommendation: Application Refused

1 The proposed development is located in the countryside, outside of any defined built-up area boundary, on a site not allocated for development within the Horsham District Planning Framework or a 'made' Neighbourhood Plan. The Council is able to demonstrate a 5 year housing land supply, and consequently this proposed development would be contrary to the overarching strategy and hierarchy approach of concentrating development within the main settlements. Furthermore, the proposed development is not essential to its countryside location. Consequently, it represents unsustainable development contrary to Policies 1, 2, 3, 4, and 26 of the Horsham District Planning Framework (2015).

2 The proposed development would result in a quantum and density that would surmount to overdevelopment of the site, in a layout and arrangement that would formalise and suburbanise the countryside setting. The proposal would be unrepresentative of the build pattern and character of the locality and would not protect, and/or conserve, and/or enhance the key features and characteristics of the landscape character area. The proposed development would therefore result in harm to the visual amenity and countryside setting of the wider surroundings, contrary to Policies 25, 32, and 33 of the Horsham District Planning Framework (2015).

3 Insufficient information has been provided to demonstrate that the existing access would provide the necessary maximum visibility splays to ensure that safe and suitable access is provided and conflict between traffic, cyclists and pedestrians is minimised. The proposal is therefore contrary to Policy 40 of the Horsham District Planning Framework (2015).

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/20/2465

Schedule of plans/documents **not approved**:

Plan Type	Description	Drawing Number	Received Date
Location plan		LOC 01 REV P2	09.12.2020
Site plan	Proposed Site Plan – PROW Diagram	102 REV P1	02.02.2021
Site plan	Proposed Site Plan	101 REV P2	09.12.2020

DELEGATED

Case Officer sign/initial Tamara Dale Date: 03/02/2021

Authorising Officer sign/initial A.Richardson Date: 03.02.2021

Appendix C

Inspector's Report

The Planning Inspectorate

Appeal Decision

Site visit made on 21 June 2022

by J Bowyer BSc(Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 21 July 2022

Appeal Ref: APP/Z3825/W/21/3280084
Land adjacent Pucks Croft Cottage, Horsham Road, Rusper, West Sussex RH12 4PR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by BPH Construction Equipment Ltd against the decision of Horsham District Council.
- The application Ref DC/20/2465, dated 4 December 2020, was refused by notice dated 3 February 2021.
- The development proposed is described as 'outline planning application with all matters reserved except for access in relation to the provision of 7no. houses with car parking, landscaping and associated access at land adjacent to Pucks Croft Cottage, Rusper, Horsham'.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. Although expressed differently at part E of the appeal form and on the Council's decision notice, neither of the main parties has provided written confirmation that a revised description of development from that entered on the original planning application form has been agreed. I have therefore used this description in the banner heading above.

3. The application is made in outline with all matters reserved except for access which is to be considered at this stage. I have had regard to the plans submitted as part of the application. However, I have regarded all elements of these drawings as indicative, apart from the details of the access.

4. Subsequent to the Council's decision on the application, it received advice from Natural England raising concerns in relation to the impact of water abstraction within the Sussex North Water Supply Zone ('SNWSZ') on the integrity of the Arun Valley Special Area of Conservation ('SAC'), Special Protection Area ('SPA') and Ramsar Site. In light of this advice, the Council's appeal statement sets out that it considers the effect of the development on the Arun Valley sites in the absence of demonstrated water neutrality to justify an additional reason for refusal. The main parties have had the opportunity to comment on this matter as part of their evidence, and have also been able to comment in relation to the appellants proposed approach to achieve water neutrality. I have determined the appeal on the submissions and evidence before me.

5. Also since the Council determined the application, the Rusper Neighbourhood Plan 2021 ('RNP') was formally made and therefore now comprises part of the

development plan. The main parties have been able to provide comments on any implications for the appeal of this change in policy as part of their evidence, and I have had regard to the RNP in making my decision.

Main Issues

6. The main issues are:
   i) whether or not the proposed development would provide a suitable location for housing having regard to its position within the countryside and the spatial strategy for the District;
   ii) the effect of the proposal on the character and appearance of the area;
   iii) the effect of the proposal on the integrity of the Arun Valley SPA, SAC and Ramsar Site, with particular regard to the abstraction of water within the SNWSZ; and
   iv) the effect of the proposal on highway safety.

Reasons

Suitability of the Location

7. The appeal site is located on Horsham Road on the outskirts of Rusper. For the most part, it comprises open grassland, although there is a barn close to the boundary of the site with Pucks Croft and Pucks Croft Cottage which are to the north east. There is further residential development to the opposite side of Horsham Road, while the remainder of the site abuts predominantly open land, with a belt of fairly dense trees to the west.

8. Policy 2 of the Horsham District Planning Framework 2015 ('HDPF') provides a spatial strategy intended to maintain the district's unique rural character whilst ensuring that the needs of the community are met through sustainable growth and suitable access to services and local employment. It focuses development in and around Horsham and directs growth in the rest of the district in accordance with the identified settlement hierarchy.

9. Policy 3 of the HDPF sets out that development will be permitted in towns and villages which have defined built-up areas, while Policy 4 of the HDPF outlines that outside of built-up area boundaries, the expansion of settlements will be supported subject to criteria including that the site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge. Policy 26 of the HDPF further relates to development in the countryside, and includes a requirement that any proposal for development outside of built-up area boundaries must be essential to its countryside location.

10. The majority of the site is adjacent to but outside of the defined built-up area boundary of Rusper, and is therefore within the countryside in planning policy terms. It is not allocated for development in the Local Plan or in the RNP, and I have not been provided with substantive evidence demonstrating that the development is essential to its countryside location. Residential development of the site would not therefore accord with Policies 2, 3, 4 or 26 of the HDPF.

11. In addition, HDPF Policy 3 identifies that smaller villages including Rusper have limited services, facilities, social networks but good accessibility to larger settlements or settlements with some employment but limited services, facilities or accessibility. It states that residents of smaller villages are reliant on larger settlements to access most of their requirements. As highlighted

within the appellant's evidence, Rusper does offer some facilities including a primary school, local shop, post office and pubs within reasonable walking distance of the appeal site. However, future occupiers would need to travel further afield to reach facilities including a secondary school, comprehensive shopping facilities or significant employment. There would be some opportunities to do so by bicycle or by bus, but the details before me indicate that the available bus service does not operate during usual commuting times or at weekends. Together with the distances to other destinations with a wider range of facilities, I consider that occupiers would be likely to rely on private vehicles for many journeys, contrary to objectives within the National Planning Policy Framework ('the Framework') to promote sustainable transport. That said, the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and it is clear that there would be potential to access at least some day to day services by means other than private vehicle. Noting also the small scale of the development, I consider that the adverse impacts in this regard would be limited.

12. Nevertheless, the location of the majority of the development within the countryside would conflict with the spatial strategy for the District and Policies 2, 3, 4 and 26 of the HDPF, and I conclude on this basis that it would not therefore be a suitable location for housing. I return to consider the weight to be given to the conflict with these policies including with regard to the supply of housing in the District in my Planning Balance below.

Character and Appearance

13. Extracts of the West Sussex County Council Landscape Character Assessment 2003 for the Low Weald Hills Landscape Character area included within the appellant's Landscape Appraisal/Study 2020 ('LAS') note that Rusper forms a particularly attractive area with a traditional core and some suburban development on village edges. Although the appeal site is in close proximity to Pucks Croft and Pucks Croft Cottage, the site is largely open. It reflects the small and medium scale grassland fields edged with woodland shaws, hedgerows and hedgerow trees that the LAS notes are characteristic of the landscape to the south and east of Rusper, and I find that it contributes an attractive rural character and setting to the village.

14. Layout is a reserved matter, but details of access to the site do form part of the application, and the indicative drawings suggest that dwellings would be arranged around a cul-de-sac. The proposed dwellings together with associated access, parking and gardens would spread across a considerable proportion of the site. Irrespective of nearby buildings, the encroachment of the development onto currently undeveloped land would be urbanising, and would result in a loss of openness.

15. The appellant argues that the density of development would be comparable to other areas in Rusper, including at Gardeners Green to the opposite side of Horsham Road, and that it would be lower than developments closer to the village centre. Be that as it may, I consider that the open site has a stronger connection, both spatial and visual, with the adjacent development to the south of this part of Horsham Road where I saw that the closest dwellings are typically set back varying distances from the street on large plots in a loose-knit linear arrangement which provides for a spacious and informal character. In my assessment, this provides for a noticeable impression of

transition between the village centre and the surrounding open countryside, and a different character to the opposite side of Horsham Road where I observed a more regular and tighter arrangement of buildings.

16. The submitted details indicate that the plots to dwellings would be smaller than the majority of nearby buildings to this side of Horsham Road. Despite the potential for areas of public amenity and village green spaces within the site, the overall density of development would also be higher, and in my view, the proposal would result in a slightly more intense form of development that would contrast with these more spacious neighbours.

17. Moreover, while the appellant indicates that the dwelling on Plot 7 would face Horsham Road, it would be accessed from within the site. I appreciate that there are other examples of cul-de-sacs in Rusper, but the layout would be at odds with the generally linear ribbon character of the adjacent buildings on this side of Horsham Road, and would give the development a more formal and suburban character that I consider would be somewhat incongruous at this edge of the settlement. I find given these factors that the proposal would erode the spacious character along this side of Horsham Road, disrupting the perception of a gradual transition between the village and the surrounding countryside.

18. Nevertheless, the site would in many cases be seen together with higher density development elsewhere in Rusper and would not therefore be wholly exceptional within the village. The appellant has also sought to develop a 'landscape-led' approach, and I agree that the planting together with indicated provision of open spaces within the site would provide visual links with the surrounding landscape and would help to integrate the development with its surroundings. Although I am not persuaded that the inclusion of landscaping and enhanced planting including along Horsham Road would fully offset or mitigate the encroachment of more intense built form into the countryside to this side of Horsham Road, these factors would serve to reduce the visual impact of the proposal.

19. In addition, I acknowledge that the site is well-contained, and that new planting could be incorporated into the scheme including around the boundaries which would provide some screening of the development. The LAS outlines that there would be no or only negligible change to views from many points, and while there would be some views of the development from Horsham Road and sections of the nearby right of way, I find that the visual impact of the proposal would be localised. Given also the relatively small scale of the development, harm to the character of the wider surrounding landscape would in my judgement be modest.

20. Even so, the LAS highlights key relevant landscape characteristics of the area around the site as a rural unspoilt character and largely intact historic dispersed settlement pattern. While the effect would be localised, I find for the above reasons that the proposal would adversely affect the countryside setting to the village and I conclude that it would cause some harm to the character and appearance of the area.

21. As a consequence, there would be conflict with policies 25, 32 and 33 of the HDPF which together and amongst other things broadly seek to conserve and enhance landscape character and the natural environment, and require new

development to be of high quality design that complements local character and contributes to a sense of place.

Nature Conservation Sites

22. Natural England has issued advice outlining that it cannot be concluded that existing water abstraction within the SNWSZ is not having an adverse impact on the integrity of the Arun Valley SAC, SPA and Ramsar Site through reduced water levels and potential water quality impacts. The advice also indicates that further development with a requirement for additional abstraction in the SNWSZ is likely to have an adverse impact on the European sites.

23. The appeal site is within the SNWSZ. From the information before me, I am unable to conclude with sufficient certainty that the proposal would not be likely to have a significant effect on the Arun Valley sites either alone or in combination with other plans and projects through water abstraction to meet the increased water demand associated with the 7 dwellings.

24. To be able to determine that a proposal would not be likely to adversely affect the integrity of the Arun Valley sites, advice from Natural England indicates that the proposal would need to demonstrate that it would achieve no net increase in water consumption, or 'water neutrality'. In advance of a strategic solution, Natural England has advised that demonstrating water neutrality may be done through a combination of water efficiency measures and offsetting.

25. The appellant has provided a Water Neutrality Statement, as well as supplementary comments in response to concerns raised by the Council regarding the Statement and in response to a subsequent request that I made for further information.

26. Based on an indicative housing mix and assumed population of 24 residents, these detail an expected normal water consumption for the development of around 744,600 litres per annum. However, the appellant proposes that rainwater harvesting can be installed to meet non-potable water demand, and the use of identified water efficiency measures to achieve a maximum daily water use of 80 litres per person per day. This equates to a water demand of around 700,800 litres per annum that would need to be offset to achieve water neutrality.

27. The appellant suggests that the increase in water demand at the appeal site could be offset on a site within their ownership at Northwood Forestry where planning permission was granted in February 2022 for change of use of existing land and buildings to use for plant hire, sales and repair. The evidence before me includes a copy of the Water Neutrality Statement for the Northwood Forestry development ('WNS'). This indicates that additional water demand associated with that development could be met by the harvesting of rainwater from existing roofs in the south east part of the site, and concluded that the development would be considered water neutral.

28. In relation to the current appeal, the appellant has provided details indicating that additional roof area of around 3,000sqm would be available at the Northwood Forestry site to accommodate further rainwater harvesting. However, the appellant confirms that the remaining baseline water usage at the Northwood Forestry site after the development and water neutrality measures proposed there would be around 349.93m^3 (or 349,930 litres) per

annum. Moreover, the WNS confirms that fresh drinking water at the Northwood Forestry site would continue to be supplied from the mains, albeit that this is suggested to be a very small proportion of the baseline demand.

29. Even if I were satisfied that further rainwater harvesting at the Northwood Forestry site could potentially harvest a volume of water equivalent to the water usage of the appeal development requiring offsetting (around 700,800 litres per annum), this would far exceed the baseline water demand volume at that site. From the information before me, it is not clear how harvested rainwater in excess of the baseline water usage at the Northwood Forestry site would contribute to reducing water usage in practice, and I have no substantive details to indicate how water demand associated with the appeal proposal in excess of the baseline water demand at Northwood Forestry could otherwise be offset. I am not therefore satisfied that there would be scope to fully offset the water usage associated with the appeal development at the Northwood Forestry site. Although I am aware that work to develop a strategic solution to offsetting is ongoing, I have no clear indication of what form mitigation would take, nor likely timescales.

30. I have considered the appellant's suggested 'Grampian' condition to secure water neutrality based on a calculation of exact water consumption figures and offsetting requirements according to details to be agreed at reserved matters stage. However, I need to be convinced the proposal is capable of achieving water neutrality. Given my findings above, I can have little confidence from the information before me that measures to fully offset additional water demand arising at the appeal site could be delivered in practice in order to achieve water neutrality. As there is currently insufficient certainty that effective mitigation could be secured to achieve water neutrality, I am not satisfied that this issue could in this case be reasonably deferred to be addressed through a planning condition. Given that water neutrality has not been secured and the absence of an appropriate mechanism by which it could be secured, I find that adverse effects on the integrity of the Arun Valley SAC, SPA and Ramsar Site can not be excluded.

31. As a result, I can only conclude that the proposed development would adversely affect the integrity of the Arun Valley SAC, SPA and Ramsar Site. In these circumstances, I find that Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017 (as amended) ('the Regulations') would preclude the proposal from proceeding. The proposal would also conflict with Policy 31 of the HDPF which, amongst other things, sets out that permission will be refused where development is anticipated to have an adverse impact on biodiversity sites such as SPAs and SACs, unless appropriate mitigation measures are provided. It would also be contrary to the Framework's objectives for the protection of biodiversity and the conservation of the natural environment.

Highway Safety

32. The Council's third reason for refusal of the planning application asserted that insufficient information had been provided to demonstrate that there would be safe and suitable access to the development.

33. As part of the appeal, the appellant has provided a Planning Appeal Statement (Transport) dated 7 May 2021 ('PAST') which includes details of Automatic Traffic Count surveys undertaken in the vicinity of the site in accordance with

Department for Transport Document CA 185 Vehicle Speed Measurement 2019, part of the Design Manual for Road and Bridges ('DMRB'). Having regard to the observed vehicle speeds, the PAST confirms that visibility splays consistent with design standards specified by DMRB and the Department for Transport Manual for Streets can be achieved within highway land or land under the control of the appellant.

34. The Council has not raised concerns in relation to the additional information provided with the appeal. From the evidence before me, I can see no firm reason to take a different view, and I am satisfied that suitable standards of visibility could be achieved sufficient to provide safe and suitable access to the site and to avoid undue conflict between traffic, cyclists and pedestrians.

35. Accordingly, I conclude that the proposal would not cause unacceptable harm to highway safety, and I find no conflict with Policy 40 of the HDPF which includes requirements seeking development that provides safe and suitable access and that minimises conflict between traffic, cyclists and pedestrians.

Benefits of the Development

36. The Framework includes clear objectives seeking variously to make the best use of available land, to boost significantly the supply of housing and recognising that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Moreover, the Council accepts that it is unable to demonstrate a five year supply of housing. In this context, the delivery of 7 additional dwellings is an important benefit, and I give it great weight. However, even if I were to find the current supply is 3.9 years as the appellant had suggested rather than 4 years as the Council asserts, I consider that the benefit would be fairly limited given the relatively small scale of the contribution to the mix and supply of housing overall.

37. There would be direct and indirect social and economic benefits of the development, both short-term during construction and longer-term on occupation. These would include support for local services and employment, and expenditure contributing to the local economy. However, the extent of these benefits would be tempered by the small scale of the development, and I give them modest weight. I also note that the appellant has referred to New Homes Bonus payment to the Council, but the Planning Practice Guidance makes it clear that it would not be appropriate to make a decision based on the potential for a development to raise money for a local authority, and I have not been provided with evidence that any benefit arising in this regard would be directly related to the development. This is not therefore a matter to which I afford weight in favour of the proposal.

38. The indicative landscaping proposals would enhance natural features across the site and would provide additional habitat for biodiversity. In this regard, I see no reason to disagree with the Council's Ecology Consultant that the proposal could deliver a biodiversity net gain on the site itself which would be supported by the Framework. However, this would depend somewhat on the detail of reserved matters and enhancement measures, and the extent of any benefit is not therefore clear at this stage which limits the weight that I afford to it.

39. The indicative details also show that open space and areas of recreation and play would be provided on the site, and the appellant advises that these would

be accessible to existing local residents. I note support within the RNP for increasing provision of public open space in Rusper, but I have not been provided with substantive evidence drawing my attention to an identified deficit in space locally. Accordingly, I give modest weight to this benefit.

40. Future occupiers of the site would have some access to local services and facilities and public transport links within Rusper, as well as pedestrian and cycle linkages to the rights of way network. However, I have found there would still be some reliance by occupiers on private vehicles, and I do not consider the accessibility of the site to constitute a significant benefit of the proposal.

41. I have no reason to doubt that the mass, scale and materials of the buildings could be designed to be sympathetic to the local area and that it would be possible to provide sustainable drainage and passive surveillance of open spaces as part of the development. However, I am not persuaded that these are positive benefits in favour of the scheme. I also note the appellant's comments that the development would incorporate sustainable design and construction measures, but it is not clear from the information before me that these would provide for significant benefit over what would in any case be necessary to comply with requirements of the development plan and building regulations which limits the weight that I give to this factor.

Planning Balance

42. Although I have found that the proposal would not unacceptably harm highway safety, I have concluded that the development would not be a suitable location for housing on account of the position of the majority of the site within the countryside, in conflict with the spatial strategy for the District. It would also cause harm to the integrity of the Arun Valley SPA, SAC and Ramsar Site and to the character and appearance of the area, albeit that the harm in the latter case would be localised and relatively modest. For these reasons, the proposal would conflict with Policies 2, 3, 4, 25, 26, 31, 32 and 33 of the HDPF. While these policies are most important for determining the proposal, the lack of a five year housing supply means that they would be deemed out of date under the provisions of footnote 8 of the Framework.

43. In these circumstances, the presumption in favour of sustainable development outlined at paragraph 11(d) of the Framework is engaged, and provides that planning permission should be granted unless (i) the application of policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development, or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

44. Given however my conclusion that the proposal would adversely affect the integrity of the Arun Valley SPA, SAC and Ramsar Site, footnote 7 and paragraph 182 of the Framework confirm that the presumption in favour of sustainable development would not apply.

45. Notwithstanding the shortfall in housing land supply, the adverse effect of the development on designated nature conservation sites and conflict with the Regulations is a matter of overriding concern that would significantly outweigh the modest benefits of the proposal.

46. Taken together with the harm, albeit modest, to the character and appearance of the area, and arising from the location of the development contrary to the spatial strategy for the district, I conclude overall that the proposal would conflict with the development plan when it is read as a whole. Material considerations including the Framework do not indicate that a decision contrary to the development plan should be reached.

Conclusion

47. For the reasons given above, I conclude that the appeal should be dismissed.

J Bowyer

INSPECTOR

Appendix D

Site Layout Plan

Proposed pedestrian crossing

Access to adjoining field

3m easement (both sides) to Thames Water public sewer

Indicative surface water detention basin

Existing hedgerow to be retained and improved with management plan across site and integrated into proposed scheme. *Refer to Lizard's Tree Retention Protection Plan*

Public Right of Way

New 2m mixed native species hedgerow planted to site boundary. *See Landscape Architect's information*

Extension to existing 2B4P house to become a 3B5P house

T05 & T06 cat. C existing trees to be removed. *Refer to Lizard's Tree Retention Protection Plan*

Refuse and Fire vehicle turning

Recondition existing barn and building footprint into residential dwelling

Visitor parking

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

- Site Boundary (0.29Hectare)
- RPA
- Thames Water public sewer

Rev	Date	Revision Details	Dr	Ch
G	28.05.25	Site layout amended.	AE	MG
F	13.05.25	Site layout amended.	AX	MG
E	04.04.25	Site boundary updated. Poposed trees location updated. Site area amended	AX	MG
D	26.09.24	Updated landscape	LG	MG
C	12.08.24	Attenuation basin moved and swale added	LG	MG
B	15.07.24	Drainage strategy updated to suit Thames Water sewer	LG	MG
A	06.07.24	Issued for information	LG	MG

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Client's Name
BPH Plant Hire

Job Title
Land adjacent to Pucks Croft Cottage, Rusper

Drawing Title
Proposed Site Plan

Scale
1:250 @ A1 / 1:500 @ A3

metres 5 10 15 20 25

Drawn	Checked	Date
LG	MG	14.05.25

Job No	Drawing No	Rev
7436	PL-03	G

Status
APPROVAL

CAD Plot date: 28/05/2025 - 14:01:10 7436 - site proposal.dwg

Appendix E

Proposed Access Arrangement – Pedestrian Provision

north

2 metre footway and pedestrian crossing point provided adjacent to the site access

HORSHAM ROAD

oad

0 2 4 6 8m

SCALE IN METRES
1:100

C:\Users\eford\Motion\StaffSite - Ecrusp 2007027\Drawings\2007027-08.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 Planning and OS mapping. Highway boundary information has been obtained from West Sussex County Council. Motion cannot guarantee the accuracy of the data provided.

Legend

Highway Boundary

Visibility Splay

Rev.	Description	Drn	Chk	App	Date
D	Revised Issue	EF	PB	PB	12/06/2025
C	Revised Issue	EF	PB	PB	16/04/2025
B	Revised Issue	EF	PB	PB	16/07/2024
A	Revised Issue	EF	PB	PB	10/06/2024
-	First Issue	EF	PB	PB	03/06/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
BCH

Project:
Land Adjacent to Pucks Croft Cottage, Rusper

Title:
Proposed Access Arrangements - Pedestrian Provision

Scale: 1:100 (@ A3)

Drawing: 2007027-06

Revision: D

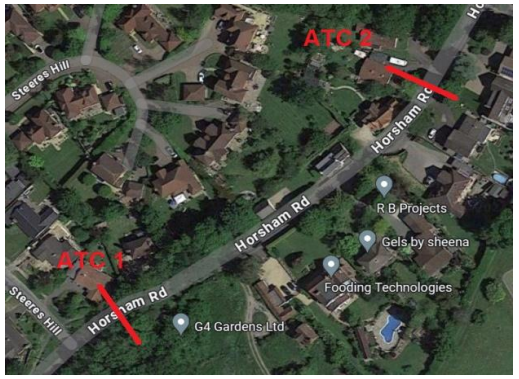
Appendix F

ATC Data

VEHICLE SPEED AND VOLUME SURVEY – ATC 1 - HORSHAM ROAD, RUSPER , WEST SUSSEX RH12 4PR.

DATASETS:
Site: [Rusper] Horsham Road ATC 1, telegraph pole ouside Hazel Cottage
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 00:00 11 May 2024 => 00:00 18 May 2024
File: Rusperb18May2024.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).

Sat 11 Time	May Total	2024 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	7	7	0	0	1	0	1	3	1	1	0	0	0	0	0	0	0	0	14.3	27.6	37.5	2	28.6
0100	2	9	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.1	28.1	30	1	50
0200	3	12	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	20.9	27.1	32.9	1	33.3
0300	1	13	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.8	31.8	31.8	1	100
0400	1	14	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.4	37.4	37.4	1	100
0500	7	21	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	25.9	35.1	40.9	5	71.4
0600	18	39	0	0	0	2	1	0	3	9	3	0	0	0	0	0	0	0	18.1	34.2	41.8	15	83.3
0700	45	84	0	0	1	1	3	9	19	11	0	1	0	0	0	0	0	0	14.3	31.5	46.7	31	68.9
0800	63	147	0	1	4	4	3	14	22	14	1	0	0	0	0	0	0	0	8.9	29.4	42.3	37	58.7
0900	90	237	0	0	0	4	4	27	42	10	2	1	0	0	0	0	0	0	16.3	30.8	45.4	55	61.1
1000	127	364	0	1	6	11	6	40	49	12	2	0	0	0	0	0	0	0	9.2	28.8	42.4	63	49.6
1100	141	505	0	0	2	5	12	51	51	18	2	0	0	0	0	0	0	0	12.1	29.6	41.6	71	50.4
1200	124	629	0	0	4	5	7	44	51	10	3	0	0	0	0	0	0	0	12.6	29.6	42.4	64	51.6
1300	127	756	0	0	6	2	16	52	37	11	3	0	0	0	0	0	0	0	12.4	28.6	41.5	51	40.2
1400	105	861	0	0	3	5	9	38	37	13	0	0	0	0	0	0	0	0	13.5	29	39.9	50	47.6
1500	84	945	0	0	2	5	7	35	19	15	1	0	0	0	0	0	0	0	11.9	29.4	41.4	35	41.7
1600	92	1037	0	0	1	1	6	24	42	16	2	0	0	0	0	0	0	0	10.9	31.1	42.3	60	65.2
1700	100	1137	0	0	0	3	10	31	38	13	3	2	0	0	0	0	0	0	15.8	30.9	48.4	56	56
1800	72	1209	0	0	0	2	4	16	30	13	5	2	0	0	0	0	0	0	18.5	32.2	46.3	50	69.4
1900	40	1249	0	0	1	3	3	7	15	11	0	0	0	0	0	0	0	0	13.3	30.8	39.1	26	65
2000	36	1285	0	0	0	0	2	13	12	7	2	0	0	0	0	0	0	0	22.8	31.8	43.8	21	58.3
2100	35	1320	0	0	0	4	3	16	6	4	1	1	0	0	0	0	0	0	16.7	28.8	46.7	12	34.3
2200	26	1346	0	0	0	2	5	7	10	1	1	0	0	0	0	0	0	0	17.7	28.7	40.6	12	46.2
2300	**19**	**1365**	**0**	**0**	**0**	**1**	**2**	**8**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.4**	**29.6**	**40.7**	**8**	**42.1**
07-19	**1170**	**1365**	**0**	**2**	**29**	**48**	**87**	**381**	**437**	**156**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**8.9**	**29.9**	**48.4**	**623**	**53.2**
06-22	**1299**	**1365**	**0**	**2**	**30**	**57**	**96**	**417**	**473**	**187**	**30**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**8.9**	**30**	**48.4**	**697**	**53.7**
06-00	**1344**	**1365**	**0**	**2**	**30**	**60**	**103**	**432**	**488**	**190**	**32**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**8.9**	**30**	**48.4**	**717**	**53.3**
00-00	**1365**	**1365**	**0**	**2**	**31**	**60**	**105**	**439**	**493**	**194**	**34**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**8.9**	**30**	**48.4**	**728**	**53.3**

Sun 12 Time	May Total	2024 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	8	1373	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	20.9	30.4	41.9	4	50
0100	6	1379	0	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	17.3	29.9	37.3	3	50
0200	3	1382	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	22.8	28.5	38.4	1	33.3
0300	2	1384	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	16.6	31	45.4	1	50
0400	1	1385	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39	39	39	1	100
0500	8	1393	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	20.5	30.7	36.8	5	62.5
0600	15	1408	0	0	1	1	0	0	6	7	0	0	0	0	0	0	0	0	13.5	32.2	38.2	13	86.7
0700	26	1434	0	0	1	0	2	3	12	8	0	0	0	0	0	0	0	0	14.6	31.5	39.5	20	76.9
0800	37	1471	0	0	4	5	0	6	16	6	0	0	0	0	0	0	0	0	11.9	28.2	39.7	22	59.5
0900	70	1541	0	0	3	1	2	24	30	6	4	0	0	0	0	0	0	0	10.9	30.1	43.1	40	57.1
1000	106	1647	0	0	3	5	10	37	42	7	2	0	0	0	0	0	0	0	10.2	28.9	41.5	51	48.1
1100	115	1762	0	11	5	6	4	43	42	4	0	0	0	0	0	0	0	0	6.1	26.5	37.4	46	40
1200	102	1864	0	0	3	8	10	31	35	15	0	0	0	0	0	0	0	0	13.4	29	39.7	50	49
1300	105	1969	0	1	3	7	2	37	37	15	3	0	0	0	0	0	0	0	9.4	29.9	42	55	52.4
1400	91	2060	0	0	6	4	7	25	35	14	0	0	0	0	0	0	0	0	11.2	29.1	37.6	49	53.8
1500	76	2136	0	0	0	7	3	24	23	18	1	0	0	0	0	0	0	0	15.8	30.3	41	42	55.3
1600	111	2247	0	2	0	7	7	33	41	16	3	2	0	0	0	0	0	0	7.2	30.4	48.6	62	55.9
1700	80	2327	0	0	0	2	5	23	42	5	3	0	0	0	0	0	0	0	16.4	30.9	41.6	50	62.5
1800	70	2397	0	2	0	0	3	17	27	17	4	0	0	0	0	0	0	0	8.3	32.2	44.7	48	68.6
1900	38	2435	0	0	0	1	3	8	14	10	2	0	0	0	0	0	0	0	16.9	31.8	41.7	26	68.4
2000	30	2465	0	0	1	3	2	3	13	5	3	0	0	0	0	0	0	0	10.1	31	42.8	21	70
2100	19	2484	0	0	0	0	1	10	3	4	1	0	0	0	0	0	0	0	23.3	30.5	41.3	8	42.1
2200	11	**2495**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	26.5	34.1	45.3	9	81.8
2300	6	**2501**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**26.8**	**34.4**	**50.4**	**4**	**66.7**
07-19	**989**	**2501**	**0**	**16**	**28**	**52**	**55**	**303**	**382**	**131**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6.1**	**29.5**	**48.6**	**535**	**54.1**
06-22	**1091**	**2501**	**0**	**16**	**30**	**57**	**61**	**324**	**418**	**157**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6.1**	**29.7**	**48.6**	**603**	**55.3**
06-00	**1108**	**2501**	**0**	**16**	**30**	**57**	**61**	**328**	**425**	**161**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**6.1**	**29.8**	**50.4**	**616**	**55.6**
00-00	**1136**	**2501**	**0**	**16**	**30**	**59**	**66**	**334**	**433**	**166**	**27**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**6.1**	**29.8**	**50.4**	**631**	**55.5**

Mon 13	May	2024	Eastbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	3	2504	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	31.5	32.6	34.5	3	100
0100	0	2504	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0200	1	2505	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.5	26.5	26.5	0	0
0300	2	2507	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	28	29.6	31.3	1	50
0400	4	2511	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	33.6	36.1	40.5	4	100
0500	10	2521	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	29	34.6	39.3	8	80
0600	73	2594	0	1	0	0	4	7	24	31	6	0	0	0	0	0	0	0	5.4	33.9	43.6	61	83.6
0700	208	2802	0	0	1	12	8	46	90	46	5	0	0	0	0	0	0	0	14.6	31.5	43.9	141	67.8
0800	246	3048	0	0	0	10	22	104	82	26	1	1	0	0	0	0	0	0	17.4	29.5	45.5	110	44.7
0900	150	3198	0	0	0	4	20	63	51	12	0	0	0	0	0	0	0	0	15.2	29.2	39.7	63	42
1000	82	3280	0	0	4	3	6	39	21	8	1	0	0	0	0	0	0	0	11.1	28.5	43.1	30	36.6
1100	71	3351	0	0	0	1	8	28	23	10	1	0	0	0	0	0	0	0	15.4	30.2	40.2	34	47.9
1200	74	3425	0	1	3	1	5	23	29	8	4	0	0	0	0	0	0	0	9.8	29.9	43.9	41	55.4
1300	76	3501	0	2	1	1	7	18	35	11	1	0	0	0	0	0	0	0	5.2	29.9	41.6	47	61.8
1400	98	3599	0	0	2	6	6	39	32	12	1	0	0	0	0	0	0	0	11.2	29.4	43.5	45	45.9
1500	123	3722	0	0	1	1	13	34	52	18	3	1	0	0	0	0	0	0	14.4	30.7	45.4	74	60.2
1600	123	3845	0	0	0	2	15	41	49	14	2	0	0	0	0	0	0	0	15.5	30.1	41.9	65	52.8
1700	158	4003	0	0	1	4	9	48	68	21	7	0	0	0	0	0	0	0	14.6	30.9	42.3	96	60.8
1800	92	4095	0	0	1	2	4	19	39	23	3	1	0	0	0	0	0	0	13.2	32.4	45.8	66	71.7
1900	58	4153	0	0	0	3	2	14	24	11	3	0	1	0	0	0	0	0	16.4	32.1	54.6	39	67.2
2000	26	4179	0	0	0	0	6	7	10	3	0	0	0	0	0	0	0	0	20.4	29.6	39.5	13	50
2100	18	4197	0	0	0	0	1	6	3	5	3	0	0	0	0	0	0	0	24.9	34	43.2	11	61.1
2200	16	4213	0	0	0	0	0	0	8	7	1	0	0	0	0	0	0	0	31.1	35	44.2	16	100
2300	1	4214	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33	33	33	1	100
07-19	**1501**	**4214**	**0**	**3**	**14**	**47**	**123**	**502**	**571**	**209**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5.2**	**30.2**	**45.8**	**812**	**54.1**
06-22	**1676**	**4214**	**0**	**4**	**14**	**50**	**136**	**536**	**632**	**259**	**41**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**5.2**	**30.5**	**54.6**	**936**	**55.8**
06-00	**1693**	**4214**	**0**	**4**	**14**	**50**	**136**	**536**	**641**	**266**	**42**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**5.2**	**30.5**	**54.6**	**953**	**56.3**
00-00	**1713**	**4214**	**0**	**4**	**14**	**50**	**136**	**540**	**651**	**271**	**43**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**5.2**	**30.6**	**54.6**	**969**	**56.6**

Tue 14	May	2024	Eastbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	2	4216	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	22.5	27.6	32.6	1	50
0100	1	4217	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	0	0
0200	0	4217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	1	4218	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.5	34.5	34.5	1	100
0400	3	4221	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	31.4	34.5	36.6	3	100
0500	13	4234	1	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	4.8	30.2	38.5	8	61.5
0600	63	4297	0	0	0	1	0	15	25	16	6	0	0	0	0	0	0	0	17.4	33.5	43.3	47	74.6
0700	221	4518	0	1	1	2	14	55	105	43	0	0	0	0	0	0	0	0	9.1	31.2	39.3	148	67
0800	241	4759	0	0	0	2	13	84	119	22	1	0	0	0	0	0	0	0	16.8	30.7	40.7	142	58.9
0900	116	4875	0	0	0	2	9	47	36	20	2	0	0	0	0	0	0	0	18.7	30.5	42.7	58	50
1000	84	4959	0	0	2	4	8	34	26	9	1	0	0	0	0	0	0	0	12.4	29.1	40	36	42.9
1100	83	5042	0	0	0	3	5	29	38	3	5	0	0	0	0	0	0	0	15.2	30.5	43.9	46	55.4
1200	82	5124	0	0	1	1	8	32	25	13	2	0	0	0	0	0	0	0	14.6	30.3	41.7	40	48.8
1300	79	5203	0	0	0	0	9	32	30	8	0	0	0	0	0	0	0	0	21.4	29.9	38.1	38	48.1
1400	104	5307	0	1	2	1	3	36	45	14	1	1	0	0	0	0	0	0	6.1	30.7	49.6	61	58.7
1500	125	5432	1	3	2	3	10	34	53	16	3	0	0	0	0	0	0	0	4.9	29.6	44.6	72	57.6
1600	122	5554	0	0	0	3	4	46	55	12	2	0	0	0	0	0	0	0	18.5	30.8	42.5	69	56.6
1700	152	5706	0	0	0	2	13	51	57	25	4	0	0	0	0	0	0	0	15.6	31	41.8	86	56.6
1800	111	5817	0	0	0	3	3	34	50	19	2	0	0	0	0	0	0	0	16	31.3	40.5	71	64
1900	42	5859	0	0	0	1	1	15	16	7	2	0	0	0	0	0	0	0	17.9	31.2	40.7	25	59.5
2000	24	5883	0	0	0	2	2	4	11	5	0	0	0	0	0	0	0	0	16.7	30.2	38.2	16	66.7
2100	17	5900	0	0	0	0	2	3	6	4	0	2	0	0	0	0	0	0	21.3	33.2	48.5	12	70.6
2200	12	5912	0	0	1	0	0	0	7	3	1	0	0	0	0	0	0	0	12.3	32.8	40.2	11	91.7
2300	3	5915	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	32.3	35.7	40.7	3	100
07-19	**1520**	**5915**	**1**	**5**	**8**	**26**	**99**	**514**	**639**	**204**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**30.6**	**49.6**	**867**	**57**
06-22	**1666**	**5915**	**1**	**5**	**8**	**30**	**104**	**551**	**697**	**236**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**30.7**	**49.6**	**967**	**58**
06-00	**1681**	**5915**	**1**	**5**	**9**	**30**	**104**	**551**	**706**	**239**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**30.7**	**49.6**	**981**	**58.4**
00-00	**1701**	**5915**	**2**	**5**	**9**	**31**	**106**	**554**	**714**	**244**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4.8**	**30.7**	**49.6**	**994**	**58.4**

Wed 15	May	2024	Eastbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	3	5918	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	28.1	35	42.3	2	66.7
0100	1	5919	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.9	34.9	34.9	1	100
0200	0	5919	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	0	5919	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	3	5922	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	32.9	40.3	48.2	3	100
0500	21	5943	0	0	2	0	1	5	6	5	1	1	0	0	0	0	0	0	14	31.8	49.2	13	61.9
0600	75	6018	0	0	2	1	3	11	33	17	7	1	0	0	0	0	0	0	10.8	32.7	45.4	58	77.3
0700	202	6220	0	0	1	7	13	38	98	44	1	0	0	0	0	0	0	0	14.9	31.5	41.7	143	70.8
0800	212	6432	0	0	2	6	15	78	89	20	2	0	0	0	0	0	0	0	13.3	29.9	43.4	111	52.4
0900	112	6544	0	0	3	3	6	38	45	14	3	0	0	0	0	0	0	0	13.3	30.3	41.9	62	55.4
1000	85	6629	0	0	3	5	14	26	29	7	1	0	0	0	0	0	0	0	12.2	28.5	40.5	37	43.5
1100	59	6688	0	0	2	4	8	20	20	4	0	1	0	0	0	0	0	0	10.7	28.4	45	25	42.4
1200	86	6774	0	0	0	1	9	33	33	10	0	0	0	0	0	0	0	0	19.5	29.8	37.3	43	50
1300	96	6870	0	1	1	4	10	30	37	13	0	0	0	0	0	0	0	0	9.4	29.5	39.7	50	52.1
1400	109	6979	0	0	3	9	15	33	36	13	0	0	0	0	0	0	0	0	11.7	28.2	38.7	49	45
1500	104	7083	0	0	2	2	8	34	43	13	2	0	0	0	0	0	0	0	11.5	30	41	58	55.8
1600	118	7201	0	0	1	1	9	31	53	18	4	1	0	0	0	0	0	0	13.1	31.2	45.8	76	64.4
1700	190	7391	0	1	8	14	10	49	83	23	1	1	0	0	0	0	0	0	9.6	29.3	45.7	108	56.8
1800	120	7511	0	0	0	1	6	48	45	18	1	1	0	0	0	0	0	0	18.5	30.9	45.7	65	54.2
1900	53	7564	0	0	0	2	6	12	23	8	2	0	0	0	0	0	0	0	17.2	30.5	41	33	62.3
2000	25	7589	0	0	0	0	1	3	13	8	0	0	0	0	0	0	0	0	21.3	33	38.3	21	84
2100	31	7620	0	0	0	2	1	9	11	5	3	0	0	0	0	0	0	0	15.2	31.5	44	19	61.3
2200	23	7643	0	0	0	0	1	3	13	5	0	1	0	0	0	0	0	0	20.3	33.4	46.3	19	82.6
2300	7	7650	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	25	31.9	35.8	6	85.7
07-19	**1493**	**7650**	**0**	**2**	**26**	**57**	**123**	**458**	**611**	**197**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**30**	**45.8**	**827**	**55.4**
06-22	**1677**	**7650**	**0**	**2**	**28**	**62**	**134**	**493**	**691**	**235**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**30.2**	**45.8**	**958**	**57.1**
06-00	**1707**	**7650**	**0**	**2**	**28**	**62**	**136**	**496**	**709**	**241**	**27**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**30.2**	**46.3**	**983**	**57.6**
00-00	**1735**	**7650**	**0**	**2**	**30**	**62**	**137**	**502**	**718**	**247**	**29**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**30.3**	**49.2**	**1002**	**57.8**

Thu 16 Time	May Total	2024 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	0	7650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0100	1	7651	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.2	35.2	35.2	1	100
0200	0	7651	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	1	7652	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.2	36.2	36.2	1	100
0400	3	7655	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	32.6	35.5	37.1	3	100
0500	13	7668	0	0	1	0	0	1	5	4	2	0	0	0	0	0	0	0	15	33.7	41.8	11	84.6
0600	60	7728	0	0	0	2	3	7	23	16	7	2	0	0	0	0	0	0	15.8	33.9	46	48	80
0700	191	7919	0	0	0	2	8	51	94	31	5	0	0	0	0	0	0	0	18.5	31.6	44.1	130	68.1
0800	239	8158	0	1	1	5	20	80	95	36	1	0	0	0	0	0	0	0	9.6	30.2	43.3	132	55.2
0900	110	8268	0	0	2	3	9	33	39	22	2	0	0	0	0	0	0	0	14.2	30.6	43.1	63	57.3
1000	96	8364	0	0	2	1	10	38	28	17	0	0	0	0	0	0	0	0	13	29.6	39.1	45	46.9
1100	72	8436	0	0	0	4	12	28	23	4	1	0	0	0	0	0	0	0	15.4	28.4	44	28	38.9
1200	84	8520	0	0	1	6	11	41	19	4	2	0	0	0	0	0	0	0	14.8	28.1	44.4	25	29.8
1300	87	8607	0	0	3	2	9	39	22	12	0	0	0	0	0	0	0	0	12.8	28.9	39.9	34	39.1
1400	81	8688	0	2	0	1	8	24	35	8	3	0	0	0	0	0	0	0	7.7	29.8	42.5	46	56.8
1500	115	8803	0	0	0	4	17	33	45	15	1	0	0	0	0	0	0	0	17	29.6	40.5	61	53
1600	131	8934	0	0	0	8	10	32	56	22	2	1	0	0	0	0	0	0	17.3	30.8	45.4	81	61.8
1700	148	9082	0	0	0	1	4	45	76	18	3	1	0	0	0	0	0	0	18	31.5	47.2	98	66.2
1800	82	9164	0	0	1	2	5	23	33	13	3	2	0	0	0	0	0	0	14.2	31.5	49.6	51	62.2
1900	54	9218	0	0	0	3	1	12	25	11	1	1	0	0	0	0	0	0	16.5	31.7	47.8	38	70.4
2000	27	9245	0	0	0	1	1	8	9	7	1	0	0	0	0	0	0	0	16	31.5	41.1	17	63
2100	15	9260	0	0	0	0	1	5	5	3	0	0	1	0	0	0	0	0	24.5	31.8	50.4	9	60
2200	6	9266	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	25	30.7	36.2	2	33.3
2300	6	9272	0	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0	21.1	30.4	43.6	3	50
07-19	**1436**	**9272**	**0**	**3**	**10**	**39**	**123**	**467**	**565**	**202**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**7.7**	**30.3**	**49.6**	**794**	**55.3**
06-22	**1592**	**9272**	**0**	**3**	**10**	**45**	**129**	**499**	**627**	**239**	**32**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**7.7**	**30.5**	**50.4**	**906**	**56.9**
06-00	**1604**	**9272**	**0**	**3**	**10**	**45**	**132**	**503**	**629**	**241**	**33**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**7.7**	**30.5**	**50.4**	**911**	**56.8**
00-00	**1622**	**9272**	**0**	**3**	**11**	**45**	**132**	**504**	**635**	**249**	**35**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**7.7**	**30.5**	**50.4**	**927**	**57.2**

Fri 17	May	2024	Eastbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	1	9273	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.6	28.6	28.6	0	0
0100	2	9275	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	34.4	38.6	42.8	2	100
0200	1	9276	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	20.9	20.9	0	0
0300	1	9277	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.2	28.2	28.2	0	0
0400	4	9281	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	35.3	36.9	**39.6**	**4**	**100**
0500	13	9294	0	0	0	0	1	1	4	6	0	1	0	0	0	0	0	0	23.9	35.1	48.5	11	84.6
0600	60	9354	0	0	0	1	1	7	22	23	5	1	0	0	0	0	0	0	19.7	34.6	46.2	51	85
0700	141	9495	0	0	0	3	2	26	76	32	2	0	0	0	0	0	0	0	17	32.2	**44**	**110**	**78**
0800	192	9687	0	0	3	3	14	66	79	25	2	0	0	0	0	0	0	0	13.3	30.2	**40.5**	**106**	**55.2**
0900	84	9771	0	0	1	3	7	23	32	17	1	0	0	0	0	0	0	0	10.2	30.8	**43.6**	**50**	**59.5**
1000	91	9862	0	1	1	5	19	18	32	13	2	0	0	0	0	0	0	0	6.7	29.1	**44.4**	**47**	**51.6**
1100	102	9964	0	0	1	6	15	29	34	16	1	0	0	0	0	0	0	0	12.4	29.4	40.9	51	50
1200	92	10056	0	0	3	0	6	34	38	11	0	0	0	0	0	0	0	0	12	30	39.5	49	53.3
1300	77	10133	0	0	0	0	5	32	26	13	1	0	0	0	0	0	0	0	21.4	30.8	44.9	40	51.9
1400	77	10210	0	0	0	4	6	22	38	7	0	0	0	0	0	0	0	0	15.6	29.7	39.6	45	58.4
1500	131	10341	0	0	6	4	13	45	39	19	5	0	0	0	0	0	0	0	12.7	29.6	43	63	48.1
1600	103	10444	0	0	0	4	8	26	53	11	1	0	0	0	0	0	0	0	18.6	30.6	42.4	65	63.1
1700	113	10557	0	0	1	6	5	26	51	20	4	0	0	0	0	0	0	0	13.3	30.9	43	75	66.4
1800	76	10633	0	0	0	3	6	23	25	9	8	0	2	0	0	0	0	0	17	32.1	53.5	44	57.9
1900	48	10681	0	0	0	3	7	8	15	14	1	0	0	0	0	0	0	0	15.3	30.6	40.6	30	62.5
2000	33	10714	0	0	1	1	2	14	7	7	1	0	0	0	0	0	0	0	12	30.6	44.3	15	45.5
2100	24	10738	0	0	0	1	3	4	10	4	1	0	0	0	1	0	0	0	19.3	32.3	62.8	16	66.7
2200	16	10754	0	0	0	0	0	1	11	4	0	0	0	0	0	0	0	0	28.8	33.6	37.9	15	93.8
2300	13	10767	0	0	1	1	0	2	2	5	2	0	0	0	0	0	0	0	13.7	31.8	43.6	9	69.2
07-19	**1279**	**10767**	**0**	**1**	**16**	**41**	**106**	**370**	**523**	**193**	**27**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6.7**	**30.5**	**53.5**	**745**	**58.2**
06-22	**1444**	**10767**	**0**	**1**	**17**	**47**	**119**	**403**	**577**	**241**	**35**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**6.7**	**30.7**	**62.8**	**857**	**59.3**
06-00	**1473**	**10767**	**0**	**1**	**18**	**48**	**119**	**406**	**590**	**250**	**37**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**6.7**	**30.7**	**62.8**	**881**	**59.8**
00-00	**1495**	**10767**	**0**	**1**	**18**	**48**	**121**	**409**	**595**	**260**	**38**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**6.7**	**30.8**	**62.8**	**898**	**60.1**

Summary			Eastbound																			
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
	10767	**10767**	**2**	**33**	**143**	**355**	**803**	**3282**	**4239**	**1631**	**239**	**34**	**5**	**0**	**1**	**0**	**0**	**0**	**4.8**	**30.4**	**62.8**	**6149**	**57.1**

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Sat 11 Time	May Total	2024 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	13	13	0	0	0	0	2	5	3	2	1	0	0	0	0	0	0	0	24.3	30.8	41.5	6	46.2
0100	3	16	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	30.4	37.1	49.2	3	100
0200	3	19	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	19.5	27.8	32.9	2	66.7
0300	1	20	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.4	36.4	36.4	1	100
0400	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0500	3	23	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	23.5	33.2	38.2	2	66.7
0600	21	44	0	0	0	0	6	4	7	4	0	0	0	0	0	0	0	0	22.6	30.1	38.8	11	52.4
0700	35	79	0	0	1	0	4	8	13	7	0	2	0	0	0	0	0	0	14.5	32	49.6	22	62.9
0800	74	153	0	0	0	4	7	20	23	15	3	1	1	0	0	0	0	0	15.3	31.3	53.7	43	58.1
0900	86	239	0	0	0	2	10	30	33	8	3	0	0	0	0	0	0	0	17.3	30.1	42.8	44	51.2
1000	107	346	0	0	0	0	12	42	34	17	2	0	0	0	0	0	0	0	20.6	30.2	41.2	53	49.5
1100	128	474	0	0	0	0	16	65	38	9	0	0	0	0	0	0	0	0	20.8	29.1	38	47	36.7
1200	117	591	0	0	0	4	14	41	45	8	4	1	0	0	0	0	0	0	15.1	29.8	48.2	58	49.6
1300	134	725	0	0	0	5	21	49	40	17	0	2	0	0	0	0	0	0	15.9	29.2	46.5	59	44
1400	105	830	0	0	0	0	14	49	25	17	0	0	0	0	0	0	0	0	20.2	29.5	38.9	42	40
1500	109	939	0	0	2	4	13	52	34	3	1	0	0	0	0	0	0	0	14.7	28.3	40.4	38	34.9
1600	92	1031	0	0	0	2	13	36	33	7	1	0	0	0	0	0	0	0	16.5	29.3	40.5	41	44.6
1700	95	1126	0	0	0	0	8	33	46	6	2	0	0	0	0	0	0	0	22.1	30.6	42.5	54	56.8
1800	61	1187	0	0	0	0	5	19	28	6	2	1	0	0	0	0	0	0	20.8	31.3	46.5	37	60.7
1900	56	1243	0	0	0	0	8	17	19	11	1	0	0	0	0	0	0	0	20.3	30.6	42.9	31	55.4
2000	42	1285	0	0	0	1	8	16	12	4	1	0	0	0	0	0	0	0	18.3	29.2	44.5	17	40.5
2100	34	1319	0	0	0	0	10	9	6	5	4	0	0	0	0	0	0	0	20.7	30.4	43.8	15	44.1
2200	31	1350	0	0	0	0	9	9	9	4	0	0	0	0	0	0	0	0	21	28.5	39.8	13	41.9
2300	**28**	**1378**	**0**	**0**	**0**	**0**	**6**	**8**	**10**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20.9**	**31**	**56.1**	**14**	**50**
07-19	**1143**	**1378**	**0**	**0**	**3**	**21**	**137**	**444**	**392**	**120**	**18**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**14.5**	**29.8**	**53.7**	**538**	**47.1**
06-22	**1296**	**1378**	**0**	**0**	**3**	**22**	**169**	**490**	**436**	**144**	**24**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**14.5**	**29.8**	**53.7**	**612**	**47.2**
06-00	**1355**	**1378**	**0**	**0**	**3**	**22**	**184**	**507**	**455**	**150**	**25**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**14.5**	**29.8**	**56.1**	**639**	**47.2**
00-00	**1378**	**1378**	**0**	**0**	**3**	**23**	**187**	**512**	**462**	**155**	**26**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**14.5**	**29.9**	**56.1**	**653**	**47.4**

Sun 12 Time	May Total	2024 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	11	1389	0	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	24.4	29.9	39.5	5	45.5
0100	8	1397	0	0	0	0	3	1	2	1	0	1	0	0	0	0	0	0	23.5	30.7	45.1	4	50
0200	2	1399	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.2	21.1	21.9	0	0
0300	1	1400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7	16.7	16.7	0	0
0400	2	1402	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	27	29.1	31.1	1	50
0500	1	1403	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	22.2	22.2	0	0
0600	9	1412	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	21.3	31.1	38.8	6	66.7
0700	17	1429	0	0	0	0	0	9	4	3	1	0	0	0	0	0	0	0	26.4	31.3	40.6	8	47.1
0800	35	1464	0	0	0	1	5	9	12	3	5	0	0	0	0	0	0	0	19.8	31.3	44.4	20	57.1
0900	70	1534	0	1	0	3	10	22	24	7	3	0	0	0	0	0	0	0	8.3	29.4	42.5	34	48.6
1000	96	1630	0	0	0	5	18	26	33	13	0	0	1	0	0	0	0	0	18.7	29.4	50.9	47	49
1100	107	1737	0	0	1	5	19	37	37	6	2	0	0	0	0	0	0	0	13.9	28.5	42.2	45	42.1
1200	113	1850	0	0	0	4	20	36	37	14	2	0	0	0	0	0	0	0	18.1	29.6	41.7	53	46.9
1300	116	1966	0	0	0	3	16	40	39	15	2	1	0	0	0	0	0	0	15.2	29.9	48.1	57	49.1
1400	105	2071	0	0	0	7	8	44	33	13	0	0	0	0	0	0	0	0	15.1	29.2	39.9	46	43.8
1500	75	2146	0	0	1	5	6	22	28	10	3	0	0	0	0	0	0	0	11.3	30	44.6	41	54.7
1600	83	2229	0	0	0	1	13	33	28	7	1	0	0	0	0	0	0	0	17.2	29.4	43.8	36	43.4
1700	88	2317	0	2	1	2	3	29	34	14	3	0	0	0	0	0	0	0	7.4	30.4	43.1	51	58
1800	55	2372	0	0	0	0	7	19	17	8	3	1	0	0	0	0	0	0	20.7	31.1	49.1	29	52.7
1900	36	2408	0	0	0	0	3	11	18	3	1	0	0	0	0	0	0	0	22	30.7	40.2	22	61.1
2000	40	2448	0	0	0	0	3	10	17	3	6	1	0	0	0	0	0	0	22.7	32.8	46.4	27	67.5
2100	13	2461	0	0	0	0	1	2	5	4	1	0	0	0	0	0	0	0	21.2	32.8	42.4	10	76.9
2200	9	**2470**	**0**	**0**	**0**	**0**	**2**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	20.2	31.1	39.2	6	66.7
2300	5	**2475**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**34.7**	**37.9**	**4**	**80**
07-19	**960**	**2475**	**0**	**3**	**3**	**36**	**125**	**326**	**326**	**113**	**25**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**7.4**	**29.7**	**50.9**	**467**	**48.6**
06-22	**1058**	**2475**	**0**	**3**	**3**	**36**	**133**	**351**	**370**	**125**	**33**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**7.4**	**29.9**	**50.9**	**532**	**50.3**
06-00	**1072**	**2475**	**0**	**3**	**3**	**36**	**135**	**353**	**375**	**130**	**33**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**7.4**	**29.9**	**50.9**	**542**	**50.6**
00-00	**1097**	**2475**	**0**	**3**	**3**	**37**	**142**	**360**	**382**	**132**	**33**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**7.4**	**29.9**	**50.9**	**552**	**50.3**

Mon 13	May	2024	Westbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	4	2479	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	33.1	39	47.9	4	100
0100	2	2481	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	27.5	29.3	31.1	1	50
0200	2	2483	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	25	31.4	37.8	1	50
0300	0	2483	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	3	2486	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	27.9	35.5	41.1	2	66.7
0500	11	2497	0	0	0	0	1	3	4	3	0	0	0	0	0	0	0	0	23	31.4	39.9	7	63.6
0600	28	2525	0	0	0	0	2	11	8	7	0	0	0	0	0	0	0	0	23.8	31.4	38.9	15	53.6
0700	118	2643	0	0	1	2	4	28	62	19	2	0	0	0	0	0	0	0	10.5	31.4	40.3	83	70.3
0800	185	2828	0	0	0	4	28	104	38	9	1	1	0	0	0	0	0	0	19.4	28.3	45.5	49	26.5
0900	99	2927	0	0	0	3	14	48	27	7	0	0	0	0	0	0	0	0	17.6	28.5	39.4	34	34.3
1000	97	3024	0	0	2	5	26	32	30	2	0	0	0	0	0	0	0	0	14.5	27.2	38.8	32	33
1100	73	3097	0	0	1	3	11	22	27	7	2	0	0	0	0	0	0	0	14.8	29.4	43.4	36	49.3
1200	81	3178	0	0	0	3	6	28	34	8	1	1	0	0	0	0	0	0	16.6	30.2	45.9	44	54.3
1300	96	3274	0	0	0	2	21	37	29	7	0	0	0	0	0	0	0	0	16.3	28.4	38.6	36	37.5
1400	102	3376	0	0	0	0	13	34	36	17	2	0	0	0	0	0	0	0	20.9	30.5	41.5	55	53.9
1500	142	3518	0	1	1	7	19	51	48	11	4	0	0	0	0	0	0	0	9.4	29	41	63	44.4
1600	228	3746	0	0	2	14	30	83	76	21	2	0	0	0	0	0	0	0	11.1	28.8	42.8	99	43.4
1700	294	4040	0	0	1	1	24	94	139	30	5	0	0	0	0	0	0	0	11.3	30.6	41.6	174	59.2
1800	140	4180	0	0	0	0	10	40	67	18	5	0	0	0	0	0	0	0	20.5	31	43.5	90	64.3
1900	63	4243	0	0	0	0	7	25	24	5	2	0	0	0	0	0	0	0	21.9	30.3	41.7	31	49.2
2000	35	4278	0	0	0	1	6	10	10	6	2	0	0	0	0	0	0	0	17.4	30.5	42.4	18	51.4
2100	22	4300	0	0	0	0	1	5	12	2	1	0	1	0	0	0	0	0	21.6	32.6	50.4	16	72.7
2200	9	4309	0	0	0	0	0	4	3	1	0	1	0	0	0	0	0	0	26	32.1	47.2	5	55.6
2300	5	4314	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	32.7	39.5	52.7	5	100
07-19	**1655**	**4314**	**0**	**1**	**8**	**44**	**206**	**601**	**613**	**156**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9.4**	**29.5**	**45.9**	**795**	**48**
06-22	**1803**	**4314**	**0**	**1**	**8**	**45**	**222**	**652**	**667**	**176**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**9.4**	**29.6**	**50.4**	**875**	**48.5**
06-00	**1817**	**4314**	**0**	**1**	**8**	**45**	**222**	**656**	**672**	**179**	**29**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**9.4**	**29.7**	**52.7**	**885**	**48.7**
00-00	**1839**	**4314**	**0**	**1**	**8**	**45**	**224**	**661**	**678**	**186**	**30**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**9.4**	**29.7**	**52.7**	**900**	**48.9**

Tue 14	May	2024	Westbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	2	4316	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	37.3	38.7	40.1	2	100
0100	0	4316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0200	2	4318	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	25.2	31.7	38.2	1	50
0300	3	4321	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	25.3	26.5	28.1	0	0
0400	2	4323	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	28.6	28.8	29	0	0
0500	7	4330	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	20.7	29.6	39.2	4	57.1
0600	30	4360	0	0	0	0	2	6	15	7	0	0	0	0	0	0	0	0	20.8	31.5	37.6	22	73.3
0700	143	4503	0	0	6	6	13	39	66	12	1	0	0	0	0	0	0	0	10.8	29.2	41	79	55.2
0800	170	4673	0	2	7	6	14	84	48	8	1	0	0	0	0	0	0	0	9.2	27.9	40.9	57	33.5
0900	98	4771	0	0	0	2	14	43	30	8	1	0	0	0	0	0	0	0	18.6	28.9	40.4	39	39.8
1000	60	4831	0	0	0	1	9	28	16	5	1	0	0	0	0	0	0	0	19.8	29	40.3	22	36.7
1100	62	4893	0	0	0	0	11	25	19	5	2	0	0	0	0	0	0	0	20.8	29.3	41.2	26	41.9
1200	80	4973	0	0	0	2	16	29	31	2	0	0	0	0	0	0	0	0	18.5	28.5	36.3	33	41.3
1300	76	5049	0	0	0	0	8	36	24	7	1	0	0	0	0	0	0	0	21.1	29.4	41.3	32	42.1
1400	95	5144	0	0	1	1	16	41	26	10	0	0	0	0	0	0	0	0	11.9	29	38.6	36	37.9
1500	167	5311	1	0	0	3	22	77	53	11	0	0	0	0	0	0	0	0	4.9	28.7	39.2	64	38.3
1600	264	5575	0	2	1	6	27	125	79	23	1	0	0	0	0	0	0	0	9.2	29.1	42.6	103	39
1700	330	5905	0	0	0	3	27	128	138	28	6	0	0	0	0	0	0	0	17.2	30.3	42.1	172	52.1
1800	122	6027	0	0	0	1	6	34	64	13	4	0	0	0	0	0	0	0	19.9	31.4	41.3	81	66.4
1900	54	6081	0	0	0	0	6	20	16	8	3	1	0	0	0	0	0	0	20.2	31.2	45.1	28	51.9
2000	34	6115	0	0	0	0	4	10	14	4	2	0	0	0	0	0	0	0	22	30.8	43	20	58.8
2100	22	6137	0	0	0	0	3	9	7	2	1	0	0	0	0	0	0	0	20.9	30.2	42.1	10	45.5
2200	11	6148	0	0	0	0	0	2	5	1	3	0	0	0	0	0	0	0	26.8	34.4	43.9	9	81.8
2300	10	6158	0	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	23.3	33	42.6	7	70
07-19	**1667**	**6158**	**1**	**4**	**15**	**31**	**183**	**689**	**594**	**132**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**29.3**	**42.6**	**744**	**44.6**
06-22	**1807**	**6158**	**1**	**4**	**15**	**31**	**198**	**734**	**646**	**153**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**29.5**	**45.1**	**824**	**45.6**
06-00	**1828**	**6158**	**1**	**4**	**15**	**31**	**199**	**738**	**654**	**157**	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**29.5**	**45.1**	**840**	**46**
00-00	**1844**	**6158**	**1**	**4**	**15**	**31**	**202**	**744**	**656**	**161**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4.9**	**29.5**	**45.1**	**847**	**45.9**

Wed 15 Time	May Total	2024 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	3	6161	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	28.5	31.2	34.8	2	66.7
0100	2	6163	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35.8	37	38.2	2	100
0200	1	6164	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.2	25.2	25.2	0	0
0300	0	6164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	0	6164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0500	7	6171	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	26.3	31.1	37	4	57.1
0600	34	6205	0	0	0	1	3	4	16	10	0	0	0	0	0	0	0	0	19.7	32.4	39.7	26	76.5
0700	113	6318	0	0	0	3	8	37	46	16	3	0	0	0	0	0	0	0	15.6	30.6	42.5	65	57.5
0800	183	6501	0	0	0	3	14	73	74	18	1	0	0	0	0	0	0	0	18.3	30	40.9	93	50.8
0900	97	6598	0	0	0	2	9	46	33	7	0	0	0	0	0	0	0	0	17.4	29.1	38	40	41.2
1000	66	6664	0	0	0	3	4	25	25	7	1	1	0	0	0	0	0	0	15.8	30.5	45.2	34	51.5
1100	71	6735	0	0	0	1	7	28	23	9	3	0	0	0	0	0	0	0	19.5	30.3	42.3	35	49.3
1200	91	6826	0	0	0	3	18	32	30	8	0	0	0	0	0	0	0	0	18.9	28.8	38.7	38	41.8
1300	99	6925	0	1	0	5	19	32	33	8	1	0	0	0	0	0	0	0	9.5	28.6	40.2	42	42.4
1400	118	7043	0	0	0	2	13	44	44	14	1	0	0	0	0	0	0	0	18.7	30.1	42.5	59	50
1500	169	7212	0	0	4	7	20	70	55	12	1	0	0	0	0	0	0	0	10.4	28.5	40.5	68	40.2
1600	246	7458	0	0	0	1	15	92	108	28	2	0	0	0	0	0	0	0	20	30.6	41.7	138	56.1
1700	305	7763	0	1	10	2	40	110	107	31	4	0	0	0	0	0	0	0	7.6	29.2	43.2	142	46.6
1800	162	7925	0	0	0	0	5	49	78	25	5	0	0	0	0	0	0	0	20.3	31.7	43	108	66.7
1900	93	8018	0	0	0	2	8	32	32	16	2	1	0	0	0	0	0	0	15.2	30.7	48.4	51	54.8
2000	36	8054	0	0	0	0	5	13	11	5	2	0	0	0	0	0	0	0	20.1	30.5	43.1	18	50
2100	20	8074	0	0	0	1	1	6	10	2	0	0	0	0	0	0	0	0	18.8	30.1	38.9	12	60
2200	21	8095	0	0	0	1	3	4	8	4	1	0	0	0	0	0	0	0	18.2	30.5	41.4	13	61.9
2300	4	8099	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	22.7	34.6	44.6	3	75
07-19	**1720**	**8099**	**0**	**2**	**14**	**32**	**172**	**638**	**656**	**183**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7.6**	**29.8**	**45.2**	**862**	**50.1**
06-22	**1903**	**8099**	**0**	**2**	**14**	**36**	**189**	**693**	**725**	**216**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7.6**	**29.9**	**48.4**	**969**	**50.9**
06-00	**1928**	**8099**	**0**	**2**	**14**	**37**	**193**	**697**	**734**	**221**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7.6**	**30**	**48.4**	**985**	**51.1**
00-00	**1941**	**8099**	**0**	**2**	**14**	**37**	**193**	**702**	**739**	**224**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7.6**	**30**	**48.4**	**993**	**51.2**

Thu 16 Time	May Total	2024 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	1	8100	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.7	28.7	28.7	0	0
0100	3	8103	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	28.5	34.4	40.8	2	66.7
0200	0	8103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	1	8104	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	43.8	43.8	43.8	1	100
0400	4	8108	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	26.8	33.2	44.8	2	50
0500	7	8115	0	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	21.8	32.6	39.7	6	85.7
0600	27	8142	0	1	0	2	0	6	14	3	1	0	0	0	0	0	0	0	8.3	30.3	43.2	18	66.7
0700	117	8259	0	0	1	1	15	39	49	10	2	0	0	0	0	0	0	0	15	30.2	41.9	61	52.1
0800	171	8430	0	1	3	3	28	63	55	13	4	1	0	0	0	0	0	0	9.6	29	48.3	73	42.7
0900	95	8525	0	0	2	1	9	42	32	8	1	0	0	0	0	0	0	0	11.7	29.3	41.9	41	43.2
1000	85	8610	0	0	0	3	11	38	30	3	0	0	0	0	0	0	0	0	17.9	28.4	36.3	33	38.8
1100	90	8700	0	0	0	5	24	24	32	3	2	0	0	0	0	0	0	0	17.3	28.3	43.2	37	41.1
1200	75	8775	0	0	1	6	14	32	20	2	0	0	0	0	0	0	0	0	10.2	27	36.8	22	29.3
1300	103	8878	0	0	1	5	20	45	26	6	0	0	0	0	0	0	0	0	12.8	27.7	39.5	32	31.1
1400	95	8973	0	0	0	4	19	32	33	5	1	1	0	0	0	0	0	0	18.9	28.7	45.1	40	42.1
1500	163	9136	0	0	0	5	20	75	47	14	1	1	0	0	0	0	0	0	16.6	29	47.2	63	38.7
1600	230	9366	0	0	0	0	26	76	101	25	2	0	0	0	0	0	0	0	20.9	30.4	43.5	128	55.7
1700	276	9642	0	0	1	6	9	93	122	43	2	0	0	0	0	0	0	0	11.7	31	43.3	167	60.5
1800	140	9782	0	0	0	1	5	58	57	15	4	0	0	0	0	0	0	0	17	30.8	41	76	54.3
1900	52	9834	0	0	0	2	5	17	17	9	2	0	0	0	0	0	0	0	18.8	30.7	42.5	28	53.8
2000	37	9871	0	0	0	0	1	17	10	8	1	0	0	0	0	0	0	0	23.2	31.1	42.1	19	51.4
2100	26	9897	0	0	0	1	4	9	4	7	1	0	0	0	0	0	0	0	19.1	30.1	41.5	12	46.2
2200	12	9909	0	0	0	0	0	2	4	2	3	1	0	0	0	0	0	0	29	35.6	47.1	10	83.3
2300	9	9918	0	0	0	0	0	3	3	1	2	0	0	0	0	0	0	0	25.6	33.1	42.7	6	66.7
07-19	**1640**	**9918**	**0**	**1**	**9**	**40**	**200**	**617**	**604**	**147**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9.6**	**29.5**	**48.3**	**773**	**47.1**
06-22	**1782**	**9918**	**0**	**2**	**9**	**45**	**210**	**666**	**649**	**174**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**8.3**	**29.6**	**48.3**	**850**	**47.7**
06-00	**1803**	**9918**	**0**	**2**	**9**	**45**	**210**	**671**	**656**	**177**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8.3**	**29.7**	**48.3**	**866**	**48**
00-00	**1819**	**9918**	**0**	**2**	**9**	**45**	**211**	**675**	**662**	**179**	**32**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8.3**	**29.7**	**48.3**	**877**	**48.2**

Fri 17	May	2024	Westbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	5	9923	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	22.5	28.7	34.6	2	40
0100	1	9924	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.1	28.1	28.1	0	0
0200	1	9925	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.2	34.2	34.2	1	100
0300	0	9925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	1	9926	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.7	33.7	**33.7**	**1**	**100**
0500	8	9934	0	0	0	0	0	2	3	1	2	0	0	0	0	0	0	0	25.3	33.9	43.3	6	75
0600	22	9956	0	0	0	1	1	11	5	3	1	0	0	0	0	0	0	0	18.1	30.5	43.4	9	40.9
0700	103	10059	0	0	0	0	7	34	50	10	2	0	0	0	0	0	0	0	21.2	31	**40.6**	**62**	**60.2**
0800	175	10234	0	0	0	0	16	60	75	24	0	0	0	0	0	0	0	0	20.8	30.5	**39.4**	**99**	**56.6**
0900	93	10327	0	0	0	0	7	30	44	12	0	0	0	0	0	0	0	0	22	31	**38.6**	**56**	**60.2**
1000	85	10412	0	0	0	5	7	39	25	8	1	0	0	0	0	0	0	0	18	29.5	**40.5**	**34**	**40**
1100	99	10511	0	0	0	1	17	38	32	8	2	1	0	0	0	0	0	0	19.5	29.5	47.8	43	43.4
1200	91	10602	0	0	0	0	10	43	27	11	0	0	0	0	0	0	0	0	22.6	29.9	38.8	38	41.8
1300	103	10705	0	2	1	4	13	35	35	13	0	0	0	0	0	0	0	0	6	28.9	38.4	48	46.6
1400	126	10831	0	0	3	3	21	52	27	18	2	0	0	0	0	0	0	0	14.1	29	41.3	47	37.3
1500	177	11008	0	0	0	5	31	68	61	12	0	0	0	0	0	0	0	0	15.9	28.5	38.8	73	41.2
1600	208	11216	0	0	0	8	23	72	78	25	2	0	0	0	0	0	0	0	15.9	29.8	43.3	105	50.5
1700	191	11407	0	3	0	7	22	56	84	17	2	0	0	0	0	0	0	0	5.2	29.2	41.2	103	53.9
1800	125	11532	0	0	0	3	10	29	58	22	3	0	0	0	0	0	0	0	16.5	31.5	44.9	83	66.4
1900	62	11594	0	0	0	3	10	18	25	6	0	0	0	0	0	0	0	0	15.1	29.6	39	31	50
2000	42	11636	0	0	0	1	5	8	12	14	2	0	0	0	0	0	0	0	18.6	32	41.6	28	66.7
2100	24	11660	0	0	0	0	5	7	8	3	0	0	1	0	0	0	0	0	20.3	30.3	52.2	12	50
2200	19	11679	0	0	0	0	1	7	5	4	0	2	0	0	0	0	0	0	20.1	32.9	47.6	11	57.9
2300	14	11693	0	0	0	0	1	6	3	2	1	1	0	0	0	0	0	0	22.7	32.3	49.6	7	50
07-19	**1576**	**11693**	**0**	**5**	**4**	**36**	**184**	**556**	**596**	**180**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5.2**	**29.8**	**47.8**	**791**	**50.2**
06-22	**1726**	**11693**	**0**	**5**	**4**	**41**	**205**	**600**	**646**	**206**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**5.2**	**29.9**	**52.2**	**871**	**50.5**
06-00	**1759**	**11693**	**0**	**5**	**4**	**41**	**207**	**613**	**654**	**212**	**18**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5.2**	**29.9**	**52.2**	**889**	**50.5**
00-00	**1775**	**11693**	**0**	**5**	**4**	**41**	**209**	**617**	**661**	**213**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5.2**	**29.9**	**52.2**	**899**	**50.6**

Summary			Westbound																			
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
	11693	**11693**	**1**	**17**	**56**	**259**	**1368**	**4271**	**4240**	**1250**	**198**	**27**	**5**	**1**	**0**	**0**	**0**	**0**	**4.9**	**29.8**	**56.1**	**5721**	**48.9**

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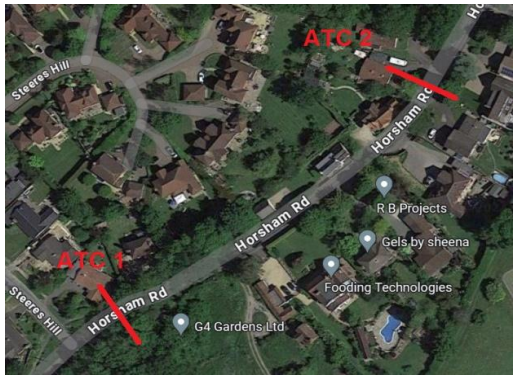
VEHICLE SPEED AND VOLUME SURVEY – ATC 2 - HORSHAM ROAD, RUSPER , WEST SUSSEX RH12 4PR.

DATASETS:
Site: [Rusper] Horsham Road ATC 2, telegraph pole opposite Grove Cottage
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 00:00 11 May 2024 => 00:00 18 May 2024
File: Rusper18May2024.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).



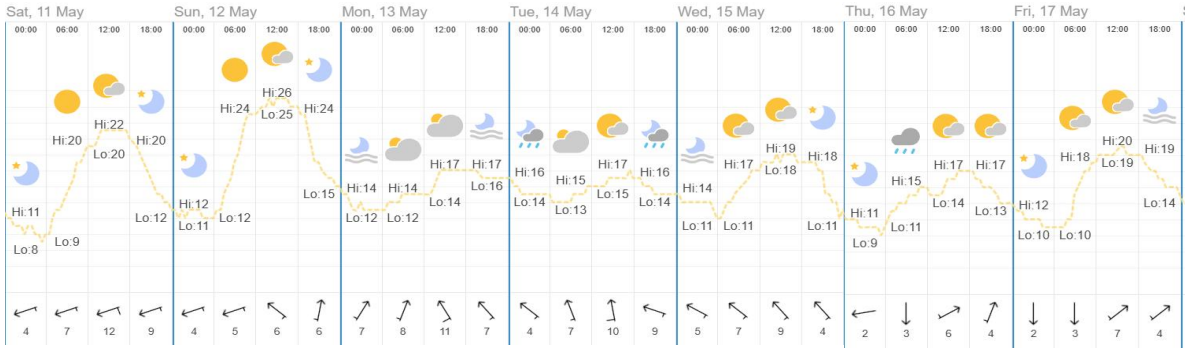
DEFINITIONS / ABBREVIATIONS*
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
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]



Sat 11 May 2024			Eastbound																				
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	6	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	24.9	28.5	34.2	2	33.3
0100	2	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27.8	28.3	28.7	0	0
0200	3	11	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	23.5	26.8	32.6	1	33.3
0300	1	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.6	26.6	26.6	0	0
0400	1	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36	36	36	1	100
0500	7	20	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	24.5	33.6	39.7	6	85.7
0600	17	37	0	0	1	0	1	2	7	4	2	0	0	0	0	0	0	0	14	33	41.9	13	76.5
0700	43	80	0	0	0	0	1	16	20	5	1	0	0	0	0	0	0	0	23	31.6	42.2	26	60.5
0800	54	134	0	0	1	2	3	21	21	5	1	0	0	0	0	0	0	0	10.7	29.8	40.1	27	50
0900	89	223	0	1	0	0	3	36	44	3	2	0	0	0	0	0	0	0	7.4	30.2	40.4	49	55.1
1000	115	338	0	2	0	0	11	61	30	10	1	0	0	0	0	0	0	0	6.6	29.1	42.3	41	35.7
1100	131	469	0	0	0	4	18	59	37	11	2	0	0	0	0	0	0	0	16.5	29	41.6	50	38.2
1200	113	582	0	0	0	1	12	58	35	6	1	0	0	0	0	0	0	0	16.4	29.2	41.8	42	37.2
1300	119	701	0	0	3	1	17	59	31	8	0	0	0	0	0	0	0	0	11.3	27.9	39.5	39	32.8
1400	93	794	0	0	0	2	7	42	36	6	0	0	0	0	0	0	0	0	17.6	29.2	37.6	42	45.2
1500	83	877	0	0	1	6	14	40	21	1	0	0	0	0	0	0	0	0	14.1	27	35.7	22	26.5
1600	92	969	0	0	0	1	7	49	25	9	1	0	0	0	0	0	0	0	18.7	29.6	40.3	35	38
1700	96	1065	0	0	0	1	16	36	33	8	2	0	0	0	0	0	0	0	19	29.5	44.2	43	44.8
1800	74	1139	0	0	1	1	10	23	26	9	4	0	0	0	0	0	0	0	11.9	30.2	44.4	39	52.7
1900	39	1178	0	0	0	0	5	10	17	7	0	0	0	0	0	0	0	0	22.6	30.7	38.1	24	61.5
2000	35	1213	0	0	0	0	6	14	11	3	1	0	0	0	0	0	0	0	20.4	29.1	41.7	15	42.9
2100	35	1248	0	0	0	0	8	19	5	2	1	0	0	0	0	0	0	0	20.5	28	40.7	8	22.9
2200	23	1271	0	0	0	1	6	7	7	2	0	0	0	0	0	0	0	0	16.5	28.3	37.6	9	39.1
2300	**18**	**1289**	**0**	**0**	**0**	**1**	**3**	**8**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**28.6**	**41.9**	**6**	**33.3**
07-19	**1102**	**1289**	**0**	**3**	**6**	**19**	**119**	**500**	**359**	**81**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.6**	**29.2**	**44.4**	**455**	**41.3**
06-22	**1228**	**1289**	**0**	**3**	**7**	**19**	**139**	**545**	**399**	**97**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.6**	**29.3**	**44.4**	**515**	**41.9**
06-00	**1269**	**1289**	**0**	**3**	**7**	**21**	**148**	**560**	**411**	**99**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.6**	**29.2**	**44.4**	**530**	**41.8**
00-00	**1289**	**1289**	**0**	**3**	**7**	**21**	**152**	**566**	**417**	**103**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.6**	**29.2**	**44.4**	**540**	**41.9**

Sun 12 Time	May Total	2024 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	8	1297	0	0	0	0	3	2	2	0	1	0	0	0	0	0	0	0	20.4	29.2	42.2	3	37.5
0100	6	1303	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	15	27.4	31.3	3	50
0200	2	1305	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	20.1	26.2	32.3	1	50
0300	2	1307	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	16.7	30.6	44.4	1	50
0400	1	1308	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.4	37.4	37.4	1	100
0500	9	1317	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	26.1	30.5	36	5	55.6
0600	13	1330	0	0	0	0	0	2	8	3	0	0	0	0	0	0	0	0	28.5	33.2	37	11	84.6
0700	26	1356	0	0	0	0	0	12	7	7	0	0	0	0	0	0	0	0	25.1	31.2	39.1	14	53.8
0800	34	1390	0	0	0	3	1	10	18	2	0	0	0	0	0	0	0	0	17.9	29.8	39.8	20	58.8
0900	62	1452	0	0	0	0	4	25	26	6	1	0	0	0	0	0	0	0	23.5	30.5	42.8	33	53.2
1000	92	1544	0	1	0	2	3	46	31	8	1	0	0	0	0	0	0	0	9.5	29.4	40.6	40	43.5
1100	102	1646	0	8	4	4	6	49	28	3	0	0	0	0	0	0	0	0	8.4	26.3	36	31	30.4
1200	99	1745	0	0	0	3	9	47	34	6	0	0	0	0	0	0	0	0	16.4	29.1	39.6	40	40.4
1300	95	1840	0	0	0	1	10	40	34	10	0	0	0	0	0	0	0	0	18	29.7	39.6	44	46.3
1400	82	1922	0	0	1	0	4	40	31	6	0	0	0	0	0	0	0	0	13.1	29.8	38.3	37	45.1
1500	73	1995	0	0	0	3	11	22	28	9	0	0	0	0	0	0	0	0	18	29.5	37.5	37	50.7
1600	105	2100	0	1	3	3	7	45	35	10	1	0	0	0	0	0	0	0	9.5	29	42.3	46	43.8
1700	81	2181	0	1	0	0	9	38	29	3	1	0	0	0	0	0	0	0	9.9	29.3	41	33	40.7
1800	65	2246	0	0	0	0	3	23	28	10	1	0	0	0	0	0	0	0	21.9	31	41.1	39	60
1900	38	2284	0	0	0	0	1	17	15	4	0	1	0	0	0	0	0	0	22.1	31.3	49.4	20	52.6
2000	27	2311	0	0	0	1	4	7	9	6	0	0	0	0	0	0	0	0	19.3	30.5	38.5	15	55.6
2100	18	2329	0	0	0	0	2	10	3	2	1	0	0	0	0	0	0	0	23.8	30.1	42.4	6	33.3
2200	11	**2340**	**0**	**0**	**0**	**0**	**1**	**4**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	24.3	31.4	43.9	6	54.5
2300	6	**2346**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**32.2**	**45.4**	**3**	**50**
07-19	**916**	**2346**	**0**	**11**	**8**	**19**	**67**	**397**	**329**	**80**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8.4**	**29.3**	**42.8**	**414**	**45.2**
06-22	**1012**	**2346**	**0**	**11**	**8**	**20**	**74**	**433**	**364**	**95**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8.4**	**29.5**	**49.4**	**466**	**46**
06-00	**1029**	**2346**	**0**	**11**	**8**	**20**	**75**	**440**	**371**	**95**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8.4**	**29.5**	**49.4**	**475**	**46.2**
00-00	**1057**	**2346**	**0**	**11**	**8**	**22**	**79**	**448**	**380**	**98**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8.4**	**29.5**	**49.4**	**489**	**46.3**

Mon 13 May 2024			Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	3	2349	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	27.9	30.7	32.7	2	66.7
0100	0	2349	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0200	0	2349	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	2	2351	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.1	27.6	30.1	1	50
0400	4	2355	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	31.5	33.5	36	4	100
0500	12	2367	1	1	0	0	0	2	5	3	0	0	0	0	0	0	0	0	4.7	28.7	38	8	66.7
0600	75	2442	0	0	1	2	4	13	39	15	1	0	0	0	0	0	0	0	14.5	31.8	40.4	55	73.3
0700	204	2646	0	0	0	4	21	81	73	23	2	0	0	0	0	0	0	0	17.3	29.8	43	98	48
0800	246	2892	0	4	2	10	33	132	58	7	0	0	0	0	0	0	0	0	6.1	27.4	37.1	65	26.4
0900	149	3041	0	0	0	3	31	68	44	3	0	0	0	0	0	0	0	0	15.4	27.7	37.3	47	31.5
1000	81	3122	0	2	0	2	13	48	12	4	0	0	0	0	0	0	0	0	6.3	27.2	39.3	16	19.8
1100	71	3193	0	0	0	3	5	33	27	2	1	0	0	0	0	0	0	0	18.3	29	41.1	30	42.3
1200	72	3265	0	0	0	1	15	25	23	7	1	0	0	0	0	0	0	0	18.9	29	43	31	43.1
1300	76	3341	1	1	0	1	8	31	27	7	0	0	0	0	0	0	0	0	4.1	28.8	39.7	34	44.7
1400	100	3441	0	0	8	6	9	44	28	5	0	0	0	0	0	0	0	0	10	27	36.8	33	33
1500	117	3558	0	0	6	1	11	49	39	10	0	1	0	0	0	0	0	0	11.3	28.5	47.7	50	42.7
1600	122	3680	0	0	0	2	18	67	29	4	2	0	0	0	0	0	0	0	18.9	28.4	43.9	35	28.7
1700	160	3840	0	0	0	0	17	84	48	11	0	0	0	0	0	0	0	0	21.6	29.4	39.9	59	36.9
1800	89	3929	0	0	0	2	9	32	34	11	1	0	0	0	0	0	0	0	18.9	30.1	40.5	46	51.7
1900	55	3984	0	0	1	1	1	24	20	5	2	0	1	0	0	0	0	0	13.7	30.7	50.2	28	50.9
2000	24	4008	0	0	0	0	5	8	8	3	0	0	0	0	0	0	0	0	20.9	28.9	38.8	11	45.8
2100	20	4028	0	0	0	2	0	7	3	6	2	0	0	0	0	0	0	0	15.3	31.6	43.1	11	55
2200	16	4044	0	0	0	0	0	3	9	4	0	0	0	0	0	0	0	0	28.3	33.2	39.7	13	81.3
2300	1	4045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.5	30.5	30.5	1	100
07-19	**1487**	**4045**	**1**	**7**	**16**	**35**	**190**	**694**	**442**	**94**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4.1**	**28.5**	**47.7**	**544**	**36.6**
06-22	**1661**	**4045**	**1**	**7**	**18**	**40**	**200**	**746**	**512**	**123**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.1**	**28.7**	**50.2**	**649**	**39.1**
06-00	**1678**	**4045**	**1**	**7**	**18**	**40**	**200**	**749**	**522**	**127**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.1**	**28.8**	**50.2**	**663**	**39.5**
00-00	**1699**	**4045**	**2**	**8**	**18**	**40**	**200**	**753**	**533**	**131**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.1**	**28.8**	**50.2**	**678**	**39.9**

Tue 14 May 2024			Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	1	4046	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.6	28.6	28.6	0	0
0100	1	4047	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	15	15	0	0
0200	0	4047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	1	4048	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30	30	30	0	0
0400	3	4051	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	28.7	30.5	31.9	2	66.7
0500	13	4064	0	0	0	0	1	4	7	1	0	0	0	0	0	0	0	0	22.4	30.9	36.4	8	61.5
0600	65	4129	0	1	2	0	3	18	28	12	1	0	0	0	0	0	0	0	6.9	30.8	43.4	41	63.1
0700	222	4351	0	0	0	1	15	93	94	19	0	0	0	0	0	0	0	0	19.6	30	38.8	113	50.9
0800	241	4592	0	0	0	2	19	130	71	19	0	0	0	0	0	0	0	0	18.2	29.2	39.9	90	37.3
0900	114	4706	0	0	0	1	11	55	36	11	0	0	0	0	0	0	0	0	18.4	29.3	39.9	47	41.2
1000	81	4787	0	0	0	3	19	35	17	7	0	0	0	0	0	0	0	0	18.1	28.1	38.2	24	29.6
1100	83	4870	0	0	0	3	7	39	26	5	3	0	0	0	0	0	0	0	16	29.3	43.5	34	41
1200	82	4952	0	0	0	0	5	47	24	6	0	0	0	0	0	0	0	0	21.6	29	37.9	30	36.6
1300	79	5031	0	0	0	3	4	39	29	4	0	0	0	0	0	0	0	0	15.4	29.1	36.1	33	41.8
1400	102	5133	0	0	0	2	6	55	27	10	1	1	0	0	0	0	0	0	17	29.6	46.4	39	38.2
1500	124	5257	0	0	2	12	17	51	35	6	1	0	0	0	0	0	0	0	14.3	27.7	40.6	42	33.9
1600	122	5379	0	0	0	1	14	60	41	5	1	0	0	0	0	0	0	0	20	29.1	40.6	47	38.5
1700	151	5530	0	0	2	5	23	56	56	9	0	0	0	0	0	0	0	0	10.8	28.6	38.6	65	43
1800	106	5636	0	0	1	1	10	44	43	7	0	0	0	0	0	0	0	0	12.5	29.3	38.4	50	47.2
1900	38	5674	0	0	0	0	3	18	12	4	1	0	0	0	0	0	0	0	23	29.6	40.1	17	44.7
2000	21	5695	0	0	0	0	1	9	8	3	0	0	0	0	0	0	0	0	24.9	30.4	36.2	11	52.4
2100	18	5713	0	0	0	2	1	6	4	2	3	0	0	0	0	0	0	0	15.2	31	43	9	50
2200	11	5724	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	26.4	30.7	35.7	5	45.5
2300	3	5727	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	30.6	32.3	35.7	3	100
07-19	**1507**	**5727**	**0**	**0**	**5**	**34**	**150**	**704**	**499**	**108**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10.8**	**29.1**	**46.4**	**614**	**40.7**
06-22	**1649**	**5727**	**0**	**1**	**7**	**36**	**158**	**755**	**551**	**129**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**29.2**	**46.4**	**692**	**42**
06-00	**1663**	**5727**	**0**	**1**	**7**	**36**	**158**	**761**	**557**	**131**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**29.2**	**46.4**	**700**	**42.1**
00-00	**1682**	**5727**	**0**	**1**	**7**	**37**	**159**	**768**	**566**	**132**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**29.2**	**46.4**	**710**	**42.2**

Wed 15 May 2024			Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	3	5730	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	25.9	33.6	40.8	2	66.7
0100	1	5731	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.2	33.2	33.2	1	100
0200	0	5731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	0	5731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	3	5734	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	31.6	38.2	45.9	3	100
0500	20	5754	0	0	1	0	0	9	5	4	1	0	0	0	0	0	0	0	13.3	30.6	41.4	10	50
0600	71	5825	0	0	1	0	3	23	25	15	4	0	0	0	0	0	0	0	12.7	32	43	44	62
0700	201	6026	0	0	0	9	10	66	101	15	0	0	0	0	0	0	0	0	18.1	30	40	116	57.7
0800	208	6234	0	0	0	2	21	107	68	10	0	0	0	0	0	0	0	0	18.2	28.9	39	78	37.5
0900	105	6339	0	0	0	0	8	50	41	5	1	0	0	0	0	0	0	0	22.9	29.8	40.6	47	44.8
1000	84	6423	0	0	1	4	15	27	28	9	0	0	0	0	0	0	0	0	12.1	28.6	38.4	37	44
1100	57	6480	0	0	0	4	6	28	17	1	1	0	0	0	0	0	0	0	15.6	28.3	40.9	19	33.3
1200	86	6566	0	2	0	0	18	40	21	5	0	0	0	0	0	0	0	0	7.3	27.8	37.4	26	30.2
1300	90	6656	0	0	0	6	8	41	28	6	1	0	0	0	0	0	0	0	15.6	28.8	42.1	35	38.9
1400	103	6759	0	0	1	9	21	35	32	5	0	0	0	0	0	0	0	0	11.4	27.5	38	37	35.9
1500	106	6865	0	2	2	6	18	31	38	9	0	0	0	0	0	0	0	0	8.9	28	38.9	47	44.3
1600	117	6982	0	0	2	1	8	53	41	11	1	0	0	0	0	0	0	0	13.3	29.5	43.8	53	45.3
1700	178	7160	1	4	2	3	10	80	70	8	0	0	0	0	0	0	0	0	4.5	28.7	39.3	78	43.8
1800	118	7278	0	0	0	2	8	58	38	10	2	0	0	0	0	0	0	0	17.8	29.4	42	50	42.4
1900	51	7329	0	0	0	1	7	25	11	7	0	0	0	0	0	0	0	0	19	29.3	38.7	18	35.3
2000	24	7353	0	1	0	1	4	4	11	3	0	0	0	0	0	0	0	0	9	28.9	38.7	14	58.3
2100	29	7382	0	0	1	0	5	8	11	3	1	0	0	0	0	0	0	0	14.5	29.4	40.4	15	51.7
2200	24	7406	1	0	0	0	2	7	11	2	0	1	0	0	0	0	0	0	4.8	29.8	45	14	58.3
2300	7	7413	0	0	0	1	0	2	4	0	0	0	0	0	0	0	0	0	17.4	28.3	32.6	4	57.1
07-19	**1453**	**7413**	**1**	**8**	**8**	**46**	**151**	**616**	**523**	**94**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.5**	**28.9**	**43.8**	**623**	**42.9**
06-22	**1628**	**7413**	**1**	**9**	**10**	**48**	**170**	**676**	**581**	**122**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.5**	**29.1**	**43.8**	**714**	**43.9**
06-00	**1659**	**7413**	**2**	**9**	**10**	**49**	**172**	**685**	**596**	**124**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4.5**	**29.1**	**45**	**732**	**44.1**
00-00	**1686**	**7413**	**2**	**9**	**11**	**49**	**172**	**695**	**604**	**129**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4.5**	**29.1**	**45.9**	**748**	**44.4**

Thu 16 May 2024			Eastbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	0	7413	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0100	1	7414	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.3	36.3	36.3	1	100
0200	0	7414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0300	1	7415	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.2	37.2	37.2	1	100
0400	3	7418	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	27.3	32.2	35.1	2	66.7
0500	13	7431	0	0	1	0	0	2	7	3	0	0	0	0	0	0	0	0	13	31.8	38	10	76.9
0600	61	7492	0	0	1	1	4	14	24	14	3	0	0	0	0	0	0	0	12.2	32	41.3	41	67.2
0700	185	7677	0	0	1	10	19	85	55	14	1	0	0	0	0	0	0	0	14.2	28.6	42.8	70	37.8
0800	234	7911	0	1	3	9	40	126	49	6	0	0	0	0	0	0	0	0	7.4	27.2	37.3	55	23.5
0900	106	8017	1	2	1	4	13	46	33	6	0	0	0	0	0	0	0	0	4.9	28	39.5	39	36.8
1000	96	8113	0	0	2	1	14	42	28	9	0	0	0	0	0	0	0	0	10.5	28.6	38	37	38.5
1100	72	8185	0	0	0	2	11	34	19	5	1	0	0	0	0	0	0	0	15.3	28.1	41.8	25	34.7
1200	84	8269	0	0	4	2	16	34	21	6	1	0	0	0	0	0	0	0	11	27.5	42.6	28	33.3
1300	82	8351	0	0	0	1	8	46	24	3	0	0	0	0	0	0	0	0	17.9	28.9	39.4	27	32.9
1400	81	8432	0	0	0	3	13	35	25	4	1	0	0	0	0	0	0	0	15.6	28.6	44.1	30	37
1500	111	8543	0	3	4	4	19	46	29	6	0	0	0	0	0	0	0	0	7.8	27.3	36.7	35	31.5
1600	123	8666	0	0	0	1	17	48	45	8	4	0	0	0	0	0	0	0	19.2	29.7	41.7	57	46.3
1700	143	8809	0	0	1	0	10	63	59	9	0	1	0	0	0	0	0	0	12	30	45.4	69	48.3
1800	78	8887	0	0	1	1	8	35	21	8	3	0	1	0	0	0	0	0	13.6	29.6	51.3	33	42.3
1900	53	8940	0	0	0	1	6	20	20	4	2	0	0	0	0	0	0	0	19.7	29.9	44.4	26	49.1
2000	27	8967	0	0	0	0	6	8	7	6	0	0	0	0	0	0	0	0	23.6	30.2	37	13	48.1
2100	14	8981	0	0	0	0	2	3	6	2	1	0	0	0	0	0	0	0	22.2	31.2	43.6	9	64.3
2200	6	8987	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	26.2	28.8	34.4	1	16.7
2300	3	8990	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	25.3	30.1	37.8	1	33.3
07-19	**1395**	**8990**	**1**	**6**	**17**	**38**	**188**	**640**	**408**	**84**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.9**	**28.5**	**51.3**	**505**	**36.2**
06-22	**1550**	**8990**	**1**	**6**	**18**	**40**	**206**	**685**	**465**	**110**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.9**	**28.7**	**51.3**	**594**	**38.3**
06-00	**1559**	**8990**	**1**	**6**	**18**	**40**	**206**	**692**	**466**	**111**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.9**	**28.7**	**51.3**	**596**	**38.2**
00-00	**1577**	**8990**	**1**	**6**	**19**	**40**	**206**	**695**	**474**	**117**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4.9**	**28.7**	**51.3**	**610**	**38.7**

Fri 17	May	2024	Eastbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	2	8992	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	28.3	29.9	31.4	1	50
0100	2	8994	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.2	37.2	42.1	2	100
0200	1	8995	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.6	30.6	30.6	1	100
0300	1	8996	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.2	35.2	35.2	1	100
0400	4	9000	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	32.6	34.5	**36.1**	**4**	**100**
0500	13	9013	0	0	0	0	0	2	7	3	1	0	0	0	0	0	0	0	26.5	33.8	43.9	11	84.6
0600	60	9073	0	0	0	1	1	12	22	16	8	0	0	0	0	0	0	0	19.3	33.8	43.4	46	76.7
0700	137	9210	0	0	0	0	7	54	64	11	1	0	0	0	0	0	0	0	21.5	30.7	**41.3**	**76**	**55.5**
0800	188	9398	0	0	0	1	19	92	68	8	0	0	0	0	0	0	0	0	18.2	29.4	**37.6**	**76**	**40.4**
0900	82	9480	0	0	1	2	8	25	37	8	1	0	0	0	0	0	0	0	15	29.9	**42**	**46**	**56.1**
1000	89	9569	0	0	3	3	17	27	31	7	1	0	0	0	0	0	0	0	13	28.6	**40.2**	**39**	**43.8**
1100	99	9668	0	0	0	1	17	44	32	4	1	0	0	0	0	0	0	0	18.2	28.9	40.2	37	37.4
1200	88	9756	0	0	0	1	10	34	36	6	1	0	0	0	0	0	0	0	17.6	29.6	42.2	43	48.9
1300	76	9832	0	0	1	2	10	28	28	7	0	0	0	0	0	0	0	0	14.6	29	38.2	35	46.1
1400	76	9908	0	0	1	1	12	33	26	3	0	0	0	0	0	0	0	0	13.4	28.3	37.4	29	38.2
1500	126	10034	0	1	6	12	15	52	32	7	1	0	0	0	0	0	0	0	7.5	27	41.2	40	31.7
1600	102	10136	0	0	0	5	16	37	38	6	0	0	0	0	0	0	0	0	16.2	28.6	38.8	44	43.1
1700	107	10243	0	0	0	6	8	31	52	10	0	0	0	0	0	0	0	0	15.6	29.7	38.5	62	57.9
1800	74	10317	0	0	0	3	11	31	18	5	4	0	1	1	0	0	0	0	18.7	30.1	55.4	29	39.2
1900	45	10362	0	1	0	1	9	11	18	5	0	0	0	0	0	0	0	0	9.6	29.2	38	23	51.1
2000	33	10395	0	0	0	2	4	12	9	6	0	0	0	0	0	0	0	0	16.7	29.5	37.9	15	45.5
2100	23	10418	0	0	0	0	3	10	8	1	0	0	0	0	1	0	0	0	21.9	31	61.5	10	43.5
2200	16	10434	0	0	1	0	1	4	7	3	0	0	0	0	0	0	0	0	12.7	29.9	35.6	10	62.5
2300	11	10445	0	0	1	0	1	1	4	3	1	0	0	0	0	0	0	0	10.6	30.7	41.3	8	72.7
07-19	**1244**	**10445**	**0**	**1**	**12**	**37**	**150**	**488**	**462**	**82**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**7.5**	**29.2**	**55.4**	**556**	**44.7**
06-22	**1405**	**10445**	**0**	**2**	**12**	**41**	**167**	**533**	**519**	**110**	**18**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**7.5**	**29.4**	**61.5**	**650**	**46.3**
06-00	**1432**	**10445**	**0**	**2**	**14**	**41**	**169**	**538**	**530**	**116**	**19**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**7.5**	**29.4**	**61.5**	**668**	**46.6**
00-00	**1455**	**10445**	**0**	**2**	**14**	**41**	**169**	**541**	**542**	**122**	**21**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**7.5**	**29.5**	**61.5**	**688**	**47.3**

Summary			Eastbound																			
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
	10445	**10445**	**5**	**40**	**84**	**250**	**1137**	**4466**	**3516**	**832**	**103**	**7**	**3**	**1**	**1**	**0**	**0**	**0**	**4.1**	**29.1**	**61.5**	**4463**	**42.7**

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Sat 11 Time	May Total	2024 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	13	13	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	22.4	30.3	43.6	6	46.2
0100	3	16	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	29.9	33.4	40.3	2	66.7
0200	3	19	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	16.2	25.6	30.7	1	33.3
0300	1	20	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.2	39.2	39.2	1	100
0400	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0500	3	23	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	15.8	30.8	39.8	2	66.7
0600	19	42	0	0	0	0	2	2	10	4	1	0	0	0	0	0	0	0	24.3	32.5	42.2	15	78.9
0700	34	76	0	0	0	0	4	6	10	12	0	2	0	0	0	0	0	0	20.9	32.9	46	24	70.6
0800	73	149	0	1	2	1	8	23	20	13	3	1	1	0	0	0	0	0	7.7	30.4	53.1	38	52.1
0900	84	233	0	1	0	1	6	28	32	13	3	0	0	0	0	0	0	0	7.4	30.8	41.8	48	57.1
1000	104	337	1	0	2	1	10	46	27	16	1	0	0	0	0	0	0	0	1	29.4	41.1	44	42.3
1100	130	467	1	0	0	3	8	59	46	13	0	0	0	0	0	0	0	0	1	29.6	40	59	45.4
1200	115	582	1	0	0	1	15	47	33	14	4	0	0	0	0	0	0	0	0.6	29.9	42.6	51	44.3
1300	132	714	1	0	2	2	18	53	39	14	2	1	0	0	0	0	0	0	0.4	29.3	49.9	56	42.4
1400	106	820	0	0	0	3	18	47	22	14	2	0	0	0	0	0	0	0	16.4	29.1	41.4	38	35.8
1500	107	927	0	0	2	6	32	51	13	3	0	0	0	0	0	0	0	0	11.8	25.8	38.3	16	15
1600	92	1019	0	0	0	1	9	38	32	12	0	0	0	0	0	0	0	0	20	29.8	39.5	44	47.8
1700	94	1113	0	0	1	1	3	34	40	14	1	0	0	0	0	0	0	0	12.3	30.6	40.5	55	58.5
1800	61	1174	0	0	0	1	4	18	27	7	4	0	0	0	0	0	0	0	19.5	31.1	43.1	38	62.3
1900	56	1230	0	0	0	0	10	13	20	6	7	0	0	0	0	0	0	0	21.1	31.2	42	33	58.9
2000	42	1272	0	0	0	1	6	10	18	5	2	0	0	0	0	0	0	0	15.6	30.3	44.6	25	59.5
2100	33	1305	0	0	0	2	4	10	7	7	2	1	0	0	0	0	0	0	16.8	31	49.9	17	51.5
2200	33	1338	0	0	1	0	12	9	7	3	1	0	0	0	0	0	0	0	10.6	27.7	40	11	33.3
2300	**26**	**1364**	**0**	**0**	**0**	**0**	**4**	**8**	**11**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**22.2**	**30.7**	**51.1**	**14**	**53.8**
07-19	**1132**	**1364**	**4**	**2**	**9**	**21**	**135**	**450**	**341**	**145**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0.4**	**29.6**	**53.1**	**511**	**45.1**
06-22	**1282**	**1364**	**4**	**2**	**9**	**24**	**157**	**485**	**396**	**167**	**32**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0.4**	**29.8**	**53.1**	**601**	**46.9**
06-00	**1341**	**1364**	**4**	**2**	**10**	**24**	**173**	**502**	**414**	**172**	**33**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0.4**	**29.7**	**53.1**	**626**	**46.7**
00-00	**1364**	**1364**	**4**	**2**	**10**	**26**	**175**	**509**	**420**	**176**	**35**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0.4**	**29.7**	**53.1**	**638**	**46.8**

Sun 12 Time	May Total	2024 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30
0000	11	1375	0	0	0	0	0	7	3	0	1	0	0	0	0	0	0	0	25.9	29.7	40.2	4	36.4
0100	8	1383	0	0	0	1	1	3	1	2	0	0	0	0	0	0	0	0	19.2	29.1	37	3	37.5
0200	1	1384	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.5	17.5	17.5	0	0
0300	1	1385	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	18.1	18.1	0	0
0400	2	1387	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.3	28.8	31.2	1	50
0500	1	1388	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.1	35.1	35.1	1	100
0600	10	1398	0	0	1	0	1	1	4	2	1	0	0	0	0	0	0	0	10.4	31.4	41.4	7	70
0700	17	1415	0	0	0	0	1	3	9	4	0	0	0	0	0	0	0	0	24.7	32.2	38	13	76.5
0800	31	1446	0	0	0	1	0	6	16	3	4	1	0	0	0	0	0	0	15.5	32.8	48.8	24	77.4
0900	70	1516	0	0	0	2	11	27	19	8	3	0	0	0	0	0	0	0	19.4	29.6	40.9	30	42.9
1000	96	1612	1	0	0	1	14	41	22	13	3	1	0	0	0	0	0	0	1.1	29.5	48.7	39	40.6
1100	108	1720	0	1	4	2	14	43	31	10	3	0	0	0	0	0	0	0	9.1	28.6	43.8	44	40.7
1200	112	1832	0	0	1	3	12	44	33	16	2	1	0	0	0	0	0	0	12.9	30	46.4	52	46.4
1300	118	1950	0	0	0	1	12	41	36	22	5	1	0	0	0	0	0	0	19.7	31.2	48.6	64	54.2
1400	104	2054	0	0	4	3	10	41	27	16	3	0	0	0	0	0	0	0	12.9	29.5	42.9	46	44.2
1500	76	2130	1	0	1	3	10	24	23	13	0	1	0	0	0	0	0	0	1	29.6	45.6	37	48.7
1600	82	2212	0	0	0	0	11	37	27	4	3	0	0	0	0	0	0	0	21.2	29.5	44.9	34	41.5
1700	84	2296	0	3	1	1	5	27	31	14	2	0	0	0	0	0	0	0	7.1	30	42.7	47	56
1800	55	2351	0	0	0	1	4	21	14	12	2	0	1	0	0	0	0	0	17.9	31.6	50.9	29	52.7
1900	36	2387	0	0	0	0	1	7	18	9	1	0	0	0	0	0	0	0	23.1	32.5	42	28	77.8
2000	40	2427	0	0	0	1	0	11	15	8	4	1	0	0	0	0	0	0	19.9	33.1	45.1	28	70
2100	13	2440	0	0	0	0	1	4	4	2	2	0	0	0	0	0	0	0	23.2	32.2	41.2	8	61.5
2200	9	**2449**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	22.2	30.6	38.7	5	55.6
2300	5	**2454**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**33.6**	**40.2**	**4**	**80**
07-19	**953**	**2454**	**2**	**4**	**11**	**18**	**104**	**355**	**288**	**135**	**30**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**30**	**50.9**	**459**	**48.2**
06-22	**1052**	**2454**	**2**	**4**	**12**	**19**	**107**	**378**	**329**	**156**	**38**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**30.2**	**50.9**	**530**	**50.4**
06-00	**1066**	**2454**	**2**	**4**	**12**	**19**	**109**	**381**	**335**	**158**	**39**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**30.3**	**50.9**	**539**	**50.6**
00-00	**1090**	**2454**	**2**	**4**	**12**	**22**	**110**	**392**	**340**	**161**	**40**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**30.2**	**50.9**	**548**	**50.3**

Mon 13	May	2024	Westbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	4	2458	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	26.6	34.4	39.6	3	75
0100	2	2460	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26.6	26.8	27	0	0
0200	1	2461	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.8	45.8	45.8	1	100
0300	0	2461	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	3	2464	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	30.8	35.4	38.5	3	100
0500	11	2475	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	23.8	31.7	40.9	8	72.7
0600	26	2501	0	1	0	0	2	9	7	6	1	0	0	0	0	0	0	0	9.8	30.7	42.6	14	53.8
0700	124	2625	0	0	0	2	9	30	55	27	1	0	0	0	0	0	0	0	18.3	31.5	40.7	83	66.9
0800	178	2803	0	0	0	9	30	86	46	7	0	0	0	0	0	0	0	0	16.4	27.8	39	53	29.8
0900	100	2903	0	0	2	6	17	40	30	4	1	0	0	0	0	0	0	0	12.9	28	42.1	35	35
1000	95	2998	0	2	1	8	23	33	23	5	0	0	0	0	0	0	0	0	6.3	26.9	37.7	28	29.5
1100	73	3071	0	1	1	4	7	23	31	5	1	0	0	0	0	0	0	0	7.5	28.8	41.8	37	50.7
1200	79	3150	0	0	0	3	10	26	31	7	1	0	1	0	0	0	0	0	16.6	30.2	51.2	40	50.6
1300	97	3247	0	0	1	6	18	44	21	6	1	0	0	0	0	0	0	0	14.9	27.8	40.2	28	28.9
1400	103	3350	0	0	2	5	10	41	28	15	2	0	0	0	0	0	0	0	10.3	29.3	42.6	45	43.7
1500	142	3492	0	0	1	7	19	62	37	16	0	0	0	0	0	0	0	0	13.7	28.7	38.9	53	37.3
1600	228	3720	0	1	1	10	37	83	75	19	2	0	0	0	0	0	0	0	9.4	28.9	43	96	42.1
1700	294	4014	0	1	2	5	18	103	126	29	9	1	0	0	0	0	0	0	9.6	30.7	45.2	165	56.1
1800	144	4158	0	0	1	3	9	38	67	20	4	2	0	0	0	0	0	0	12.6	31.2	46.7	93	64.6
1900	65	4223	0	0	0	2	6	24	22	9	2	0	0	0	0	0	0	0	15.8	30.3	42.3	33	50.8
2000	33	4256	0	0	0	0	3	11	12	4	3	0	0	0	0	0	0	0	21.6	31.5	43.4	19	57.6
2100	21	4277	0	0	0	0	3	7	7	2	1	1	0	0	0	0	0	0	22.7	31.4	48.8	11	52.4
2200	9	4286	0	0	0	0	0	7	1	1	0	0	0	0	0	0	0	0	27.4	30	35.9	2	22.2
2300	5	4291	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	34.5	39	49.7	5	100
07-19	**1657**	**4291**	**0**	**5**	**12**	**68**	**207**	**609**	**570**	**160**	**22**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**6.3**	**29.3**	**51.2**	**756**	**45.6**
06-22	**1802**	**4291**	**0**	**6**	**12**	**70**	**221**	**660**	**618**	**181**	**29**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**6.3**	**29.4**	**51.2**	**833**	**46.2**
06-00	**1816**	**4291**	**0**	**6**	**12**	**70**	**221**	**667**	**620**	**185**	**29**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6.3**	**29.5**	**51.2**	**840**	**46.3**
00-00	**1837**	**4291**	**0**	**6**	**12**	**70**	**223**	**671**	**626**	**192**	**30**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**6.3**	**29.5**	**51.2**	**855**	**46.5**

Tue 14 May 2024			Westbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	2	4293	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	33.8	39.7	45.6	2	100
0100	0	4293	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0200	2	4295	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	25	31.5	37.9	1	50
0300	3	4298	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	23.9	25.9	28	0	0
0400	2	4300	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.4	30.9	32.4	1	50
0500	6	4306	0	0	0	0	2	1	0	2	1	0	0	0	0	0	0	0	21	31.4	40.7	3	50
0600	29	4335	0	1	0	0	2	6	11	9	0	0	0	0	0	0	0	0	6.9	31.3	38.9	20	69
0700	137	4472	1	0	0	5	16	41	55	17	2	0	0	0	0	0	0	0	1.1	29.9	42.3	74	54
0800	167	4639	0	0	8	6	17	80	44	11	0	1	0	0	0	0	0	0	10.8	28	45.2	56	33.5
0900	98	4737	0	0	0	4	8	47	32	6	1	0	0	0	0	0	0	0	16.6	29	42.4	39	39.8
1000	59	4796	0	0	0	2	9	22	18	8	0	0	0	0	0	0	0	0	18.4	29.1	37.7	26	44.1
1100	63	4859	0	0	1	2	10	22	21	6	0	1	0	0	0	0	0	0	10.9	29	45.3	28	44.4
1200	79	4938	0	0	1	1	15	32	26	4	0	0	0	0	0	0	0	0	14.5	28.2	36.8	30	38
1300	76	5014	0	0	0	5	9	35	20	5	2	0	0	0	0	0	0	0	15.4	28.7	43.7	27	35.5
1400	96	5110	0	0	1	4	17	40	23	10	1	0	0	0	0	0	0	0	13.8	28.3	40.9	34	35.4
1500	167	5277	0	0	2	9	35	75	35	11	0	0	0	0	0	0	0	0	11.4	27.5	39.9	46	27.5
1600	266	5543	0	1	2	4	25	116	93	25	0	0	0	0	0	0	0	0	9.6	29.4	38.9	118	44.4
1700	330	5873	0	0	6	14	30	112	135	30	2	1	0	0	0	0	0	0	12	29.5	45.4	168	50.9
1800	124	5997	0	0	0	4	7	37	59	13	4	0	0	0	0	0	0	0	16.5	30.9	43.9	76	61.3
1900	52	6049	0	0	0	0	6	19	16	9	1	1	0	0	0	0	0	0	20.8	31.1	48.4	27	51.9
2000	32	6081	0	0	0	0	3	11	11	5	1	0	1	0	0	0	0	0	21.1	31.6	52.1	18	56.3
2100	24	6105	0	0	0	1	3	9	8	2	1	0	0	0	0	0	0	0	19	29.3	42.6	11	45.8
2200	11	6116	0	0	0	0	1	1	6	2	1	0	0	0	0	0	0	0	24	32.8	42.6	9	81.8
2300	10	6126	0	0	0	0	2	1	3	4	0	0	0	0	0	0	0	0	23.6	32	38.9	7	70
07-19	**1662**	**6126**	**1**	**1**	**21**	**60**	**198**	**659**	**561**	**146**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1.1**	**29**	**45.4**	**722**	**43.4**
06-22	**1799**	**6126**	**1**	**2**	**21**	**61**	**212**	**704**	**607**	**171**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1.1**	**29.2**	**52.1**	**798**	**44.4**
06-00	**1820**	**6126**	**1**	**2**	**21**	**61**	**215**	**706**	**616**	**177**	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1.1**	**29.2**	**52.1**	**814**	**44.7**
00-00	**1835**	**6126**	**1**	**2**	**21**	**61**	**218**	**711**	**618**	**180**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1.1**	**29.2**	**52.1**	**821**	**44.7**

Wed 15 May 2024			Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	3	6129	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	24.6	32	42.5	1	33.3
0100	2	6131	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	29.9	32.9	35.9	1	50
0200	1	6132	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	22.1	22.1	0	0
0300	0	6132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	0	6132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0500	7	6139	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	27.1	31	34.3	6	85.7
0600	33	6172	0	0	0	2	2	5	12	12	0	0	0	0	0	0	0	0	18.4	32.6	39.6	24	72.7
0700	111	6283	0	0	0	2	10	39	46	10	3	1	0	0	0	0	0	0	19.4	30.6	48.4	60	54.1
0800	184	6467	0	0	1	4	26	85	58	10	0	0	0	0	0	0	0	0	14.4	28.8	39	68	37
0900	100	6567	1	0	0	2	18	45	31	2	1	0	0	0	0	0	0	0	0.7	28	41.7	34	34
1000	65	6632	0	0	1	1	7	24	22	8	2	0	0	0	0	0	0	0	14	30.4	41.2	32	49.2
1100	71	6703	0	0	0	0	13	25	25	4	4	0	0	0	0	0	0	0	21.7	29.8	42.1	33	46.5
1200	93	6796	0	0	0	2	12	40	30	8	1	0	0	0	0	0	0	0	17.8	28.9	41.4	39	41.9
1300	98	6894	1	0	0	5	18	33	34	7	0	0	0	0	0	0	0	0	0.8	28.3	38.7	41	41.8
1400	118	7012	0	0	0	4	20	42	38	14	0	0	0	0	0	0	0	0	16.2	29.1	39.4	52	44.1
1500	166	7178	0	0	4	10	31	69	37	14	1	0	0	0	0	0	0	0	11.3	27.7	41.7	52	31.3
1600	246	7424	0	0	1	1	16	81	116	28	2	1	0	0	0	0	0	0	12	30.7	47.8	147	59.8
1700	304	7728	2	0	3	7	35	112	109	32	4	0	0	0	0	0	0	0	0.5	29.4	44.5	145	47.7
1800	165	7893	0	0	0	1	14	46	69	30	5	0	0	0	0	0	0	0	15.1	31.4	42.9	104	63
1900	93	7986	0	0	0	2	6	34	37	11	2	0	1	0	0	0	0	0	16.1	30.6	52	51	54.8
2000	37	8023	0	0	1	2	4	10	11	7	2	0	0	0	0	0	0	0	11.1	30	41.6	20	54.1
2100	20	8043	0	0	0	0	2	3	12	3	0	0	0	0	0	0	0	0	21.6	31.1	38.7	15	75
2200	20	8063	0	0	0	1	2	6	9	2	0	0	0	0	0	0	0	0	18	29.7	37.7	11	55
2300	4	8067	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	30.7	37.8	43.9	4	100
07-19	**1721**	**8067**	**4**	**0**	**10**	**39**	**220**	**641**	**615**	**167**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0.5**	**29.5**	**48.4**	**807**	**46.9**
06-22	**1904**	**8067**	**4**	**0**	**11**	**45**	**234**	**693**	**687**	**200**	**27**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0.5**	**29.6**	**52**	**917**	**48.2**
06-00	**1928**	**8067**	**4**	**0**	**11**	**46**	**236**	**699**	**698**	**202**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0.5**	**29.6**	**52**	**932**	**48.3**
00-00	**1941**	**8067**	**4**	**0**	**11**	**46**	**238**	**702**	**704**	**203**	**30**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0.5**	**29.6**	**52**	**940**	**48.4**

Thu 16 May 2024			Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	1	8068	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.1	31.1	31.1	1	100
0100	3	8071	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	32.8	34.9	38	3	100
0200	1	8072	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.9	35.9	35.9	1	100
0300	1	8073	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	46.7	46.7	46.7	1	100
0400	4	8077	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	25.5	32.4	42.8	2	50
0500	7	8084	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	29.2	34.4	41.5	6	85.7
0600	26	8110	0	1	1	0	1	11	9	2	0	1	0	0	0	0	0	0	6.3	29.5	48	12	46.2
0700	115	8225	0	1	2	5	18	29	47	10	3	0	0	0	0	0	0	0	8.1	29	42.8	60	52.2
0800	167	8392	0	0	2	15	22	71	42	13	2	0	0	0	0	0	0	0	11.9	28.1	42	57	34.1
0900	95	8487	0	1	1	4	13	37	33	5	1	0	0	0	0	0	0	0	9.8	28.3	41.9	39	41.1
1000	81	8568	0	0	0	1	12	36	28	3	1	0	0	0	0	0	0	0	19.9	28.8	42.1	32	39.5
1100	88	8656	0	0	1	1	17	31	30	7	1	0	0	0	0	0	0	0	14.2	28.8	40.2	38	43.2
1200	75	8731	0	0	0	6	8	27	26	5	3	0	0	0	0	0	0	0	15.4	29.1	42.4	34	45.3
1300	104	8835	1	0	1	6	13	46	32	4	1	0	0	0	0	0	0	0	1	27.9	41.4	37	35.6
1400	94	8929	0	0	0	6	17	38	27	4	2	0	0	0	0	0	0	0	17.1	28.3	44.3	33	35.1
1500	161	9090	0	0	0	8	34	56	50	11	2	0	0	0	0	0	0	0	15.2	28.3	43.9	63	39.1
1600	232	9322	1	0	1	1	17	80	94	33	4	1	0	0	0	0	0	0	1.2	30.7	46.2	132	56.9
1700	277	9599	0	0	3	3	8	72	128	60	2	1	0	0	0	0	0	0	12.3	31.7	47.1	191	69
1800	142	9741	0	0	0	1	7	49	60	23	2	0	0	0	0	0	0	0	18.2	31	42.7	85	59.9
1900	53	9794	0	0	0	0	6	16	16	13	2	0	0	0	0	0	0	0	20.9	31.2	40.9	31	58.5
2000	36	9830	0	0	0	0	3	15	8	9	1	0	0	0	0	0	0	0	20.5	31	42.4	18	50
2100	24	9854	0	0	0	0	1	11	6	6	0	0	0	0	0	0	0	0	21.9	31.6	39.8	12	50
2200	13	9867	0	0	1	0	0	3	4	3	1	1	0	0	0	0	0	0	14.3	33.3	48.7	9	69.2
2300	9	9876	0	0	0	0	0	3	1	4	1	0	0	0	0	0	0	0	27.5	34.4	42.5	6	66.7
07-19	**1631**	**9876**	**2**	**2**	**11**	**57**	**186**	**572**	**597**	**178**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29.6**	**47.1**	**801**	**49.1**
06-22	**1770**	**9876**	**2**	**3**	**12**	**57**	**197**	**625**	**636**	**208**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29.7**	**48**	**874**	**49.4**
06-00	**1792**	**9876**	**2**	**3**	**13**	**57**	**197**	**631**	**641**	**215**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29.7**	**48.7**	**889**	**49.6**
00-00	**1809**	**9876**	**2**	**3**	**13**	**57**	**197**	**634**	**649**	**218**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29.8**	**48.7**	**903**	**49.9**

Fri 17	May	2024	Westbound																			
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	5	9881	0	0	0	0	2	0	2	0	0	0	1	0	0	0	0	0	22.5	32.3	50.8	3	60
0100	1	9882	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.1	30.1	30.1	1	100
0200	1	9883	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.6	32.6	32.6	1	100
0300	0	9883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0
0400	1	9884	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.3	40.3	**40.3**	**1**	**100**
0500	8	9892	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	31.3	35.6	44	8	100
0600	21	9913	0	0	0	0	2	8	7	3	1	0	0	0	0	0	0	0	20.8	30.9	43.5	11	52.4
0700	102	10015	0	0	0	2	11	27	46	14	2	0	0	0	0	0	0	0	18.3	30.6	**42.3**	**62**	**60.8**
0800	173	10188	1	0	1	3	23	66	56	22	1	0	0	0	0	0	0	0	0.8	29.6	**41.4**	**79**	**45.7**
0900	93	10281	0	0	0	0	2	37	41	12	1	0	0	0	0	0	0	0	23.9	31	**41.6**	**54**	**58.1**
1000	86	10367	0	0	1	3	10	32	32	6	2	0	0	0	0	0	0	0	14	29.2	**41.2**	**40**	**46.5**
1100	97	10464	0	0	0	1	16	39	30	8	3	0	0	0	0	0	0	0	18.9	29.6	44.4	41	42.3
1200	89	10553	0	0	0	0	6	36	39	7	1	0	0	0	0	0	0	0	24.4	30.4	42.3	47	52.8
1300	102	10655	0	0	2	3	12	36	34	14	1	0	0	0	0	0	0	0	13.9	29.6	41.9	49	48
1400	131	10786	0	2	5	5	16	44	44	13	2	0	0	0	0	0	0	0	6.6	28.5	42	59	45
1500	178	10964	1	1	3	11	32	71	48	10	1	0	0	0	0	0	0	0	1.2	27.3	40.6	59	33.1
1600	208	11172	0	0	0	5	21	76	80	24	2	0	0	0	0	0	0	0	17	29.9	44.8	106	51
1700	193	11365	0	0	2	5	30	67	72	16	1	0	0	0	0	0	0	0	10.3	29.2	40.9	89	46.1
1800	125	11490	0	1	1	3	7	29	60	20	2	2	0	0	0	0	0	0	9.4	31.3	47.1	84	67.2
1900	61	11551	0	0	0	3	7	21	24	5	1	0	0	0	0	0	0	0	16.5	29.3	40.1	30	49.2
2000	41	11592	0	0	0	0	8	5	13	10	5	0	0	0	0	0	0	0	21.7	32.1	44	28	68.3
2100	25	11617	0	0	1	2	4	4	9	4	0	0	1	0	0	0	0	0	11.7	29.6	50.7	14	56
2200	19	11636	0	0	0	0	1	7	5	5	0	1	0	0	0	0	0	0	23.9	32.6	48.8	11	57.9
2300	14	11650	0	0	0	0	1	4	5	2	1	1	0	0	0	0	0	0	24.9	33	47.3	9	64.3
07-19	**1577**	**11650**	**2**	**4**	**15**	**41**	**186**	**560**	**582**	**166**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0.8**	**29.5**	**47.1**	**769**	**48.8**
06-22	**1725**	**11650**	**2**	**4**	**16**	**46**	**207**	**598**	**635**	**188**	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0.8**	**29.6**	**50.7**	**852**	**49.4**
06-00	**1758**	**11650**	**2**	**4**	**16**	**46**	**209**	**609**	**645**	**195**	**27**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0.8**	**29.7**	**50.7**	**872**	**49.6**
00-00	**1774**	**11650**	**2**	**4**	**16**	**46**	**211**	**609**	**653**	**197**	**30**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0.8**	**29.7**	**50.8**	**886**	**49.9**

Summary			Westbound																			
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
	11650	**11650**	**15**	**21**	**95**	**328**	**1372**	**4228**	**4010**	**1327**	**213**	**33**	**8**	**0**	**0**	**0**	**0**	**0**	**0.4**	**29.7**	**53.1**	**5591**	**48**

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Vpp
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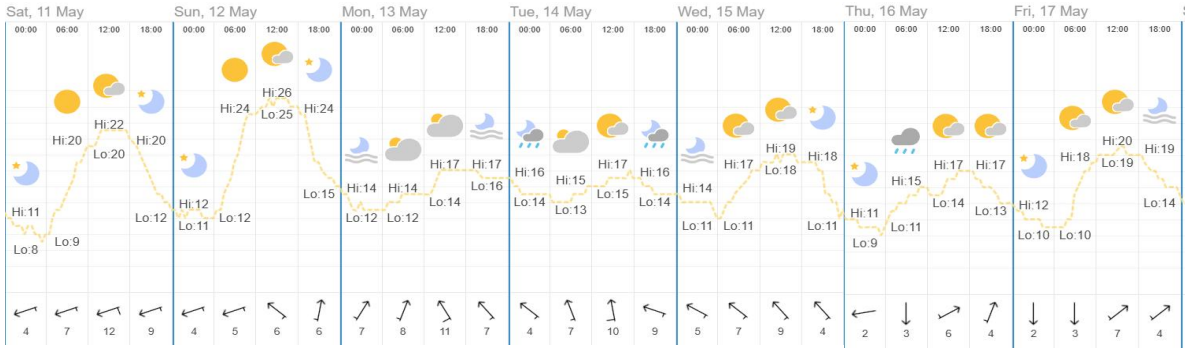
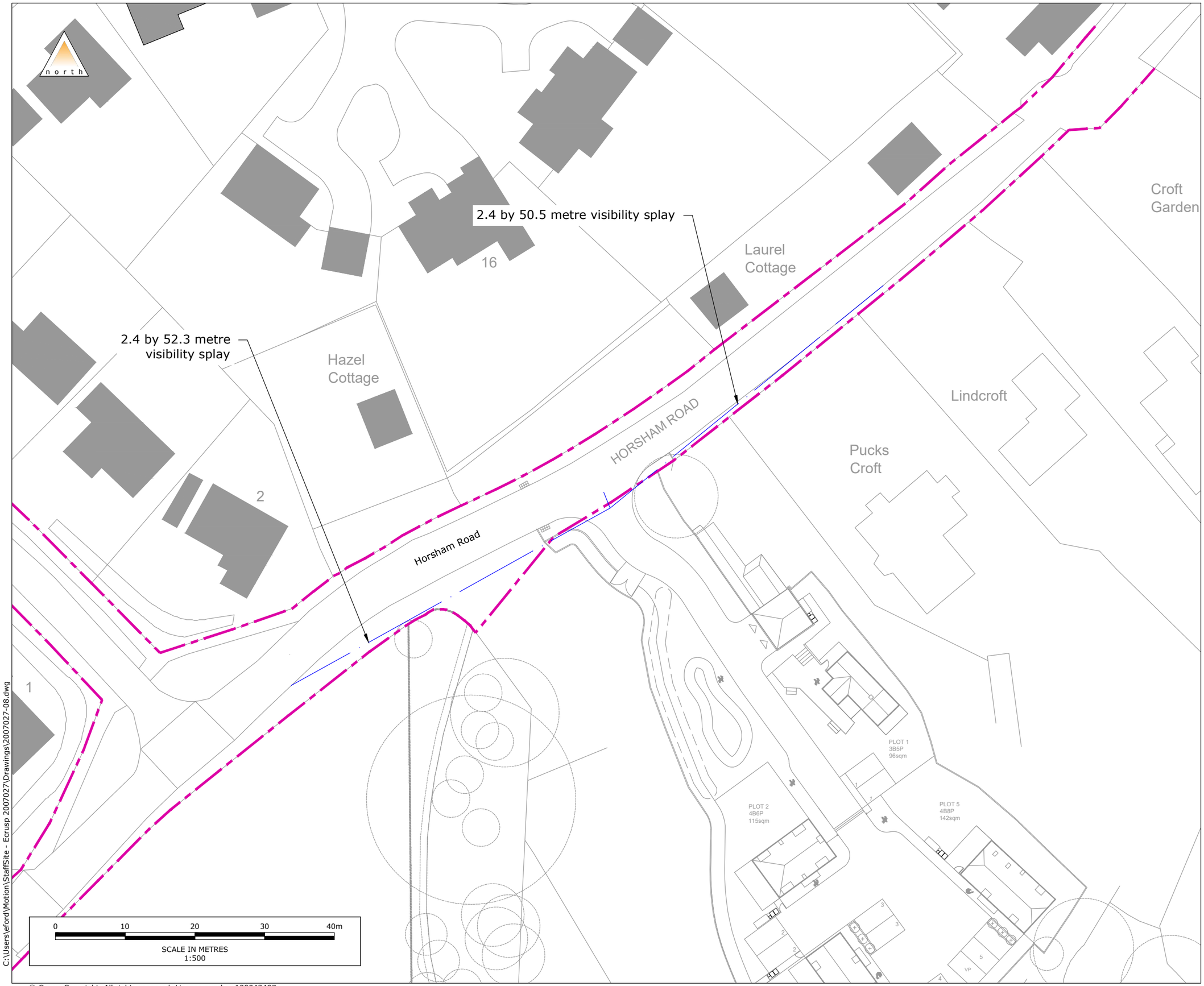
34.4

[Seven Day Weather Report]



Appendix G

Proposed Access Arrangement – Visibility Splays



C:\Users\eford\Motion\StaffSite - Ecrusp 2007027\Drawings\2007027-08.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 Planning and OS mapping. Highway boundary information has been obtained from West Sussex County Council. Motion cannot guarantee the accuracy of the data provided.

Legend

Highway Boundary

Visibility Splay

Rev.	Description	Drn	Chk	App	Date
D	Revised Issue	EF	PB	PB	12/06/2025
C	Revised Issue	EF	PB	PB	16/04/2025
B	Revised Issue	EF	PB	PB	16/07/2024
A	Revised Issue	EF	PB	PB	10/06/2024
-	First Issue	EF	PB	PB	03/06/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
BCH

Project:
Land Adjacent to Pucks Croft Cottage, Rusper

Title:
Proposed Access Arrangements - Visibility Splays

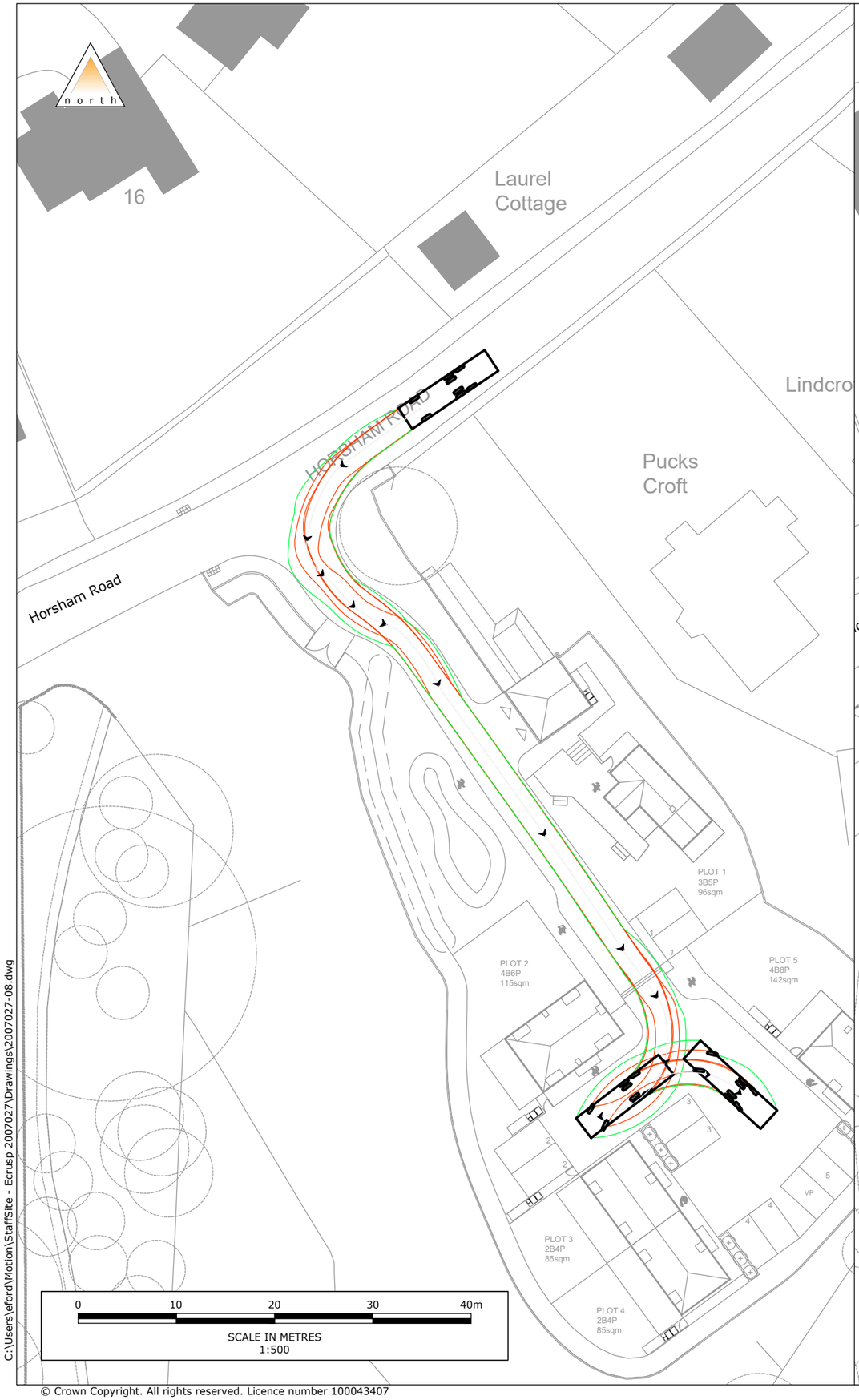
Scale: 1:500 (@ A3)

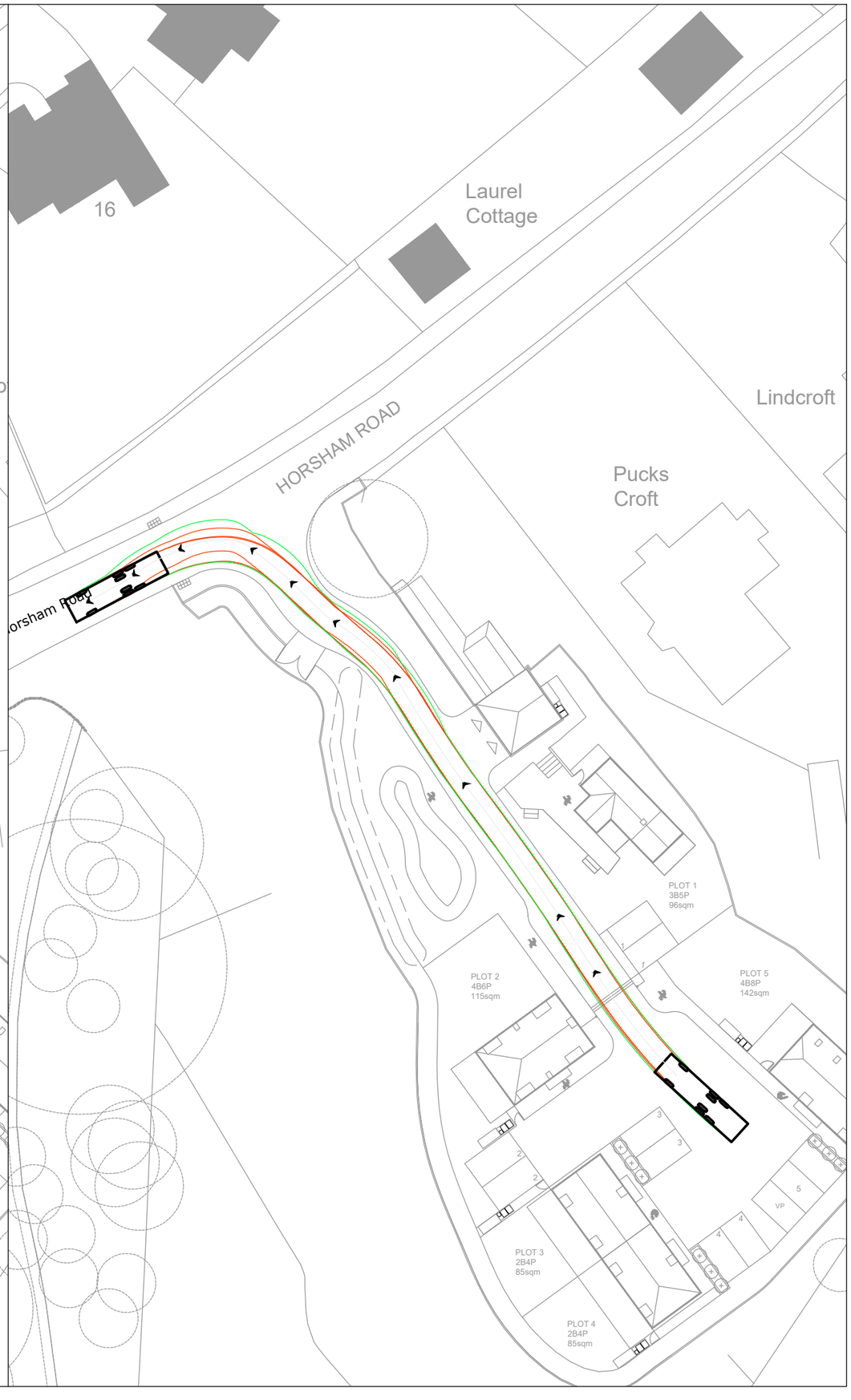
Drawing: 2007027-05

Revision: D

Appendix H

Swept Path Analysis

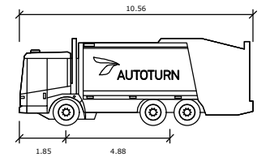




C:\Users\eford\Motion\StaffSite - Ecrusp 2007027\Drawings\2007027-08.dwg

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 Planning and OS mapping. Highway boundary information has been obtained from West Sussex County Council. 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.



10.56m Refuse Vehicle

meters

Width	:	2.53
Track	:	2.53
Lock to Lock Time	:	4.0
Steering Angle	:	41.8

Rev.	Description	Drn	Chk	App	Date
D	Revised Issue	EF	PB	PB	12/06/2025
C	Revised Issue	EF	PB	PB	16/04/2025
B	Revised Issue	EF	PB	PB	16/07/2024
A	Revised Issue	EF	PB	PB	10/06/2024
-	First Issue	EF	PB	PB	03/06/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
BCH

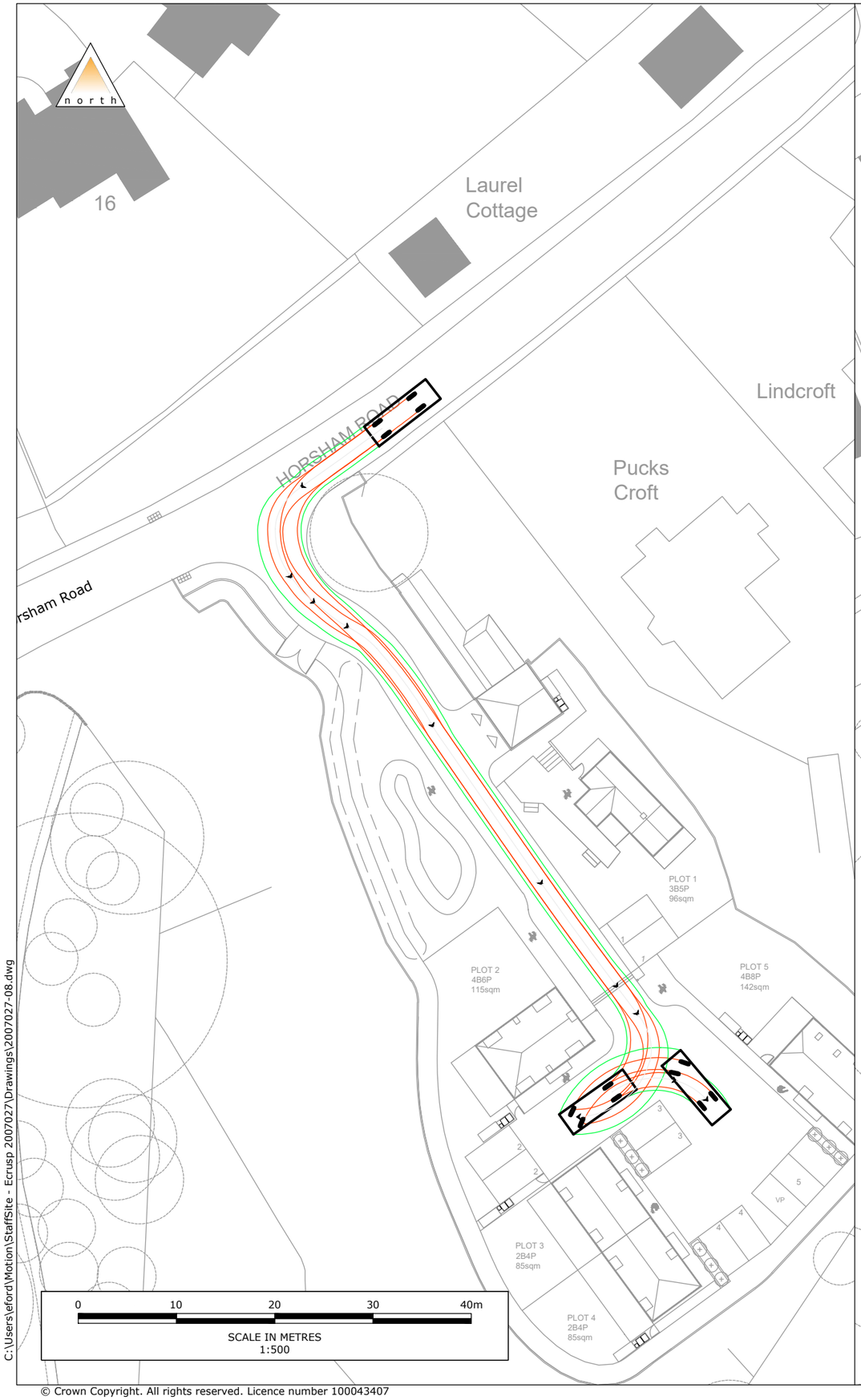
Project:
Land Adjacent to Pucks Croft Cottage, Rusper

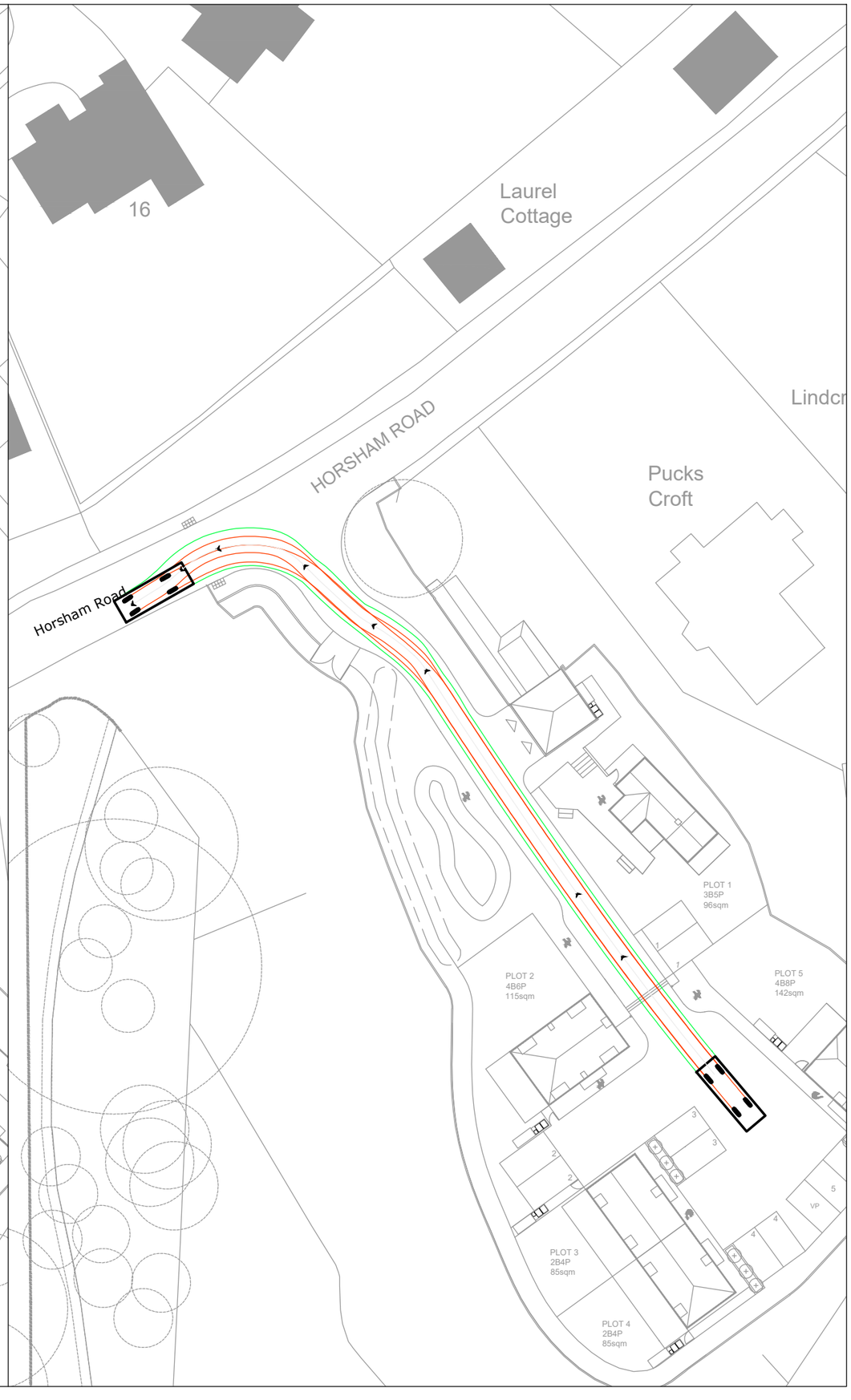
Title:
Swept Path Analysis - Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing: 2007027-TK04

Revision: D





C:\Users\eford\Motion\StaffSite - Ecrusp 2007027\Drawings\2007027-08.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 Planning and OS mapping. Highway boundary information has been obtained from West Sussex County Council. Motion cannot guarantee the accuracy of the data provided.
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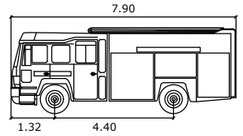


Pumping Appliance

meters

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

Rev.	Description	Drn	Chk	App	Date
D	Revised Issue	EF	PB	PB	12/06/2025
C	Revised Issue	EF	PB	PB	16/04/2025
B	Revised Issue	EF	PB	PB	16/07/2024
A	Revised Issue	EF	PB	PB	10/06/2024
-	First Issue	EF	PB	PB	03/06/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
BCH

Project:
Land Adjacent to Pucks Croft Cottage, Rusper

Title:
Swept Path Analysis - Fire Appliance

Scale: 1:500 (@ A3)

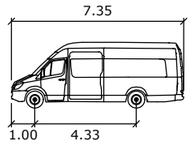
Drawing: 2007027-TK05

Revision: D

C:\Users\eford\Motion\StaffSite - Ecrusp 2007027\Drawings\2007027-08.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 Planning and OS mapping. Highway boundary information has been obtained from West Sussex County Council. 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.



2012 Mercedes Sprinter XL

meters

Width	: 1.99
Track	: 1.95
Lock to Lock Time	: 6.0
Steering Angle	: 41.0

Rev.	Description	Drn	Chk	App	Date
A	Revised Issue	EF	PB	PB	12/06/2025
-	First Issue	EF	PB	PB	16/04/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
BCH

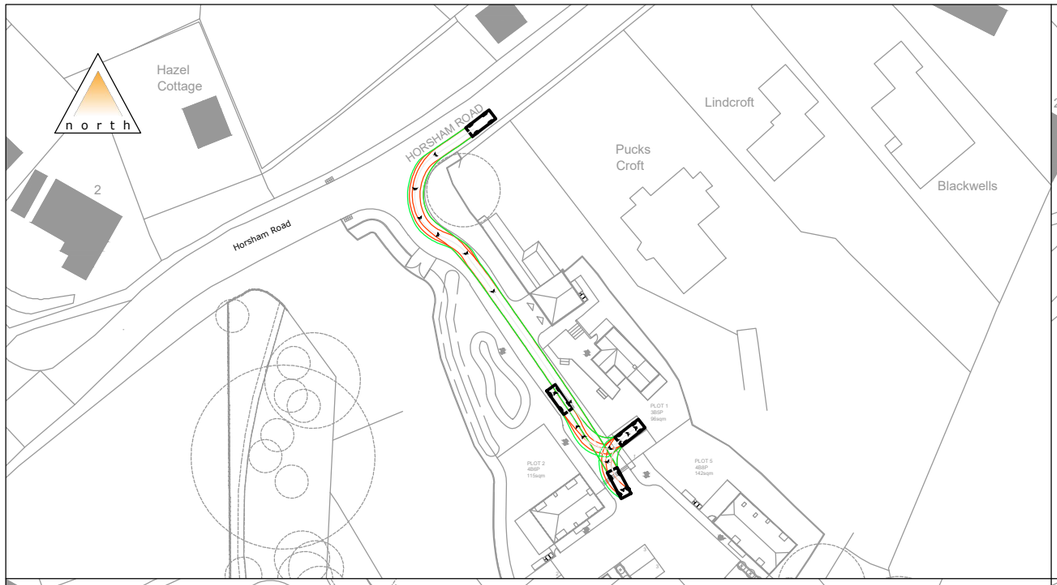
Project:
Land Adjacent to Pucks Croft Cottage, Rusper

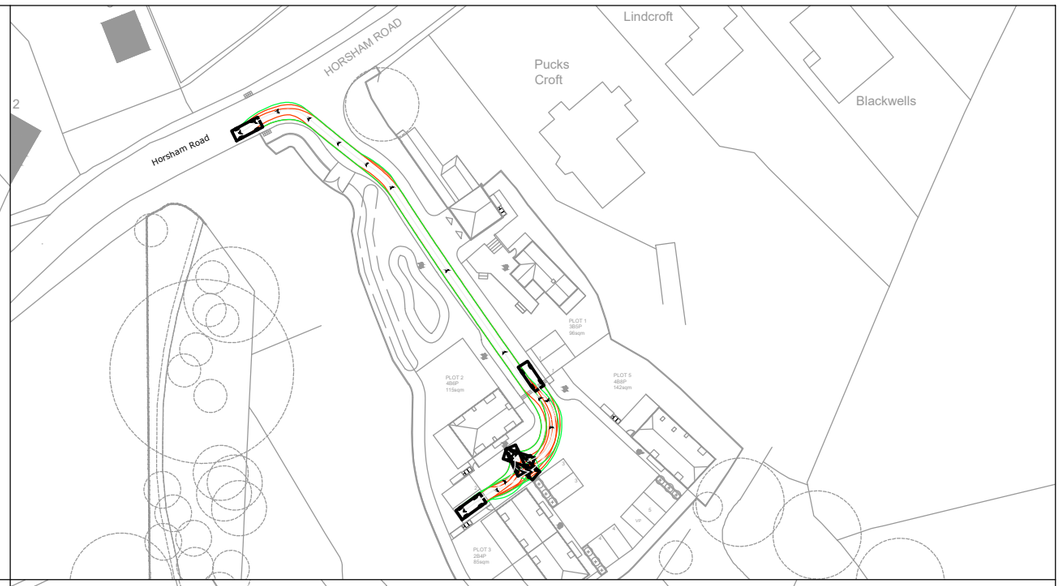
Title:
Swept Path Analysis - Delivery Van

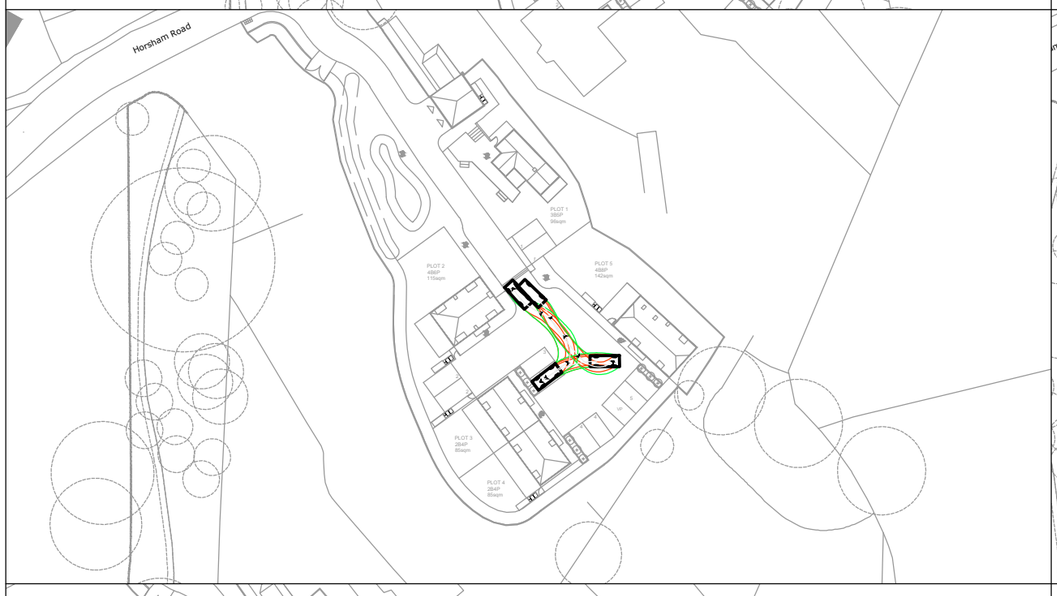
Scale: 1:500 (@ A3)

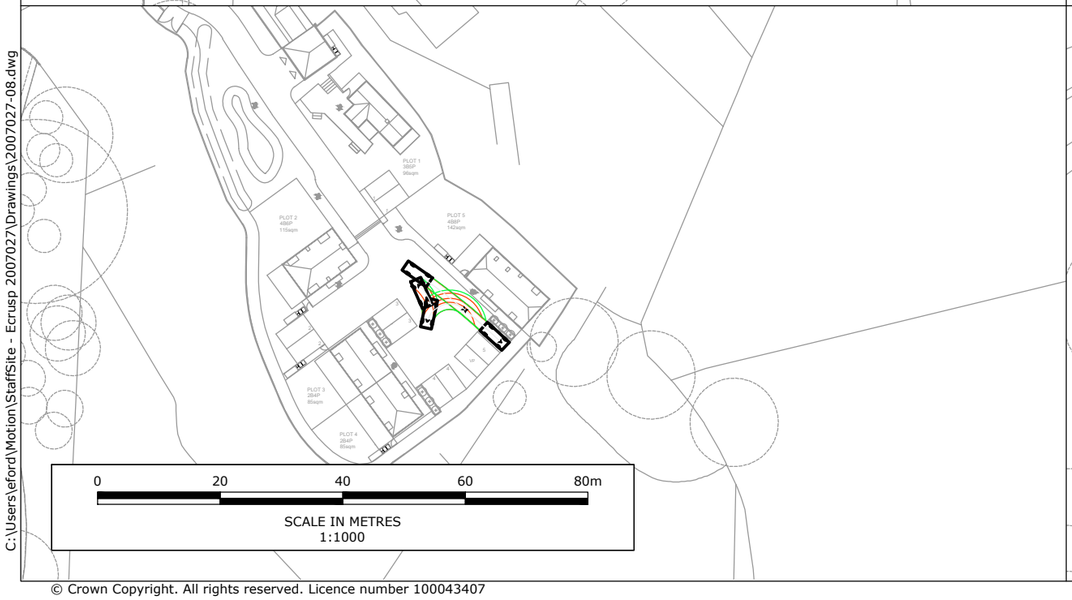
Drawing: 2007027-TK06

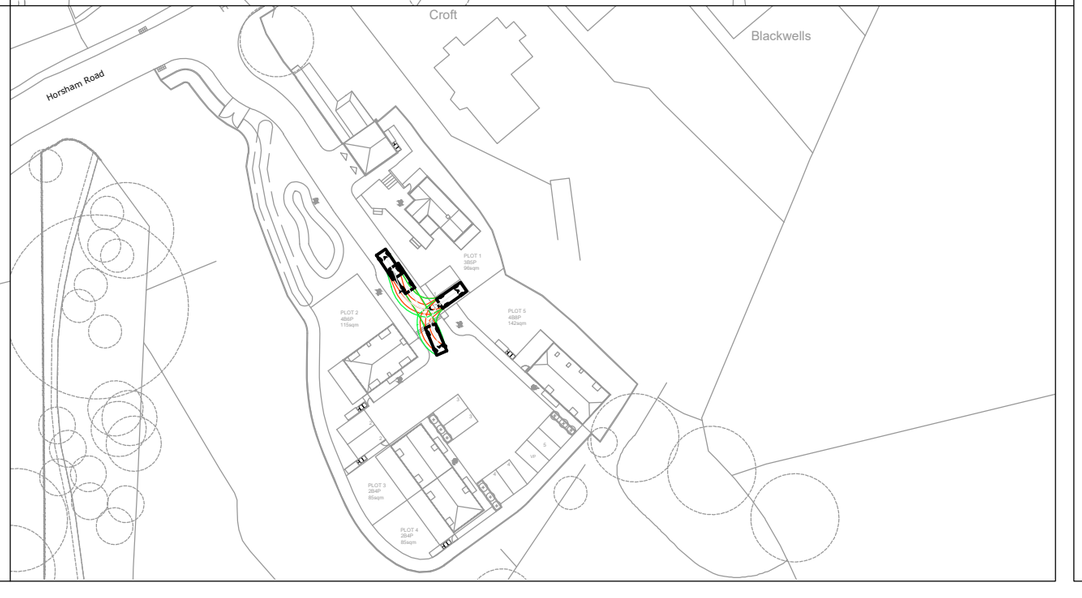
Revision: A











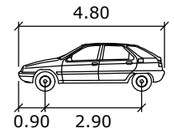
0 20 40 60 80m

SCALE IN METRES
1:1000

C:\Users\eford\Motion\StaffSite - Ecrusp 2007027\Drawings\2007027-08.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 Planning and OS mapping. Highway boundary information has been obtained from West Sussex County Council. 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

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

Rev.	Description	Drn	Chk	App	Date
A	Revised Issue	EF	PB	PB	12/06/2025
-	First Issue	EF	PB	PB	16/04/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
BCH

Project:
Land Adjacent to Pucks Croft Cottage, Rusper

Title:
Swept Path Analysis - Private Car

Scale: 1:1000 (@ A3)

Drawing: 2007027-TK07

Revision: A

Appendix I

TRICS Output Data

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240513-0529

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 50 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	7

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

Selected Location Sub Categories:

Residential Zone	7
Village	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	13 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-03 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

2 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

3 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

4 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

5 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

6 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

7 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

8 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

10 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

11 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

12 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

13 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Covid-19
CA-03-A-07	Covid-19
ES-03-A-06	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.080	13	32	0.266	13	32	0.346
08:00 - 09:00	13	32	0.160	13	32	0.346	13	32	0.506
09:00 - 10:00	13	32	0.157	13	32	0.186	13	32	0.343
10:00 - 11:00	13	32	0.136	13	32	0.153	13	32	0.289
11:00 - 12:00	13	32	0.136	13	32	0.145	13	32	0.281
12:00 - 13:00	13	32	0.138	13	32	0.155	13	32	0.293
13:00 - 14:00	13	32	0.169	13	32	0.153	13	32	0.322
14:00 - 15:00	13	32	0.182	13	32	0.218	13	32	0.400
15:00 - 16:00	13	32	0.259	13	32	0.218	13	32	0.477
16:00 - 17:00	13	32	0.218	13	32	0.160	13	32	0.378
17:00 - 18:00	13	32	0.278	13	32	0.123	13	32	0.401
18:00 - 19:00	13	32	0.196	13	32	0.107	13	32	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.109			2.230			4.339

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

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

Parameter summary

Trip rate parameter range selected:	8 - 50 (units:)
Survey date date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.010	13	32	0.007	13	32	0.017
08:00 - 09:00	13	32	0.002	13	32	0.005	13	32	0.007
09:00 - 10:00	13	32	0.007	13	32	0.005	13	32	0.012
10:00 - 11:00	13	32	0.002	13	32	0.007	13	32	0.009
11:00 - 12:00	13	32	0.000	13	32	0.002	13	32	0.002
12:00 - 13:00	13	32	0.005	13	32	0.000	13	32	0.005
13:00 - 14:00	13	32	0.007	13	32	0.010	13	32	0.017
14:00 - 15:00	13	32	0.002	13	32	0.002	13	32	0.004
15:00 - 16:00	13	32	0.005	13	32	0.005	13	32	0.010
16:00 - 17:00	13	32	0.000	13	32	0.002	13	32	0.002
17:00 - 18:00	13	32	0.005	13	32	0.002	13	32	0.007
18:00 - 19:00	13	32	0.005	13	32	0.005	13	32	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.052			0.102

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.002	13	32	0.000	13	32	0.002
08:00 - 09:00	13	32	0.005	13	32	0.005	13	32	0.010
09:00 - 10:00	13	32	0.002	13	32	0.005	13	32	0.007
10:00 - 11:00	13	32	0.002	13	32	0.002	13	32	0.004
11:00 - 12:00	13	32	0.002	13	32	0.000	13	32	0.002
12:00 - 13:00	13	32	0.000	13	32	0.002	13	32	0.002
13:00 - 14:00	13	32	0.002	13	32	0.002	13	32	0.004
14:00 - 15:00	13	32	0.000	13	32	0.000	13	32	0.000
15:00 - 16:00	13	32	0.000	13	32	0.000	13	32	0.000
16:00 - 17:00	13	32	0.000	13	32	0.000	13	32	0.000
17:00 - 18:00	13	32	0.000	13	32	0.000	13	32	0.000
18:00 - 19:00	13	32	0.000	13	32	0.000	13	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.002	13	32	0.002	13	32	0.004
08:00 - 09:00	13	32	0.005	13	32	0.005	13	32	0.010
09:00 - 10:00	13	32	0.000	13	32	0.000	13	32	0.000
10:00 - 11:00	13	32	0.000	13	32	0.000	13	32	0.000
11:00 - 12:00	13	32	0.000	13	32	0.000	13	32	0.000
12:00 - 13:00	13	32	0.000	13	32	0.000	13	32	0.000
13:00 - 14:00	13	32	0.000	13	32	0.000	13	32	0.000
14:00 - 15:00	13	32	0.000	13	32	0.000	13	32	0.000
15:00 - 16:00	13	32	0.007	13	32	0.007	13	32	0.014
16:00 - 17:00	13	32	0.000	13	32	0.000	13	32	0.000
17:00 - 18:00	13	32	0.002	13	32	0.002	13	32	0.004
18:00 - 19:00	13	32	0.000	13	32	0.000	13	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.012	13	32	0.027	13	32	0.039
08:00 - 09:00	13	32	0.007	13	32	0.036	13	32	0.043
09:00 - 10:00	13	32	0.002	13	32	0.015	13	32	0.017
10:00 - 11:00	13	32	0.010	13	32	0.000	13	32	0.010
11:00 - 12:00	13	32	0.002	13	32	0.007	13	32	0.009
12:00 - 13:00	13	32	0.012	13	32	0.002	13	32	0.014
13:00 - 14:00	13	32	0.002	13	32	0.005	13	32	0.007
14:00 - 15:00	13	32	0.010	13	32	0.002	13	32	0.012
15:00 - 16:00	13	32	0.024	13	32	0.007	13	32	0.031
16:00 - 17:00	13	32	0.022	13	32	0.005	13	32	0.027
17:00 - 18:00	13	32	0.019	13	32	0.031	13	32	0.050
18:00 - 19:00	13	32	0.017	13	32	0.002	13	32	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.139			0.278

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.099	13	32	0.339	13	32	0.438
08:00 - 09:00	13	32	0.172	13	32	0.499	13	32	0.671
09:00 - 10:00	13	32	0.172	13	32	0.249	13	32	0.421
10:00 - 11:00	13	32	0.174	13	32	0.211	13	32	0.385
11:00 - 12:00	13	32	0.155	13	32	0.172	13	32	0.327
12:00 - 13:00	13	32	0.172	13	32	0.203	13	32	0.375
13:00 - 14:00	13	32	0.218	13	32	0.179	13	32	0.397
14:00 - 15:00	13	32	0.228	13	32	0.259	13	32	0.487
15:00 - 16:00	13	32	0.373	13	32	0.288	13	32	0.661
16:00 - 17:00	13	32	0.288	13	32	0.225	13	32	0.513
17:00 - 18:00	13	32	0.409	13	32	0.169	13	32	0.578
18:00 - 19:00	13	32	0.283	13	32	0.145	13	32	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.743			2.938			5.681

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.015	13	32	0.063	13	32	0.078
08:00 - 09:00	13	32	0.077	13	32	0.259	13	32	0.336
09:00 - 10:00	13	32	0.109	13	32	0.061	13	32	0.170
10:00 - 11:00	13	32	0.044	13	32	0.077	13	32	0.121
11:00 - 12:00	13	32	0.044	13	32	0.068	13	32	0.112
12:00 - 13:00	13	32	0.080	13	32	0.085	13	32	0.165
13:00 - 14:00	13	32	0.053	13	32	0.058	13	32	0.111
14:00 - 15:00	13	32	0.073	13	32	0.058	13	32	0.131
15:00 - 16:00	13	32	0.215	13	32	0.136	13	32	0.351
16:00 - 17:00	13	32	0.073	13	32	0.053	13	32	0.126
17:00 - 18:00	13	32	0.087	13	32	0.051	13	32	0.138
18:00 - 19:00	13	32	0.065	13	32	0.034	13	32	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.935			1.003			1.938

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.010	13	32	0.022	13	32	0.032
08:00 - 09:00	13	32	0.005	13	32	0.031	13	32	0.036
09:00 - 10:00	13	32	0.000	13	32	0.012	13	32	0.012
10:00 - 11:00	13	32	0.010	13	32	0.007	13	32	0.017
11:00 - 12:00	13	32	0.005	13	32	0.005	13	32	0.010
12:00 - 13:00	13	32	0.015	13	32	0.010	13	32	0.025
13:00 - 14:00	13	32	0.000	13	32	0.000	13	32	0.000
14:00 - 15:00	13	32	0.002	13	32	0.005	13	32	0.007
15:00 - 16:00	13	32	0.010	13	32	0.007	13	32	0.017
16:00 - 17:00	13	32	0.017	13	32	0.002	13	32	0.019
17:00 - 18:00	13	32	0.017	13	32	0.010	13	32	0.027
18:00 - 19:00	13	32	0.022	13	32	0.000	13	32	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.111			0.224

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.000	13	32	0.005	13	32	0.005
08:00 - 09:00	13	32	0.002	13	32	0.010	13	32	0.012
09:00 - 10:00	13	32	0.000	13	32	0.015	13	32	0.015
10:00 - 11:00	13	32	0.000	13	32	0.002	13	32	0.002
11:00 - 12:00	13	32	0.002	13	32	0.002	13	32	0.004
12:00 - 13:00	13	32	0.000	13	32	0.000	13	32	0.000
13:00 - 14:00	13	32	0.000	13	32	0.000	13	32	0.000
14:00 - 15:00	13	32	0.002	13	32	0.000	13	32	0.002
15:00 - 16:00	13	32	0.000	13	32	0.000	13	32	0.000
16:00 - 17:00	13	32	0.010	13	32	0.002	13	32	0.012
17:00 - 18:00	13	32	0.005	13	32	0.000	13	32	0.005
18:00 - 19:00	13	32	0.012	13	32	0.000	13	32	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.036			0.069

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.000	13	32	0.002	13	32	0.002
08:00 - 09:00	13	32	0.000	13	32	0.005	13	32	0.005
09:00 - 10:00	13	32	0.000	13	32	0.000	13	32	0.000
10:00 - 11:00	13	32	0.000	13	32	0.000	13	32	0.000
11:00 - 12:00	13	32	0.000	13	32	0.000	13	32	0.000
12:00 - 13:00	13	32	0.000	13	32	0.000	13	32	0.000
13:00 - 14:00	13	32	0.000	13	32	0.000	13	32	0.000
14:00 - 15:00	13	32	0.000	13	32	0.000	13	32	0.000
15:00 - 16:00	13	32	0.015	13	32	0.010	13	32	0.025
16:00 - 17:00	13	32	0.000	13	32	0.000	13	32	0.000
17:00 - 18:00	13	32	0.010	13	32	0.010	13	32	0.020
18:00 - 19:00	13	32	0.000	13	32	0.000	13	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.027			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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.010	13	32	0.029	13	32	0.039
08:00 - 09:00	13	32	0.007	13	32	0.046	13	32	0.053
09:00 - 10:00	13	32	0.000	13	32	0.027	13	32	0.027
10:00 - 11:00	13	32	0.010	13	32	0.010	13	32	0.020
11:00 - 12:00	13	32	0.007	13	32	0.007	13	32	0.014
12:00 - 13:00	13	32	0.015	13	32	0.010	13	32	0.025
13:00 - 14:00	13	32	0.000	13	32	0.000	13	32	0.000
14:00 - 15:00	13	32	0.005	13	32	0.005	13	32	0.010
15:00 - 16:00	13	32	0.024	13	32	0.017	13	32	0.041
16:00 - 17:00	13	32	0.027	13	32	0.005	13	32	0.032
17:00 - 18:00	13	32	0.031	13	32	0.019	13	32	0.050
18:00 - 19:00	13	32	0.034	13	32	0.000	13	32	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.175			0.345

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.136	13	32	0.458	13	32	0.594
08:00 - 09:00	13	32	0.264	13	32	0.840	13	32	1.104
09:00 - 10:00	13	32	0.283	13	32	0.351	13	32	0.634
10:00 - 11:00	13	32	0.237	13	32	0.298	13	32	0.535
11:00 - 12:00	13	32	0.208	13	32	0.254	13	32	0.462
12:00 - 13:00	13	32	0.278	13	32	0.300	13	32	0.578
13:00 - 14:00	13	32	0.274	13	32	0.242	13	32	0.516
14:00 - 15:00	13	32	0.315	13	32	0.324	13	32	0.639
15:00 - 16:00	13	32	0.637	13	32	0.448	13	32	1.085
16:00 - 17:00	13	32	0.409	13	32	0.288	13	32	0.697
17:00 - 18:00	13	32	0.547	13	32	0.271	13	32	0.818
18:00 - 19:00	13	32	0.400	13	32	0.182	13	32	0.582
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.988			4.256			8.244

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.068	13	32	0.245	13	32	0.313
08:00 - 09:00	13	32	0.121	13	32	0.315	13	32	0.436
09:00 - 10:00	13	32	0.121	13	32	0.148	13	32	0.269
10:00 - 11:00	13	32	0.102	13	32	0.123	13	32	0.225
11:00 - 12:00	13	32	0.109	13	32	0.114	13	32	0.223
12:00 - 13:00	13	32	0.111	13	32	0.116	13	32	0.227
13:00 - 14:00	13	32	0.133	13	32	0.114	13	32	0.247
14:00 - 15:00	13	32	0.140	13	32	0.179	13	32	0.319
15:00 - 16:00	13	32	0.220	13	32	0.182	13	32	0.402
16:00 - 17:00	13	32	0.194	13	32	0.140	13	32	0.334
17:00 - 18:00	13	32	0.252	13	32	0.099	13	32	0.351
18:00 - 19:00	13	32	0.194	13	32	0.097	13	32	0.291
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.765			1.872			3.637

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.002	13	32	0.017	13	32	0.019
08:00 - 09:00	13	32	0.027	13	32	0.017	13	32	0.044
09:00 - 10:00	13	32	0.024	13	32	0.029	13	32	0.053
10:00 - 11:00	13	32	0.029	13	32	0.019	13	32	0.048
11:00 - 12:00	13	32	0.022	13	32	0.027	13	32	0.049
12:00 - 13:00	13	32	0.022	13	32	0.031	13	32	0.053
13:00 - 14:00	13	32	0.029	13	32	0.029	13	32	0.058
14:00 - 15:00	13	32	0.031	13	32	0.034	13	32	0.065
15:00 - 16:00	13	32	0.024	13	32	0.024	13	32	0.048
16:00 - 17:00	13	32	0.022	13	32	0.019	13	32	0.041
17:00 - 18:00	13	32	0.029	13	32	0.019	13	32	0.048
18:00 - 19:00	13	32	0.010	13	32	0.007	13	32	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.271			0.272			0.543

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	32	0.000	13	32	0.000	13	32	0.000
08:00 - 09:00	13	32	0.000	13	32	0.000	13	32	0.000
09:00 - 10:00	13	32	0.002	13	32	0.000	13	32	0.002
10:00 - 11:00	13	32	0.000	13	32	0.000	13	32	0.000
11:00 - 12:00	13	32	0.002	13	32	0.002	13	32	0.004
12:00 - 13:00	13	32	0.000	13	32	0.005	13	32	0.005
13:00 - 14:00	13	32	0.000	13	32	0.000	13	32	0.000
14:00 - 15:00	13	32	0.002	13	32	0.002	13	32	0.004
15:00 - 16:00	13	32	0.002	13	32	0.002	13	32	0.004
16:00 - 17:00	13	32	0.000	13	32	0.000	13	32	0.000
17:00 - 18:00	13	32	0.002	13	32	0.000	13	32	0.002
18:00 - 19:00	13	32	0.000	13	32	0.000	13	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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.*