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Ian Gledhill
West Sussex County Council
County Hall
Chichester
PO19 1RH

Our ref . wlrudg/ 1810054

8 October 2025

Dear Mr Gledhill,

**Consultation Response (DC/25/1269)**

This letter has been written in response to comments received from West Sussex County Council (WSCC), dated 15th September 2025 and comments from Rudgwick Parish Council (RPC) dated 29th September 2025, in relation to an outline application for up to 90 residential dwellings with all matters reserved except for access, on land north of Guidlford Road, Rudgwick, West Sussex.

A copy of both letters is given in **Appendix A**.

**Access**

***Incomplete speed survey data***. The speed surveys were undertaken between Monday 23rd September and Sunday 29th September 2024, with the ATC being placed adjacent to the proposed site access. The details of the speed survey are given in paragraphs 3.8 and 4.9 of the submitted Transport Assessment. These surveys demonstrate speeds of 34mph northbound and 32.4mph southbound as given in **Appendix B**.

***RSA.*** An editable version of the RSA Response has been attached alongside this letter for completion by WSCC.

***Gated access***. It is confirmed that the existing gated access from Lynwick Street will be formally closed and the hedgerow will be reinstated as part of the planning application. This is stated in paragraph 4.2 of the Transport Assessment.

Continued…

**Accessibility**

***Pedestrian and active travel accessibility***. Please see drawings 1810054-03F, 1810054-04F and 1810054-07 to demonstrate how the footway link to the bus stop has been maximised as given in **Appendix C**.

***Pedestrian crossing.*** We have considered the merit of providing a signalised crossing on the A218 near the site access.

There is a signalised pedestrian crossing point approximately 300 metres to the east of the proposed site access connecting the centre of the village of Rudgwick with other facilities located to the southern side of the A281, Guildford Road. These amenities include Rudgwick Village Hall, Rudgwick Recreation Ground, Football and Cricket Club, Tennis Club, skate park, an exercise studio, Youth Centre, Rudgwick Garage, two car dealerships and The Fox Inn. The majority of amenities, including schools, health centres and convenience stores are located within the village of Rudgwick which do not involve crossing over the A281.

This means that the majority of pedestrian trips from the site will not need to cross the A281, if they do, the existing signalised crossing is sufficient for this purpose and is most likely to be used given its proximity to the proposed site access. The eastbound bus service does not involve crossing the A281 and the westbound bus stop on the southern side of the A281 is accessed using the existing signalised crossing referred to above.

RPC raises a similar concern relating to the provision of a mini roundabout as a traffic calming measure or pedestrian refuge island to aid accessibility, however the development would not generate sufficient additional footfall to the south to justify a refuge island or mini roundabout when there is a signalised crossing facility in close proximity.

It will be noted that the proposal provides two informal crossing points, one located adjacent to the site access, and one located approximately 150 metres west of the proposed site access. Pedestrian crossing movements are thus served at 3 places along the A281. There is thus insufficient pedestrian demand to justify a signalised crossing at the site access.

Concern is raised that the pedestrians using the informal crossing of the A281 to the west of the site access has restricted visibility due to cars parked in the adjacent layby. We have thus reduced the length of the layby to approximately 18 metres to accommodate 3 vehicles to give improved visibility for pedestrians. This is shown in **Appendix D**. Concern has also been raised by the Parish Council with the location of this crossing point in consideration to an incident that occurred last year (May 2024), however we do not know

Continued…

the reasoning behind the incident and the response from the council details that the incident occurred due to workers in the carriageway and not from pedestrians crossing.

An additional concern was raised by RPC in relation to the width of the footway along the northern edge of the A281 towards Rudgwick village centre. The footway from the site to the existing bus stop along the A281 has been widened to 2 metres (except for a pinch point of 1.5 metres due to the extent of highway boundary). This is thus, suitable space for pedestrians to pass each other.

***Vision.*** The vision for the development is to maximise connections, for current and future residents of the local area, to the village of Rudgwick, as well as the amenities located to the south of the A281 and the bus stops located along the A281 Guildford Road.

**Lynwick Street junction**

The existing 'stop' junction of Lynwick Street and the A281 has been retained as suggested by both WSCC and RPC

**Travel Plan**

A Travel Plan was submitted as part of the planning application and is attached as **Appendix E**.

Yours sincerely

**ANDREW WHITTINGHAM**
**Director**
**awhittingham@motion.co.uk**

Continued…

**Appendix A – WSCC letter**

Continued…

# WEST SUSSEX COUNTY COUNCIL CONSULTATION

| | |
|---|---|
| **TO:** | Horsham District Council<br>FAO: Nicola Pettifer |
| **FROM:** | WSCC – Highways Authority |
| **DATE:** | 15 September 2025 |
| **LOCATION:** | Land North of Guildford Road<br>Bucks Green Rudgwick<br>West Sussex |
| **SUBJECT:** | DC/25/1269<br>Outline Planning Application for up to 90 no. residential dwellings (including 40% affordable) all matters to be reserved apart from access. |
| **DATE OF SITE VISIT:** | 15th September 2025 |
| **RECOMMENDATION:** | More Information |

1. The planning application is noted as being submitted in outline with only matters of access being approved at this stage.

2. The following documents have been reviewed in the preparation of these comments,

   - Transport Assessment and associated appendices, dated 31st July 2025
   - Land Use Parameter Plan – 02, drawing LUPP-02, rev A
   - Site Layout – 03 Illustrative, drawing SL03, revision A
   - Design and Access Statement, August 2025

3. WSCC Highways has issued pre-application advice concerning these proposal. This advice was issued a number of years ago and is included within the Transport Assessment.

4. As matters of principle, no Travel Plan has been submitted. A Travel Plan will be required to support this proposal in accordance with the National Planning Policy Framework.

5. The NPPF also refers to developments adopting a 'vision led' approach to encourage the uptake of sustainable transport modes. There is some overlap between travel planning and a transport 'vision'. Other than quoting the paragraphs of the NPPF that specifically refer to a 'vision led approach', the development does not adopt a transport vision. WSCC accept that for a development of this scale and in this location, any travel planning or 'vision' will be somewhat limited in terms of scale and overall impact. WSCC have reviewed the proposals on the basis of the TA submitted.

<u>Access</u>

6. Vehicle access is proposed onto the A281 Guildford Road. The site access takes the form of a simple priority junction with 6 metre kerb radii and a carriageway width of 5.5 metres. The geometry is considered acceptable. The form of access is consistent with other junctions in the immediate local area.

7. The existing site frontage is heavily vegetated at present. Some of the vegetation will need to be cleared in order to provide the visibility splays. As and when details are submitted, WSCC will take an interest in the proposed on-site landscaping to ensure that any planting is set back behind the visibility splay to ensure any growth

does not encroach into this. It's recognised that this aspect was identified as a problem within the Stage One Road Safety Audit.

8. The speed limit on Guildford Road is 30mph. A speed survey has been undertaken by the Applicant with 85th percentile eastbound speeds of 32.4mph and westbound speeds of 34mph having been recorded. The recorded 85th percentile speeds have been used for the purposes of the access design and the stopping sight distances on the respective approaches rather than the posted speed limit. This is a commonly applied approach.

9. It is noted that the speed survey data within the TA is incomplete with only northbound speeds having been provided. All data should be provided along with the location of the speed survey being shown.

10. It's unclear also what the prevailing weather conditions were during the speed survey and as such whether an adjustment needs to be made to account for wet weather. Even if an adjustment is required, and speeds subsequently increased by 2mph, this would have no particular impact on the stopping sight distances with the guidance within Manual for Streets remaining applicable (based on the speeds as currently presented) and much greater distances being achievable at the site access.

11. The access arrangements and other off-site highway works have been the subject of a Stage One Road Safety Audit. The Audit raises a number of problems all of which have been positively addressed by the Designer. WSCC Highways will require the Designer to submit directly to WSCC Highways an editable version of the RSA Response. WSCC can then complete those sections relevant and enable agreed actions to be included.

12. The proposed vehicle access is considered acceptable although the Applicant should provide the additional information requested.

13. It's noted that there is an existing field gate access into the site from Lynwick Street. This access should be formally closed and the hedgerow reinstated as part of the current planning application.

<u>Trip Generation and Highway Impact</u>

14. Matters relating to trip generation have been agreed with WSCC during pre-application discussions. The trip rates within the TA are noted as being different from those within the pre app. Nevertheless the following comments are based upon the information within the TA.

    - Trip generation is based upon TRICS, which is a large database of traffic surveys undertaken for completed developments. The database can be refined so as to select those sites comparable to the development proposed.

    - A per dwelling person trip rate (i.e. trips by all modes per dwelling) has been derived from TRICS. Census data for the Rudgwick area has then been used to determine mode shares.

    - Based on the above, the site is anticipated to generate 79 two way vehicle trips in the AM network peak hour and 64 in the PM network peak hour.

    - Development trips have been distributed across the network using Census Journey to Work data from existing Rudgwick residents as a proxy for where future residents would travel to. This is a commonly used approach and is therefore acceptable.

    - The impact on the highway network has been assessed 5 years after the date of the submission of the planning application (i.e. for 2030).

15. Based on the approach above, the TA identifies and investigates the traffic impact on a number of junctions. The body of the TA presents only the model outputs with development rather than providing a comparison of the situation without the development traffic. The full model outputs nevertheless include all modelled scenarios. It's apparent from these that whilst the development will generate additional traffic, this will have a largely indiscernible impact on the operation of the local highway network.

Accessibility by Sustainable Modes (including bus)

16. WSCC acknowledge that there are limited services within the immediate area. Of those services and facilities identified in the TA, all are within reasonable walking distance (this is considered to be 1.6km or 1 mile (this being the distance identified in the National Travel Survey within which the majority of walking trips are undertaken)). It is duly acknowledged also that these are one way distances and as such, the distance and time, should be doubled for a round trip.

17. With regards to proposed infrastructure, the development includes various works to enable connections to existing footways. These works are shown on drawing 1810054-03 revision F, which is within the TA. The works consist of a length of footway leading eastwards to tie in with the existing footway where this terminates adjacent to 'Coopers Retreat' along with uncontrolled pedestrian crossing points at the site vehicular access and at a point further west. Given that the planning application seeks only outline approval, details of the on-site layout and how this ties in with the pedestrian crossing points, and most importantly how pedestrians will then be led to the respective crossing points, will need to be carefully considered during the detailed design. Relevant to this the 'Land Use Parameter Plan – 02' indicates that 'trim trails' are to provide connections into the eastern footway extension and western crossing point. The expectation is that the connections into the crossings will be formal with bound surfacing to accommodate all users at all times of the year. The Parameter Plan will need to be updated to reflect this.

18. The proposed footway extension appears to be achievable within the existing public highway and unlikely the majority of the site frontage, there don't appear to be any significant trees or other such restrictions. The developer should consequently maximise the footway width as may be possible within the extents of the existing highway. The plan should be updated to reflect the maximum achievable width.

19. The uncontrolled crossing point adjacent to the access will be used to access those services to the immediate south. It's noted that the only other formal crossing of the A281 in Bucks Green is a controlled crossing to the east. In light of traffic speeds and flows, the Developer should reassess the suitability of the proposed uncontrolled crossing. From this, a higher form of crossing provision may be required.

20. Further information would be required to support the proposed westerly crossing point. For pedestrians crossing from the northern side of the A281, visibility could be restricted to the east by vehicles parked within the adjacent lay-by and to the west the vertical alignment of the carriageway obscures an oncoming vehicle. The first of these issues is identified within the Stage One RSA with the Designers response suggesting that this issue can be resolved at the detailed design. Given the access forms part of the current outline application, the issue needs to be resolved now. The Applicant should undertake a further assessment of this crossing point and demonstrate that adequate visibility can be achieved for those trying to cross. Ultimately, if this crossing point is anticipated to have very little usage or cannot be safely provided, the Developer may wisht to consider whether it's needed at all.

21. There is a lack of cycle infrastructure within the existing area notwithstanding the Downs Link to the east. Cyclists will have to share the carriageway with general traffic. Given the nature of the A281 this is unlikely to appeal to any number of

users especially beyond the built up area of Bucks Green/Rudgwick. The Downs Link is available to the east. This can be reached via Lynwick Street. The Downs Lin could be used for some journeys although realistically this is likely to be used only for leisure purposes. The development itself will generate very few cycling trips and as such under the planning tests, the development could not be expected to provide any significant improvements.

22. The development benefits from an hourly bus service running between Horsham and Guildford. The relative infrequency is a disbenefit but the service timing and the journey times are such that the bus service could be used for journey purposes. Improvements are proposed to the bus stop on the southern side of the A281 but there would be scope to further improve both this and the existing eastbound stops with real time information screens.

23. The Applicant should review and respond to the points made above.

Layout (including car parking)

24. Matters relating to the layout are not being approved at this stage. As noted above, a Land Use Parameter Plan is included and this shows connections within the site. It's understood that details on this will be approved. Changes have been requested to the Parameter Plan in point 16 above.

25. The Land Use Parameter Plan does also include a field access on the northern boundary of the site. Vehicles using this field access will need to pass through the development. It's not clear what vehicles are expected to use this. As part of the detailed design, consideration will need to be given to ensure that the proposed layout accommodates those vehicles that may be expected to use this access.

26. The are otherwise no particular concerns with the arrangements on the Site Layout - 03 Illustrative plan.

Other Matters

27. Details are included showing works to the A281/Lynwick Street junction. These are shown on drawing 1810054-05 revision F. The works show the removal of the existing 'Stop' line with this replaced with 'give way' markings instead. From the plan, it's not clear exactly what works are being proposed. The plan submitted shows only the potential clearing of vegetation within the existing highway; no works are proposed beyond this. In-principle, nothing is being proposed here that cannot already be undertaken by WSCC. Visibility to the west remains as it is presently. Visibility to the west is restricted as a consequence of the vertical and horizontal alignment of the carriageway. WSCC Highways do not consider that the proposals are making any meaningful change to this junctions that would justify the removal of the 'Stop' lines. WSCC would recommend that the potential improvements to this junction are omitted from this application.

Conclusion

28. There are a number of detailed matters as outlined above that should be resolved ahead of this planning application being approved.

**Ian Gledhill**
**West Sussex County Council – Planning Services**

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29th September 2025

Planning Department
Horsham District Council
Albery House
Springfield Road
Horsham
West Sussex
RH12 2GB

Dear Sir/Madam

**DC/25/1269 – Land North of Guildford Road Bucks Green**
**Outline – All matters reserved apart from Access**

**Summary**

Whilst Rudgwick Parish Council (RPC) has previously expressed that it is content with HDLP Strategic Policy HA14 (see Footnote A) and thereby site allocations RD1 and RD2, it strongly objects to the above application for the following reasons:

- The proposals for development on the site are not compliant with key aspects of HA14, in particular the land to be used for development and the land to be used to create a landscape buffer to separate it from farmland***. N.B. This potentially has significant implications regarding SNWCS eligibility (see later)***
- The access proposals for Vulnerable Road Users (VRU) are inadequate, potentially dangerous, and do not follow Active Travel principles nor even adequately mesh with the RPC initiative to better link Bucks Green and Rudgwick.
- The A281 in Bucks Green is known to RPC and Sussex Police as an area where speeding vehicles are both dangerous and intimidating to VRU. In the proposals there is no attempt to introduce any traffic calming measures which will be essential given that the Bucks Green settlement will (at least) have its housing units doubled.

Also, despite the advisory on Permitted DC/24/1811 and local plan documentation, site assessments, and specific requests from RPC, there appears to have been little attempt to explore the possibility of a single access onto the A281 to serve both sites RD1 and RD2. Locally, having 2 x A281 new accesses with one affecting capacity on a much used and valued layby, would be viewed by residents and RPC as a failure of Town & Country Planning.

**Red Line Site Boundary**

The R18 Site Assessment Report for SA574 dated February 2020 noted that 'the site is relatively open, particularly to the north' and that 'any development would need to respect the existing linear development pattern (of Bucks Green) and avoid extending onto the higher and more open land beyond'. It concluded 'The site is large in comparison with existing built development in this location. Development in this location has the potential to impact landscape and settlement character'.

In January 2022 HDC gave pre-app advice referencing the July 2021 R19 draft plan which had a site allocation for 60 homes under Policy HA16 which stated that development be 'limited to the southern part of the site with an agreed landscape treatment in the northern part of the site to minimise landscape impacts'. The advice summarised that 'both the quantum of development and its proximity to the northern boundary would not best reflect these (HA16) policy aspirations'.

In January 2024 HDC published for consultation an R19 draft plan (2023-2040) that was subsequently submitted for Examination. Site SA574 was allocated therein but Strategic Policy HA14 by clear reference to the Policies Map, limited the development to south of an east/west line just reaching the Pennthorpe Sports Pavilion. The remainder of the 4.9 hectares lying to the north of this line was reserved for landscape treatment, presumably to provide a (future) defensible barrier to the farmland to the north.

The Site was assessed in the Site assessment Report dated December 2023, with the following conclusion: 'Overall, it is considered there is potential for development on this site. Development should however be confined to the southern portion of the site to retain the linear settlement pattern in this area and enable landscaping to be provided which protects the more open character of the site to the north. The site could have potential for allocation if the overall number of dwellings proposed is limited to around 60. Development would also need to take account of biodiversity and heritage constraints. The site is adjacent to SA794 which has also been assessed as suitable for allocation. The potential to deliver these sites as part of a comprehensive scheme should be considered'.

This outline application is not therefore in accordance with these important principles as set out in the R19 HA14 allocation, backed up by the site allocation evidence itself. It attempts to establish the principle of housing on a **significantly greater footprint** of the site, than the allocation directs. It would cause significant landscape damage, disrespect the linear development pattern of Bucks Green (recognised by RNP Policy 1), and introduce a site completely out of scale with the existing Bucks Green settlement (up to 90 new homes v (less than) 60 within its existing settlement boundary).

The intended site allocation of circa 60 homes under RD2 would increase the number of homes within the settlement boundary by 100%. If, by extending the developable area northwards to incorporate even more agricultural land (in contravention of HA14), this number became circa 90 then that would increase the number of homes within the BUAB of Bucks Green by 150%. This is surely further justification to show that Policy HA14 should be fully complied with.

**Water Neutrality & SNWCS**

Rudgwick Parish Council asserts that the site is NOT eligible for SNWCS as the proposals are NOT in accordance with a post-submission local plan (i.e. the HDLP). The HDLP does not allocate housing development on the northern part of the site, reserving it for a significant landscape buffer, with a clear demarcation line shown in the Policies Map and with this restriction referenced in Strategic Policy HA14.

So, the submitted application cannot achieve water neutrality via SNWCS and consequently, in the absence of a demonstration of water neutrality without accessing SNWCS, the application cannot be assessed as having reasonable certainty of no impact on protected habitats in the Arun Valley i.e. there would be a breach of the Habitats Regulations (2017).

Rudgwick Parish council therefore strongly challenges the apparent submission by the case officer to SNWCS of 2nd September, with the SNWCS response dated 4th September stating 'By consulting us with this application, you are confirming that the application meets the SNWCS access criteria'.

Simply put, this outline application proposes housing development that extends (significantly) beyond that part of the site specified for development in HA14 and so is in clear contravention of the SNWCS eligibility criteria.

**A281 Traffic in Bucks Green**

With the ever-increasing traffic flows on the A281 (National Lorry route) in Bucks Green, the frequency of speeding traffic, has attracted the attention of Sussex Police and the local Speedwatch group, with both the current and previous MP attending a Speedwatch session. Sussex Police has accepted that there is a speeding issue there with numerous penalty notices issued and periodically deploys a mobile speed camera unit to the site. The parish council has written to Sussex Police requesting that it inputs information relevant to this planning application to evidence the extent of speeding traffic.

In order to attempt to calm traffic entering Bucks Green from the West, a Community Highways Scheme was requested by RPC to implement a buffer 40mph speed limit on the A281 approaching Bucks Green. The parish council has a speed indicator device (SID) on the A281 within the 30mph limit but west of the Lynwick Street junction. Prior to the buffer limit installation, the V85 (for traffic both entering and leaving the village) was tracked as 44mph. Since the installation (June 2024) the V85 for traffic entering the village has reduced to 42mph but the V85 for traffic exiting the village has remained at 44mph (N.B. all measurements taken within the 30mph zone at SID location W3W hiding.brave.blip).

The applicant has submitted ATC data for Northbound (Westbound?) traffic only showing a V85 of 34mph. The ATC data for Eastbound traffic is therefore awaited albeit the report notes a V85 of 32.4mph.

The submitted ATC (Westbound) shows daily traffic movements of approaching 5000 per day with 550 of those vehicles travelling in excess of 35 mph.

So, when the ATC (Eastbound) figures are submitted then the total (both directions) existing vehicle movements per day can be expected to be near 10,000, with approaching 1000 vehicle movements per day **exceeding** 35mph.

According to the Collision Survival Rates Chart in the West Sussex Speed Limit Policy presentation (Chris Stark 13th January 2023) the probability of a fatality for a VRU being hit by a vehicle travelling at 35mph is 95%.

Because of the significant traffic volume on the A281 in Bucks Green, and the speed data recorded by the ATC (presumably near the proposed site access point), this shows that there are 1000 'opportunities' per day for a VRU to be involved in a collision, and with a **minimum** 95% chance of it being fatal.

RPC considers that some form of traffic calming is therefore necessary to reduce traffic speeds through Bucks Green. The new housing with its associated additional traffic movements will make matters even worse. Access arrangements for VRU will also need to reflect the volume and speed of traffic.

**VRU detailed Access proposals**

The text in para 10.150 prefacing HDLP Strategic Policy HA14: Rudgwick and Bucks Green, states that 'support will be given to proposals that seek to achieve community aspirations as set out in the Neighbourhood Plan, including improving pedestrian safety and access on the local highway network and in particular enhanced connectivity between community facilities in Bucks Green (south of the A281) and the built form Rudgwick and Cox Green (north of the A281).

With this in mind, and wishing to ensure that parish concerns and material considerations were discussed with the applicants prior to the submission of this proposal for a significant development for the parish, a Rudgwick Parish Council (RPC) group held a meeting in June with the applicants and where the following points were noted:

- The need to calm traffic, improve safety and reduce speeds on the A281 in Bucks Green and suggested engineering possibilities for the area to be investigated. (*No measures suggested in current proposal – e.g. Mini Roundabout, Pedestrian Refuge Islands etc.).*
- Safety for Vulnerable Road Users (VRU) is paramount and the issues as to why an uncontrolled crossing is considered inadequate for the busy road, particularly as the number of pedestrian and cyclist users will increase owing to the development*. (RPC agrees strongly with WSCC that this must be fully addressed before any proposal can be accepted).*
- Adequate safe pavement links are required along the A281 (north side) to/from the main village facilities (including schools). RPC has an extant Active Travel Initiative intending to increase the width of existing pavement from an inadequate 1.5m to 3m. *(So, the 1.5m suggested by the applicant for such new pavement provision would be a retrograde step in conflict with this initiative*).
- Applicants were made aware of **all** facilities at KGV fields opposite the site: Village Hall, Playing fields, Playground, Skate Park, Rudgwick Youth Centre (after school and evening activities currently 4 x weekly for ages 11- 18 years), Tennis Club, Football and Cricket clubs (including junior teams), Spin Cycling and exercise studio, Little Streets Role Play

franchise business. (*Hence they should be fully aware of the likely VRU wishing to cross the A281 from the new development)*.

- Information/awareness raising concerning the serious RTA in May 2024 when 2 pedestrians (HDC waste operatives) were injured whilst working close to the Fox pub/Lynwick Street junction on A281(one had life threatening injuries and was hospitalized for many months), in the area west of the site access where a 2nd crossing is now being proposed by the applicant. (*This crossing point is dangerous and unnecessary and should be removed from the proposal. Again, RPC agrees with the WSCC response on this aspect).*
- Safety concerns about the Lynwick Street junction with A281, and the proposal to remove the 'Stop' signs. (*RPC didn't comprehend the objective of the changes proposed and thereby aligns with the WSCC feedback).*

Additional feedback was given to the applicants after discussion with full parish council. Response was promised by the applicant, but none was forthcoming, despite several follow up communications and offers to meet to discuss further. The information submitted in this proposal is the same as that in the June presentation to RPC and therefore the parish council must object to the detailed access arrangements currently proposed by the applicant on the grounds that it does not adequately meet the needs or safety requirements of VRU.

Further points……After considering the current proposal, RPC believes access onto Lynwick Street (a rural lane) for pedestrians and cyclists is necessary to reach the Downs Link/Milk Churn/Firebird Brewery via Lynwick Street without having to cross/navigate the A281.

The submitted Transport Assessment states, 'Safe and suitable access to the site can be achieved for all users' and 'the proposal is acceptable in transport terms and meets with local and national policy criteria'. RPC believes that the proposal, having not taken on board or used important information and considerations that were provided, does not improve or increase safety in terms of VRU, rather than mitigating issues raised continues to add to them and does not promote Active Travel. Therefore, it does not meet the requirements to sufficiently satisfy NPPF paras 109,110 and 117, HDPF Policy 40, emerging HDLP policy 24, RNP policies 12 & 13.

**FOOTNOTES**

**A. October 2021 - RPC comments to HDC re potential site allocations RD1 and RD2**

The allocations of RD1 and RD2 are noted and accepted. RPC considers that it is absolutely essential that the 2 sites come forward as a comprehensive scheme, as it considers that only one new access onto the A281 should be allowed. RPC is aware that the site promoters of RD1 were proposing a secondary access onto Lynwick Street. These accesses need to serve both sites, as one. In addition, the existing (rarely used) agricultural access for site RD2 would be wholly inappropriate to upgrade as it would interfere with the parking layby (used by houses opposite) and the bus stop. Also, RPC would like a new single A281 junction to be designed to facilitate a reduction in traffic speeds through Bucks Green on the busy A281; perhaps a mini roundabout, if feasible.

These two sites have a strong tendency to cause serious flooding, due to rain, onto the A281 and RPC is concerned that appropriate land drainage must be provided at the time of construction.

Whilst agreeing with comment 3 (a) in respect of RD1, RPC would prefer to be more precise in noting that existing development in the linear settlement of Bucks Green on the north side of the A281 extends only 2 or 3 (max.) properties deep and so it is essential that any new scheme complies with that pattern. This would facilitate the northern part of the site being landscaped both to minimise landscape impacts (as stated), but also to create a defensible boundary to prevent further development creep into agricultural fields.

**B. Rudgwick Parish – Site Allocations**

Rudgwick Parish Council (RPC) did not allocate sites in its Neighbourhood Plan ('made' June 2021) having taken up the 'offer' made by HDC to include any such site allocations for the parish in the local plan review extant at that time.

The Regulation 18 plan version indicated an allocation for the parish of 50.

The (now submitted) Regulation 19 allocated 2 sites; RD1 for at least 60 homes and adjacent RD2 for at least 6 homes.

Site allocation RD1 relates to this application.

Site RD2 has secured outline planning permission (all matters reserved) under DC/24/1811 with an advisory regarding the desire for a single access onto the A281.

RPC accepts, in principle, that these sites can be developed for housing, subject to any requirements set out in the relevant strategic policies.

Yours faithfully
Sarah Hall

Sarah Hall
Assistant Clerk to Rudgwick Parish Council Clerk

**Appendix B – Speed Survey Results**

Continued…

# VEHICLE SPEED AND VOLUME SURVEY – A281 GUILDFORD ROAD, BUCKS GREEN, HORSHAM RH12 3JP.

**DATASETS:**
**Site:** [Bucks Green] A281 Guildford Road, on Sign Post adjacent car dealership
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0
**Survey Duration:** 00:00 23 September 2024 => 00:00 30 September 2024
**File:** Bucks Green30Sep2024.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).

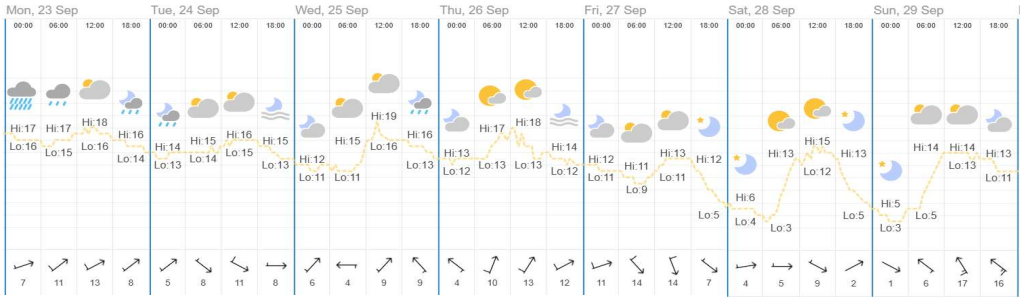
**DEFINITIONS / ABBREVIATIONS***
**Time** - Time period commencing. (1-hour summaries given).
**Total** - Total number of vehicles counted in time period.
**RunTot** - Running or cumulative total of vehicles over survey period.
**Vbin**
**30** (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).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



| Mon 23 | September | 2024 | Northbound | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 32.2 | 36.4 | 75 | - |
| 0100 | 4 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | 29.7 | 34.1 | 75 | - |
| 0200 | 7 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.4 | 34.8 | 37.4 | 85.7 | - |
| 0300 | 4 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.7 | 31.7 | 33.9 | 75 | - |
| 0400 | 17 | 40 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28.3 | 37.1 | 51.1 | 88.2 | 42.3 |
| 0500 | 90 | 130 | 0 | 0 | 0 | 0 | 1 | 15 | 37 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.3 | 34 | 43.2 | 82.2 | 37.8 |
| 0600 | 243 | 373 | 0 | 0 | 0 | 0 | 1 | 73 | 89 | 72 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 24.8 | 32.9 | 51.9 | 69.5 | 37.1 |
| 0700 | 700 | 1073 | 0 | 0 | 0 | 1 | 11 | 385 | 273 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 29.9 | 41.6 | 43.3 | 32.4 |
| 0800 | 562 | 1635 | 0 | 0 | 5 | 3 | 12 | 339 | 178 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 29.5 | 76.3 | 36.1 | 32.2 |
| 0900 | 370 | 2005 | 0 | 0 | 1 | 0 | 14 | 210 | 129 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.1 | 29.6 | 42.7 | 39.2 | 32.4 |
| 1000 | 321 | 2326 | 0 | 0 | 0 | 0 | 9 | 191 | 112 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.7 | 29.4 | 40.3 | 37.7 | 32 |
| 1100 | 254 | 2580 | 0 | 1 | 0 | 0 | 8 | 123 | 104 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7.9 | 30.2 | 51.2 | 48 | 33.1 |
| 1200 | 261 | 2841 | 0 | 1 | 0 | 2 | 7 | 114 | 110 | 26 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7.1 | 30.5 | 59.3 | 52.5 | 33.8 |
| 1300 | 271 | 3112 | 0 | 4 | 3 | 2 | 15 | 140 | 92 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.1 | 29 | 41.3 | 39.5 | 32.7 |
| 1400 | 249 | 3361 | 0 | 0 | 0 | 0 | 2 | 93 | 119 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.7 | 31.4 | 42.8 | 61.8 | 34.9 |
| 1500 | 286 | 3647 | 0 | 0 | 0 | 1 | 8 | 85 | 154 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.6 | 31.2 | 40 | 67.1 | 34.7 |
| 1600 | 304 | 3951 | 0 | 0 | 0 | 3 | 2 | 114 | 155 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.3 | 31 | 43.2 | 60.9 | 34 |
| 1700 | 318 | 4269 | 0 | 0 | 0 | 0 | 4 | 123 | 164 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | 30.9 | 40 | 60.1 | 33.8 |
| 1800 | 218 | 4487 | 0 | 0 | 0 | 0 | 1 | 64 | 113 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.6 | 32.2 | 44.3 | 70.2 | 36.2 |
| 1900 | 139 | 4626 | 0 | 0 | 0 | 1 | 3 | 41 | 79 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | 31.3 | 40.9 | 67.6 | 34.2 |
| 2000 | 88 | 4714 | 0 | 1 | 0 | 0 | 0 | 12 | 47 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 33.5 | 46.8 | 85.2 | 38.3 |
| 2100 | 47 | 4761 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26.2 | 32.9 | 47.4 | 72.3 | 35.8 |
| 2200 | 39 | 4800 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.3 | 34.3 | 40.9 | 84.6 | 38 |
| 2300 | 18 | 4818 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.6 | 31.7 | 39.7 | 72.2 | 33.3 |
| 07-19 | 4114 | 4818 | 0 | 6 | 9 | 12 | 93 | 1981 | 1703 | 281 | 26 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 6.1 | 30.2 | 76.3 | 48.9 | 33.3 |
| 06-22 | 4631 | 4818 | 0 | 7 | 9 | 13 | 97 | 2120 | 1937 | 402 | 37 | 5 | 2 | 1 | 0 | 0 | 0 | 1 | 6 | 30.5 | 76.3 | 51.5 | 33.8 |
| 06-00 | 4688 | 4818 | 0 | 7 | 9 | 13 | 97 | 2131 | 1967 | 417 | 38 | 5 | 2 | 1 | 0 | 0 | 0 | 1 | 6 | 30.5 | 76.3 | 51.9 | 33.8 |
| 00-00 | 4818 | 4818 | 0 | 7 | 9 | 13 | 99 | 2152 | 2024 | 453 | 50 | 6 | 3 | 1 | 0 | 0 | 0 | 1 | 6 | 30.6 | 76.3 | 52.7 | 34 |

| Tue 24 | September | 2024 | Northbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 11 | 4829 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.3 | 35.9 | 44.9 | 81.8 | 39.1 |
| 0100 | 8 | 4837 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.7 | 31.5 | 38.6 | 62.5 | - |
| 0200 | 6 | 4843 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 33.2 | 39.8 | 83.3 | - |
| 0300 | 3 | 4846 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.6 | 30.1 | 32.5 | 66.7 | - |
| 0400 | 19 | 4865 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.7 | 34.7 | 43.5 | 78.9 | 41.6 |
| 0500 | 92 | 4957 | 0 | 0 | 0 | 0 | 0 | 9 | 29 | 36 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 27.7 | 36.4 | 52.1 | 90.2 | 41.2 |
| 0600 | 302 | 5259 | 0 | 0 | 0 | 0 | 2 | 94 | 137 | 56 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 23.8 | 32.3 | 49.5 | 68.2 | 36.2 |
| 0700 | 687 | 5946 | 0 | 0 | 0 | 0 | 6 | 348 | 311 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 30.2 | 41.2 | 48.5 | 32.7 |
| 0800 | 571 | 6517 | 0 | 0 | 3 | 9 | 18 | 327 | 187 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.9 | 29.3 | 39.1 | 37.5 | 32.4 |
| 0900 | 381 | 6898 | 0 | 0 | 1 | 5 | 21 | 206 | 124 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.6 | 29.6 | 40.3 | 38.8 | 32.9 |
| 1000 | 304 | 7202 | 0 | 1 | 0 | 0 | 9 | 151 | 120 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.6 | 30.2 | 43.2 | 47 | 33.6 |
| 1100 | 279 | 7481 | 0 | 0 | 0 | 9 | 12 | 134 | 110 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 29.7 | 43.1 | 44.4 | 32.9 |
| 1200 | 265 | 7746 | 0 | 1 | 0 | 1 | 12 | 89 | 131 | 28 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8.1 | 30.9 | 51.2 | 61.1 | 34.4 |
| 1300 | 259 | 8005 | 0 | 0 | 0 | 0 | 8 | 90 | 140 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22.4 | 30.8 | 47.8 | 62.2 | 33.8 |
| 1400 | 213 | 8218 | 0 | 0 | 0 | 2 | 3 | 64 | 115 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | 31.5 | 48.9 | 67.6 | 34.9 |
| 1500 | 277 | 8495 | 0 | 1 | 0 | 2 | 8 | 136 | 107 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 30.1 | 40.1 | 46.9 | 33.3 |
| 1600 | 317 | 8812 | 0 | 0 | 0 | 3 | 9 | 103 | 171 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 30.9 | 41.4 | 63.7 | 33.8 |
| 1700 | 300 | 9112 | 0 | 0 | 0 | 1 | 12 | 129 | 132 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.7 | 30.6 | 43.3 | 52.7 | 33.8 |
| 1800 | 273 | 9385 | 0 | 0 | 0 | 0 | 2 | 101 | 132 | 34 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.8 | 31.5 | 48.1 | 62.3 | 34.9 |
| 1900 | 123 | 9508 | 0 | 0 | 0 | 0 | 2 | 33 | 64 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.3 | 31.9 | 42.1 | 71.5 | 36 |
| 2000 | 97 | 9605 | 0 | 0 | 0 | 0 | 0 | 30 | 50 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.1 | 32.3 | 43.7 | 69.1 | 35.1 |
| 2100 | 55 | 9660 | 0 | 0 | 0 | 0 | 2 | 13 | 24 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24.3 | 32.9 | 45.8 | 72.7 | 37.8 |
| 2200 | 62 | **9722** | **0** | **0** | **0** | **0** | **0** | **8** | **35** | **12** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | 25.4 | 33.9 | 49.5 | 87.1 | 38.5 |
| 2300 | 32 | **9754** | **0** | **0** | **0** | **0** | **0** | **9** | **12** | **7** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **27.2** | **33.4** | **42.2** | **71.9** | **37.6** |
| **07-19** | **4126** | **9754** | **0** | **3** | **4** | **32** | **120** | **1878** | **1780** | **283** | **21** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **7.6** | **30.3** | **51.2** | **50.6** | **33.6** |
| **06-22** | **4703** | **9754** | **0** | **3** | **4** | **32** | **126** | **2048** | **2055** | **388** | **38** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **7.6** | **30.5** | **51.2** | **52.9** | **33.8** |
| **06-00** | **4797** | **9754** | **0** | **3** | **4** | **32** | **126** | **2065** | **2102** | **407** | **48** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **7.6** | **30.6** | **51.2** | **53.5** | **33.8** |
| **00-00** | **4936** | **9754** | **0** | **3** | **4** | **32** | **128** | **2083** | **2151** | **453** | **66** | **14** | **2** | **0** | **0** | **0** | **0** | **0** | **7.6** | **30.7** | **52.1** | **54.4** | **34.2** |

| Wed 25 Time | September Total | 2024 RunTot | Northbound 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 | Vpp 85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0000** | 13 | 9767 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.2 | 35.8 | 41.1 | 92.3 | 37.6 |
| **0100** | 15 | 9782 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 34.3 | 40.2 | 66.7 | 38 |
| **0200** | 11 | 9793 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.7 | 31.7 | 36.4 | 81.8 | 32 |
| **0300** | 12 | 9805 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.3 | 32.1 | 38.8 | 75 | 34.7 |
| **0400** | 19 | 9824 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27.5 | 38.5 | 45.5 | 94.7 | 42.1 |
| **0500** | 90 | 9914 | 0 | 0 | 0 | 0 | 0 | 14 | 36 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.6 | 34.5 | 45 | 84.4 | 38.7 |
| **0600** | 273 | 10187 | 0 | 0 | 0 | 0 | 5 | 92 | 113 | 52 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23.9 | 31.9 | 47.7 | 64.5 | 36.7 |
| **0700** | 664 | 10851 | 0 | 0 | 0 | 2 | 10 | 334 | 292 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.9 | 30.2 | 81.8 | 47.9 | 32.4 |
| **0800** | 626 | 11477 | 0 | 0 | 0 | 4 | 9 | 373 | 230 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17.2 | 29.6 | 45.8 | 38.3 | 31.8 |
| **0900** | 412 | 11889 | 0 | 0 | 0 | 1 | 8 | 213 | 176 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 29.8 | 44.9 | 46.1 | 32.2 |
| **1000** | 298 | 12187 | 0 | 0 | 2 | 0 | 6 | 149 | 124 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.7 | 30 | 41 | 47.3 | 32.9 |
| **1100** | 263 | 12450 | 0 | 0 | 1 | 1 | 15 | 132 | 104 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | 29.6 | 41.8 | 43.3 | 32.7 |
| **1200** | 259 | 12709 | 0 | 0 | 0 | 0 | 5 | 106 | 121 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.4 | 30.9 | 42 | 57.1 | 34 |
| **1300** | 239 | 12948 | 1 | 0 | 0 | 0 | 10 | 98 | 107 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 30.3 | 40.8 | 54.4 | 34 |
| **1400** | 261 | 13209 | 0 | 1 | 3 | 3 | 14 | 135 | 84 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.9 | 29.7 | 43.9 | 40.2 | 33.1 |
| **1500** | 291 | 13500 | 0 | 1 | 0 | 0 | 2 | 116 | 146 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9.7 | 30.9 | 51.5 | 59.1 | 33.6 |
| **1600** | 335 | 13835 | 0 | 0 | 0 | 0 | 3 | 150 | 163 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.5 | 30.5 | 40.5 | 54.3 | 33.1 |
| **1700** | 337 | 14172 | 0 | 0 | 0 | 0 | 5 | 156 | 145 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.6 | 30.7 | 45.9 | 52.2 | 33.6 |
| **1800** | 228 | 14400 | 0 | 0 | 0 | 1 | 2 | 63 | 144 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31.3 | 40.5 | 71.1 | 33.8 |
| **1900** | 143 | 14543 | 0 | 0 | 0 | 0 | 3 | 46 | 78 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 31.4 | 46.4 | 65.7 | 34.2 |
| **2000** | 88 | 14631 | 0 | 0 | 1 | 0 | 1 | 19 | 54 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 32 | 42.6 | 76.1 | 34.4 |
| **2100** | 87 | 14718 | 0 | 0 | 0 | 0 | 1 | 21 | 43 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24.5 | 32.9 | 45.1 | 74.7 | 36.5 |
| **2200** | 46 | 14764 | 0 | 0 | 0 | 0 | 0 | 6 | 24 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25.7 | 34.3 | 51.2 | 87 | 36.2 |
| **2300** | 32 | 14796 | 0 | 0 | 0 | 1 | 0 | 7 | 9 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 33.3 | 46.5 | 75 | 37.1 |
| **07-19** | **4213** | **14796** | **1** | **2** | **6** | **12** | **89** | **2025** | **1836** | **220** | **18** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2.2** | **30.2** | **81.8** | **49.3** | **32.9** |
| **06-22** | **4804** | **14796** | **1** | **2** | **7** | **12** | **99** | **2203** | **2124** | **315** | **32** | **7** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2.2** | **30.4** | **81.8** | **51.6** | **33.3** |
| **06-00** | **4882** | **14796** | **1** | **2** | **7** | **13** | **99** | **2216** | **2157** | **341** | **35** | **8** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2.2** | **30.5** | **81.8** | **52.1** | **33.3** |
| **00-00** | **5042** | **14796** | **1** | **2** | **7** | **13** | **99** | **2242** | **2214** | **397** | **55** | **9** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2.2** | **30.6** | **81.8** | **53.1** | **33.6** |

| Thu 26 | September | 2024 | Northbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| **0000** | 13 | 14809 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.9 | 34.1 | 37.1 | 92.3 | 35.6 |
| **0100** | 12 | 14821 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29.2 | 35.8 | 47.6 | 91.7 | 36.9 |
| **0200** | 11 | 14832 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.9 | 35.5 | 41.6 | 81.8 | 36.9 |
| **0300** | 11 | 14843 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36.7 | 37.5 | 39.7 | 100 | 37.4 |
| **0400** | 25 | 14868 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 35.7 | 46.4 | 96 | 42.5 |
| **0500** | 88 | 14956 | 0 | 0 | 0 | 0 | 1 | 22 | 29 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.8 | 33.9 | 43.7 | 73.9 | 38 |
| **0600** | 300 | 15256 | 0 | 0 | 0 | 1 | 3 | 86 | 160 | 39 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15.8 | 32 | 45.1 | 70 | 35.3 |
| **0700** | 714 | 15970 | 0 | 0 | 0 | 3 | 20 | 326 | 325 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.3 | 30.2 | 42.7 | 51.1 | 32.7 |
| **0800** | 594 | 16564 | 0 | 1 | 0 | 2 | 21 | 275 | 267 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.7 | 30 | 41.4 | 49.7 | 32.9 |
| **0900** | 492 | 17056 | 0 | 1 | 13 | 4 | 13 | 211 | 226 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.4 | 29.6 | 42.2 | 50.8 | 32.4 |
| **1000** | 342 | 17398 | 0 | 0 | 6 | 0 | 7 | 166 | 136 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 30 | 43.1 | 47.7 | 32.9 |
| **1100** | 275 | 17673 | 0 | 0 | 2 | 1 | 7 | 102 | 127 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.3 | 30.8 | 41.8 | 59.3 | 34.2 |
| **1200** | 306 | 17979 | 0 | 2 | 0 | 0 | 5 | 149 | 133 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | 30 | 40.1 | 49 | 33.1 |
| **1300** | 294 | 18273 | 0 | 0 | 0 | 3 | 8 | 127 | 123 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 30.6 | 40.1 | 53.1 | 34.2 |
| **1400** | 307 | 18580 | 0 | 2 | 0 | 0 | 6 | 124 | 144 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.1 | 30.8 | 42.8 | 57 | 33.6 |
| **1500** | 326 | 18906 | 0 | 0 | 0 | 0 | 3 | 112 | 173 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.6 | 31.4 | 41 | 64.7 | 34.2 |
| **1600** | 353 | 19259 | 0 | 0 | 0 | 2 | 2 | 135 | 183 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 30.9 | 42.4 | 60.6 | 33.6 |
| **1700** | 438 | 19697 | 0 | 0 | 0 | 1 | 4 | 156 | 224 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.4 | 31.2 | 44.9 | 63.2 | 34.2 |
| **1800** | 312 | 20009 | 0 | 0 | 1 | 0 | 5 | 133 | 150 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | 30.6 | 39 | 55.4 | 33.1 |
| **1900** | 182 | 20191 | 0 | 0 | 1 | 0 | 2 | 69 | 83 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13.8 | 31.4 | 51.7 | 60.4 | 34.9 |
| **2000** | 114 | 20305 | 0 | 0 | 0 | 0 | 0 | 26 | 70 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25.7 | 32.3 | 47.1 | 77.2 | 34.9 |
| **2100** | 78 | 20383 | 0 | 0 | 0 | 0 | 0 | 10 | 42 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.8 | 34 | 42.8 | 87.2 | 37.1 |
| **2200** | 62 | 20445 | 0 | 0 | 0 | 0 | 1 | 23 | 21 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22.6 | 32.8 | 50.3 | 61.3 | 38.9 |
| **2300** | 28 | 20473 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.9 | 31.8 | 41.5 | 64.3 | 35.1 |
| **07-19** | **4753** | **20473** | **0** | **6** | **22** | **16** | **101** | **2016** | **2211** | **351** | **30** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6.1** | **30.4** | **44.9** | **54.5** | **33.3** |
| **06-22** | **5427** | **20473** | **0** | **6** | **23** | **17** | **106** | **2207** | **2566** | **451** | **48** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **6.1** | **30.6** | **51.7** | **56.5** | **33.6** |
| **06-00** | **5517** | **20473** | **0** | **6** | **23** | **17** | **107** | **2240** | **2600** | **464** | **56** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **6.1** | **30.7** | **51.7** | **56.6** | **33.8** |
| **00-00** | **5677** | **20473** | **0** | **6** | **23** | **17** | **108** | **2267** | **2661** | **517** | **71** | **5** | **2** | **0** | **0** | **0** | **0** | **0** | **6.1** | **30.8** | **51.7** | **57.4** | **34** |

| Fri 27 | September | 2024 | Northbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 18 | 20491 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.6 | 33.3 | 40.1 | 94.4 | 35.6 |
| 0100 | 15 | 20506 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 39.4 | 50.1 | 86.7 | 47 |
| 0200 | 12 | 20518 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.5 | 32.2 | 39.4 | 66.7 | 35.6 |
| 0300 | 7 | 20525 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30.9 | 35.3 | 38.6 | 100 | - |
| 0400 | 23 | 20548 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28.4 | 38.1 | 47.9 | 87 | 44.5 |
| 0500 | 86 | 20634 | 0 | 0 | 0 | 0 | 0 | 9 | 41 | 18 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 27.2 | 35.5 | 49.5 | 89.5 | 41.4 |
| 0600 | 256 | 20890 | 0 | 0 | 0 | 0 | 0 | 50 | 124 | 66 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26.7 | 33.4 | 48.4 | 80.5 | 37.1 |
| 0700 | 621 | 21511 | 0 | 0 | 0 | 0 | 8 | 245 | 309 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.3 | 30.9 | 43.9 | 59.3 | 33.8 |
| 0800 | 590 | 22101 | 0 | 1 | 0 | 0 | 12 | 330 | 217 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 | 29.9 | 84.5 | 41.9 | 32.2 |
| 0900 | 436 | 22537 | 0 | 0 | 0 | 1 | 13 | 201 | 207 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 30 | 38.8 | 50.7 | 32.4 |
| 1000 | 438 | 22975 | 0 | 1 | 2 | 5 | 46 | 220 | 153 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | 29 | 88.2 | 37.4 | 32 |
| 1100 | 402 | 23377 | 0 | 1 | 0 | 1 | 14 | 195 | 177 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.1 | 29.9 | 40.5 | 47.5 | 32.9 |
| 1200 | 383 | 23760 | 0 | 0 | 2 | 1 | 12 | 174 | 165 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 30.3 | 41.9 | 50.7 | 33.3 |
| 1300 | 427 | 24187 | 0 | 0 | 0 | 1 | 6 | 188 | 200 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19.1 | 30.5 | 46.4 | 54.3 | 33.3 |
| 1400 | 456 | 24643 | 0 | 0 | 0 | 0 | 24 | 217 | 195 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.5 | 30 | 42.7 | 47.1 | 32.9 |
| 1500 | 406 | 25049 | 0 | 0 | 2 | 0 | 8 | 157 | 203 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11.2 | 30.7 | 49 | 58.9 | 33.8 |
| 1600 | 416 | 25465 | 0 | 1 | 0 | 1 | 7 | 159 | 206 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.4 | 31 | 41.7 | 59.6 | 34 |
| 1700 | 387 | 25852 | 0 | 0 | 5 | 0 | 3 | 169 | 180 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 30.4 | 39.5 | 54.3 | 33.3 |
| 1800 | 306 | 26158 | 0 | 0 | 0 | 1 | 2 | 90 | 182 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.1 | 31.4 | 41.6 | 69.6 | 34.2 |
| 1900 | 171 | 26329 | 0 | 0 | 0 | 0 | 0 | 47 | 82 | 38 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25.3 | 32.2 | 50.2 | 72.5 | 35.6 |
| 2000 | 105 | 26434 | 0 | 0 | 0 | 0 | 0 | 26 | 54 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.4 | 32.7 | 42.9 | 75.2 | 35.8 |
| 2100 | 86 | 26520 | 0 | 0 | 0 | 0 | 1 | 14 | 66 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.6 | 32 | 41.3 | 82.6 | 34.7 |
| 2200 | 80 | 26600 | 0 | 0 | 0 | 0 | 0 | 9 | 31 | 33 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26.7 | 34.8 | 45.7 | 88.8 | 37.6 |
| 2300 | 48 | 26648 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25.8 | 35 | 49.1 | 83.3 | 40 |
| **07-19** | **5268** | **26648** | **0** | **4** | **11** | **11** | **155** | **2345** | **2394** | **323** | **20** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **5.1** | **30.3** | **88.2** | **52.1** | **33.1** |
| **06-22** | **5886** | **26648** | **0** | **4** | **11** | **11** | **156** | **2482** | **2720** | **452** | **41** | **6** | **1** | **0** | **0** | **0** | **0** | **0** | **5.1** | **30.6** | **88.2** | **54.7** | **33.6** |
| **06-00** | **6014** | **26648** | **0** | **4** | **11** | **11** | **156** | **2499** | **2772** | **495** | **54** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **5.1** | **30.7** | **88.2** | **55.4** | **33.8** |
| **00-00** | **6175** | **26648** | **0** | **4** | **11** | **11** | **156** | **2518** | **2839** | **536** | **76** | **20** | **2** | **0** | **0** | **0** | **0** | **0** | **5.1** | **30.8** | **88.2** | **56.3** | **33.8** |

| Sat 28 | September | 2024 | Northbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 26 | 26674 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27.4 | 35.8 | 49.5 | 88.5 | 41.6 |
| 0100 | 14 | 26688 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 27.8 | 40.6 | 56.2 | 92.9 | 44.3 |
| 0200 | 12 | 26700 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 27.2 | 37.7 | 52.1 | 83.3 | 43.2 |
| 0300 | 8 | 26708 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33.9 | 37.4 | 40.7 | 100 | - |
| 0400 | 16 | 26724 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28.2 | 38.9 | 50.3 | 93.8 | 42.7 |
| 0500 | 31 | 26755 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.6 | 34.2 | 44.4 | 74.2 | 37.8 |
| 0600 | 94 | 26849 | 0 | 0 | 0 | 0 | 1 | 13 | 46 | 23 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24.2 | 34.3 | 46.9 | 85.1 | 37.8 |
| 0700 | 168 | 27017 | 0 | 0 | 0 | 0 | 3 | 78 | 62 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.6 | 31.1 | 44.1 | 51.8 | 34.9 |
| 0800 | 310 | 27327 | 0 | 0 | 0 | 3 | 26 | 155 | 103 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.8 | 29.6 | 40.2 | 40.6 | 32.9 |
| 0900 | 291 | 27618 | 0 | 0 | 0 | 0 | 4 | 132 | 121 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24.6 | 30.9 | 45.3 | 53.3 | 34 |
| 1000 | 346 | 27964 | 0 | 3 | 3 | 5 | 12 | 133 | 155 | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6.8 | 30.2 | 49.2 | 54.9 | 33.6 |
| 1100 | 418 | 28382 | 0 | 1 | 2 | 4 | 23 | 194 | 168 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.9 | 29.7 | 44.4 | 46.4 | 32.4 |
| 1200 | 383 | 28765 | 0 | 3 | 3 | 2 | 18 | 160 | 167 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.2 | 30.1 | 44.3 | 51.4 | 33.8 |
| 1300 | 331 | 29096 | 0 | 0 | 1 | 1 | 12 | 126 | 154 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.9 | 30.7 | 43.6 | 57.7 | 34 |
| 1400 | 292 | 29388 | 0 | 1 | 1 | 2 | 7 | 107 | 140 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.8 | 31 | 42.9 | 59.6 | 34.2 |
| 1500 | 242 | 29630 | 0 | 0 | 1 | 0 | 5 | 65 | 140 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.5 | 31.5 | 42.1 | 70.7 | 34.4 |
| 1600 | 254 | 29884 | 0 | 0 | 2 | 0 | 3 | 81 | 126 | 38 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31.6 | 49.4 | 66.1 | 35.1 |
| 1700 | 271 | 30155 | 0 | 0 | 0 | 3 | 8 | 107 | 137 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 30.3 | 42.6 | 56.5 | 33.1 |
| 1800 | 255 | 30410 | 0 | 0 | 0 | 0 | 2 | 100 | 126 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.8 | 31 | 41.2 | 60 | 34 |
| 1900 | 155 | 30565 | 0 | 0 | 0 | 0 | 2 | 45 | 86 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | 31.9 | 48.1 | 69.7 | 34.7 |
| 2000 | 131 | 30696 | 0 | 0 | 0 | 0 | 0 | 44 | 58 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.4 | 32.2 | 43.3 | 66.4 | 35.8 |
| 2100 | 101 | 30797 | 0 | 0 | 0 | 0 | 1 | 34 | 53 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.4 | 31.7 | 47.5 | 65.3 | 34.4 |
| 2200 | 70 | 30867 | 0 | 0 | 0 | 0 | 0 | 7 | 31 | 20 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 25.6 | 35.1 | 49.2 | 90 | 41.2 |
| 2300 | 63 | 30930 | 0 | 0 | 0 | 0 | 0 | 6 | 34 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 33.9 | 47.4 | 90.5 | 36 |
| **07-19** | **3561** | **30930** | **0** | **8** | **13** | **20** | **123** | **1438** | **1599** | **324** | **33** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **6.8** | **30.5** | **49.4** | **55** | **33.8** |
| **06-22** | **4042** | **30930** | **0** | **8** | **13** | **20** | **127** | **1574** | **1842** | **396** | **54** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **6.8** | **30.8** | **49.4** | **56.9** | **34.2** |
| **06-00** | **4175** | **30930** | **0** | **8** | **13** | **20** | **127** | **1587** | **1907** | **438** | **60** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **6.8** | **30.9** | **49.4** | **58** | **34.4** |
| **00-00** | **4282** | **30930** | **0** | **8** | **13** | **20** | **127** | **1602** | **1940** | **462** | **89** | **18** | **2** | **1** | **0** | **0** | **0** | **0** | **6.8** | **31** | **56.2** | **58.7** | **34.4** |

| Sun 29 | September | 2024 | Northbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 30 | 30960 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.4 | 33.9 | 42.2 | 83.3 | 38.3 |
| 0100 | 24 | 30984 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 34.6 | 40.6 | 95.8 | 36.7 |
| 0200 | 12 | 30996 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.9 | 33.3 | 39.2 | 83.3 | 34.2 |
| 0300 | 9 | 31005 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 34.1 | 39.6 | 100 | - |
| 0400 | 9 | 31014 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.9 | 33.1 | **36.3** | **77.8** | - |
| 0500 | 20 | 31034 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30.8 | 36.4 | 41.5 | 100 | 39.8 |
| 0600 | 60 | 31094 | 0 | 0 | 0 | 0 | 1 | 12 | 26 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24.4 | 33.4 | 51.6 | 78.3 | 36.5 |
| 0700 | 100 | 31194 | 0 | 0 | 0 | 1 | 3 | 37 | 42 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19.4 | 31.7 | **50.6** | **59** | **35.6** |
| 0800 | 182 | 31376 | 0 | 0 | 0 | 2 | 2 | 64 | 94 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 30.9 | **43.3** | **62.6** | **34** |
| 0900 | 274 | 31650 | 0 | 1 | 1 | 3 | 1 | 119 | 124 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.6 | 30.5 | **39.8** | **54.4** | **34** |
| 1000 | 304 | 31954 | 0 | 0 | 2 | 4 | 9 | 120 | 132 | 34 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13.3 | 30.5 | **45** | **55.6** | **34** |
| 1100 | 285 | 32239 | 0 | 0 | 0 | 2 | 9 | 122 | 128 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 30.5 | 48.8 | 53.3 | 32.9 |
| 1200 | 347 | 32586 | 0 | 0 | 5 | 10 | 12 | 114 | 174 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10.1 | 30.3 | 47.1 | 59.4 | 33.8 |
| 1300 | 309 | 32895 | 0 | 0 | 1 | 2 | 7 | 116 | 148 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12.1 | 30.8 | 45.7 | 59.2 | 34.2 |
| 1400 | 245 | 33140 | 0 | 0 | 0 | 0 | 6 | 99 | 116 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.1 | 30.9 | 42.3 | 57.1 | 33.8 |
| 1500 | 259 | 33399 | 0 | 1 | 0 | 1 | 10 | 80 | 130 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 | 31.2 | 44 | 64.5 | 34.4 |
| 1600 | 306 | 33705 | 0 | 0 | 1 | 0 | 7 | 127 | 141 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | 30.6 | 42.1 | 55.9 | 33.3 |
| 1700 | 284 | 33989 | 0 | 0 | 0 | 0 | 3 | 107 | 127 | 44 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23.9 | 31.7 | 50.7 | 61.3 | 35.3 |
| 1800 | 233 | 34222 | 0 | 0 | 0 | 0 | 3 | 63 | 120 | 36 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23.4 | 32.2 | 45.3 | 71.7 | 36 |
| 1900 | 167 | 34389 | 0 | 0 | 0 | 1 | 1 | 41 | 94 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.5 | 32.2 | 41.2 | 74.3 | 35.3 |
| 2000 | 110 | 34499 | 0 | 0 | 0 | 0 | 2 | 28 | 62 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 32.1 | 48.3 | 72.7 | 35.3 |
| 2100 | 78 | 34577 | 0 | 0 | 1 | 0 | 0 | 14 | 44 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.6 | 32.5 | 43.7 | 80.8 | 36.5 |
| 2200 | 36 | 34613 | 0 | 0 | 0 | 0 | 1 | 5 | 11 | 13 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24.3 | 35.8 | 48.9 | 83.3 | 40.9 |
| 2300 | 26 | 34639 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.2 | 33.3 | 40.8 | 80.8 | 36.7 |
| **07-19** | **3128** | **34639** | **0** | **2** | **10** | **25** | **72** | **1168** | **1476** | **322** | **45** | **6** | **2** | **0** | **0** | **0** | **0** | **0** | **5.3** | **30.9** | **50.7** | **59.2** | **34.2** |
| **06-22** | **3543** | **34639** | **0** | **2** | **11** | **26** | **76** | **1263** | **1702** | **398** | **54** | **8** | **3** | **0** | **0** | **0** | **0** | **0** | **5.3** | **31.1** | **51.6** | **61.1** | **34.4** |
| **06-00** | **3605** | **34639** | **0** | **2** | **11** | **26** | **77** | **1273** | **1727** | **417** | **58** | **11** | **3** | **0** | **0** | **0** | **0** | **0** | **5.3** | **31.2** | **51.6** | **61.5** | **34.7** |
| **00-00** | **3709** | **34639** | **0** | **2** | **11** | **26** | **78** | **1282** | **1777** | **453** | **66** | **11** | **3** | **0** | **0** | **0** | **0** | **0** | **5.3** | **31.2** | **51.6** | **62.3** | **34.7** |

| Summary | | | Northbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| | **34639** | **34639** | **1** | **32** | **78** | **132** | **795** | **14146** | **15606** | **3271** | **473** | **83** | **16** | **2** | **0** | **0** | **0** | **1** | **2.2** | **30.8** | **88.2** | **56.2** | **34** |

| Mon 23 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.9 | 31.7 | 38 | 60 | 35.3 |
| 0100 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.1 | 32.5 | 43.9 | 50 | - |
| 0200 | 9 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 25.5 | 37.4 | 56.3 | 88.9 | - |
| 0300 | 6 | 34 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.6 | 29.4 | 32.2 | 66.7 | - |
| 0400 | 15 | 49 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.8 | 33.3 | 42.6 | 66.7 | 37.8 |
| 0500 | 38 | 87 | 0 | 0 | 0 | 0 | 3 | 11 | 13 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 32.6 | 46.9 | 63.2 | 36.2 |
| 0600 | 120 | 207 | 0 | 0 | 0 | 0 | 4 | 41 | 57 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 31.5 | 48.6 | 62.5 | 34.9 |
| 0700 | 368 | 575 | 0 | 0 | 0 | 1 | 47 | 173 | 126 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 29.2 | 40.3 | 39.9 | 32.2 |
| 0800 | 424 | 999 | 0 | 0 | 1 | 5 | 27 | 235 | 135 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13.9 | 29.4 | 76.3 | 36.8 | 32 |
| 0900 | 321 | 1320 | 0 | 0 | 2 | 4 | 45 | 167 | 98 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.2 | 28.3 | 44.3 | 32.1 | 31.5 |
| 1000 | 299 | 1619 | 0 | 0 | 0 | 1 | 31 | 173 | 84 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.4 | 28.8 | 39.4 | 31.4 | 31.5 |
| 1100 | 298 | 1917 | 0 | 1 | 1 | 11 | 53 | 170 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.9 | 27.3 | 40 | 20.8 | 30.2 |
| 1200 | 345 | 2262 | 0 | 0 | 0 | 1 | 31 | 157 | 131 | 21 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 18.2 | 29.9 | 59.3 | 45.2 | 33.6 |
| 1300 | 324 | 2586 | 0 | 0 | 0 | 8 | 40 | 152 | 99 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 29.1 | 45.2 | 38.3 | 33.1 |
| 1400 | 390 | 2976 | 0 | 0 | 0 | 2 | 31 | 203 | 125 | 23 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18.7 | 29.6 | 52.4 | 39.5 | 32.4 |
| 1500 | 448 | 3424 | 0 | 0 | 3 | 6 | 42 | 229 | 143 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12.9 | 29.2 | 47.7 | 37.5 | 32.2 |
| 1600 | 578 | 4002 | 0 | 1 | 9 | 23 | 71 | 285 | 169 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.3 | 28.1 | 44 | 32.7 | 31.5 |
| 1700 | 617 | 4619 | 0 | 0 | 1 | 2 | 72 | 363 | 160 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.1 | 28.5 | 39.3 | 29 | 31.3 |
| 1800 | 329 | 4948 | 0 | 0 | 0 | 0 | 17 | 174 | 113 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 30 | 43.9 | 41.9 | 33.3 |
| 1900 | 151 | 5099 | 0 | 1 | 0 | 2 | 10 | 74 | 56 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.8 | 29.4 | 40.5 | 42.4 | 32.4 |
| 2000 | 60 | 5159 | 0 | 0 | 0 | 0 | 1 | 20 | 23 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.1 | 32.4 | 42.9 | 65 | 37.4 |
| 2100 | 50 | 5209 | 0 | 0 | 0 | 1 | 1 | 15 | 24 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 31.6 | 44.1 | 66 | 35.3 |
| 2200 | 47 | 5256 | 0 | 0 | 0 | 0 | 6 | 14 | 18 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23.7 | 31.3 | 55 | 57.4 | 36.2 |
| 2300 | 24 | 5280 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.9 | 33 | 40.3 | 70.8 | 37.4 |
| 07-19 | 4741 | 5280 | 0 | 2 | 17 | 64 | 507 | 2481 | 1440 | 195 | 27 | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 7.9 | 28.9 | 76.3 | 35.2 | 32 |
| 06-22 | 5122 | 5280 | 0 | 3 | 17 | 67 | 523 | 2631 | 1600 | 235 | 37 | 4 | 1 | 2 | 0 | 0 | 0 | 2 | 7.9 | 29 | 76.3 | 36.7 | 32.2 |
| 06-00 | 5193 | 5280 | 0 | 3 | 17 | 67 | 529 | 2652 | 1627 | 248 | 40 | 4 | 1 | 3 | 0 | 0 | 0 | 2 | 7.9 | 29.1 | 76.3 | 37.1 | 32.2 |
| 00-00 | 5280 | 5280 | 0 | 3 | 17 | 67 | 533 | 2678 | 1660 | 263 | 46 | 6 | 1 | 4 | 0 | 0 | 0 | 2 | 7.9 | 29.1 | 76.3 | 37.5 | 32.4 |

| Tue 24 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 18 | 5298 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28.4 | 35.6 | 51.5 | 94.4 | 36.7 |
| 0100 | 8 | 5306 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 31.8 | 37 | 75 | - |
| 0200 | 11 | 5317 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25.8 | 34.5 | 48.3 | 81.8 | 35.6 |
| 0300 | 11 | 5328 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.6 | 32.8 | 43.2 | 63.6 | 38.5 |
| 0400 | 20 | 5348 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21.6 | 35.1 | 50.1 | 80 | 43.6 |
| 0500 | 37 | 5385 | 0 | 0 | 0 | 0 | 2 | 11 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.1 | 31.5 | 46.8 | 64.9 | 33.6 |
| 0600 | 131 | 5516 | 0 | 0 | 0 | 0 | 4 | 50 | 62 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 31.1 | 45.2 | 58.8 | 34.4 |
| 0700 | 365 | 5881 | 0 | 0 | 0 | 4 | 29 | 216 | 101 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.3 | 28.8 | 39.4 | 31.8 | 31.3 |
| 0800 | 393 | 6274 | 0 | 0 | 0 | 3 | 40 | 236 | 107 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 28.5 | 40.3 | 29 | 31.1 |
| 0900 | 374 | 6648 | 0 | 2 | 2 | 10 | 44 | 201 | 104 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.6 | 28.2 | 38.6 | 30.7 | 31.8 |
| 1000 | 272 | 6920 | 0 | 0 | 1 | 3 | 38 | 137 | 87 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 28.6 | 47.6 | 34.2 | 32.2 |
| 1100 | 284 | 7204 | 0 | 0 | 1 | 6 | 28 | 156 | 81 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.2 | 28.7 | 41 | 32.7 | 31.8 |
| 1200 | 285 | 7489 | 0 | 1 | 3 | 7 | 27 | 132 | 91 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.6 | 29 | 41.3 | 40.4 | 32.9 |
| 1300 | 299 | 7788 | 1 | 0 | 1 | 11 | 29 | 158 | 85 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3.8 | 28.7 | 45.7 | 33.1 | 32 |
| 1400 | 396 | 8184 | 0 | 1 | 5 | 5 | 56 | 190 | 114 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.3 | 28.5 | 44 | 35.1 | 32.2 |
| 1500 | 481 | 8665 | 0 | 1 | 10 | 12 | 62 | 207 | 172 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | 28.3 | 40.5 | 39.3 | 32 |
| 1600 | 674 | 9339 | 0 | 0 | 1 | 0 | 48 | 377 | 219 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 29.2 | 41.1 | 36.8 | 32.2 |
| 1700 | 678 | 10017 | 0 | 0 | 2 | 9 | 37 | 356 | 245 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.8 | 29.4 | 41.6 | 40.4 | 32.2 |
| 1800 | 389 | 10406 | 0 | 0 | 0 | 0 | 16 | 186 | 160 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 30.2 | 45.6 | 48.1 | 33.3 |
| 1900 | 199 | 10605 | 0 | 0 | 0 | 0 | 9 | 79 | 90 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20.5 | 31 | 52.1 | 55.8 | 34 |
| 2000 | 95 | 10700 | 0 | 0 | 0 | 2 | 6 | 31 | 45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | 30.7 | 40.6 | 58.9 | 34.4 |
| 2100 | 61 | 10761 | 0 | 0 | 0 | 0 | 1 | 9 | 27 | 15 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 21.6 | 34.7 | 50.4 | 83.6 | 39.1 |
| **2200** | 65 | **10826** | **0** | **0** | **0** | **0** | **2** | **22** | **30** | **7** | **2** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | 23.3 | 32.2 | 55.5 | 63.1 | 34.9 |
| **2300** | 33 | **10859** | **0** | **0** | **0** | **0** | **1** | **7** | **18** | **4** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** | **32.8** | **42.7** | **75.8** | **37.6** |
| **07-19** | **4890** | **10859** | **1** | **5** | **26** | **70** | **454** | **2552** | **1566** | **194** | **19** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3.8** | **28.9** | **47.6** | **36.4** | **32** |
| **06-22** | **5376** | **10859** | **1** | **5** | **26** | **72** | **474** | **2721** | **1790** | **246** | **33** | **6** | **2** | **0** | **0** | **0** | **0** | **0** | **3.8** | **29.1** | **52.1** | **38.6** | **32.4** |
| **06-00** | **5474** | **10859** | **1** | **5** | **26** | **72** | **477** | **2750** | **1838** | **257** | **38** | **7** | **2** | **1** | **0** | **0** | **0** | **0** | **3.8** | **29.2** | **55.5** | **39.1** | **32.7** |
| **00-00** | **5579** | **10859** | **1** | **5** | **26** | **72** | **484** | **2769** | **1884** | **278** | **44** | **11** | **4** | **1** | **0** | **0** | **0** | **0** | **3.8** | **29.3** | **55.5** | **39.8** | **32.7** |

| Wed 25 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 22 | 10881 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21.1 | 34.5 | 49.2 | 77.3 | 42.1 |
| 0100 | 11 | 10892 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.4 | 31.5 | 40.2 | 36.4 | 35.3 |
| 0200 | 12 | 10904 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.4 | 32.1 | 44 | 75 | 31.5 |
| 0300 | 14 | 10918 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.5 | 33.9 | 41.7 | 78.6 | 37.8 |
| 0400 | 20 | 10938 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32.2 | 38.4 | 51.2 | 100 | 42.7 |
| 0500 | 34 | 10972 | 0 | 0 | 0 | 0 | 1 | 5 | 16 | 2 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 23.4 | 35.5 | 55.7 | 82.4 | 40.5 |
| 0600 | 99 | 11071 | 0 | 0 | 0 | 0 | 6 | 39 | 37 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20.2 | 31.1 | 48.5 | 54.5 | 35.3 |
| 0700 | 330 | 11401 | 0 | 0 | 2 | 9 | 30 | 158 | 113 | 9 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 29.6 | 95.4 | 39.7 | 32.2 |
| 0800 | 412 | 11813 | 0 | 0 | 6 | 7 | 35 | 234 | 115 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.3 | 28.6 | 44.7 | 31.6 | 31.5 |
| 0900 | 288 | 12101 | 0 | 1 | 2 | 7 | 48 | 151 | 73 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.3 | 27.7 | 44.9 | 27.4 | 30.9 |
| 1000 | 291 | 12392 | 0 | 0 | 1 | 0 | 44 | 164 | 70 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.6 | 28.2 | 44.3 | 28.2 | 31.5 |
| 1100 | 300 | 12692 | 0 | 0 | 0 | 7 | 31 | 171 | 83 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 28.5 | 47.3 | 30.3 | 31.3 |
| 1200 | 281 | 12973 | 0 | 0 | 0 | 1 | 38 | 150 | 82 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.7 | 28.7 | 41.2 | 32.7 | 32 |
| 1300 | 343 | 13316 | 1 | 0 | 7 | 7 | 53 | 157 | 96 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 28.3 | 44 | 34.4 | 32.4 |
| 1400 | 365 | 13681 | 0 | 0 | 1 | 7 | 44 | 211 | 94 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.9 | 28.4 | 40 | 27.9 | 31.5 |
| 1500 | 471 | 14152 | 0 | 0 | 0 | 8 | 43 | 250 | 140 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.5 | 29.1 | 42.4 | 36.1 | 32.2 |
| 1600 | 651 | 14803 | 0 | 0 | 2 | 29 | 101 | 355 | 150 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.2 | 27.7 | 41.7 | 25.2 | 31.3 |
| 1700 | 631 | 15434 | 0 | 0 | 1 | 11 | 48 | 365 | 185 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.2 | 28.9 | 42.2 | 32.6 | 31.8 |
| 1800 | 349 | 15783 | 0 | 0 | 2 | 5 | 18 | 168 | 143 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.5 | 29.5 | 45 | 44.7 | 32 |
| 1900 | 183 | 15966 | 0 | 0 | 1 | 2 | 12 | 87 | 74 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 29.5 | 44.9 | 44.3 | 32.7 |
| 2000 | 100 | 16066 | 0 | 0 | 0 | 1 | 5 | 53 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.2 | 29.8 | 38.8 | 41 | 32.7 |
| 2100 | 79 | 16145 | 0 | 0 | 0 | 0 | 7 | 24 | 38 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 | 31.2 | 55.1 | 60.8 | 34.7 |
| 2200 | 67 | 16212 | 0 | 0 | 0 | 1 | 8 | 36 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.8 | 29.2 | 40 | 32.8 | 33.6 |
| 2300 | 21 | 16233 | 0 | 0 | 0 | 0 | 6 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.4 | 29.5 | 37.4 | 47.6 | 36.9 |
| **07-19** | **4712** | **16233** | **1** | **1** | **24** | **98** | **533** | **2534** | **1344** | **148** | **20** | **3** | **0** | **0** | **3** | **0** | **0** | **0** | **2.2** | **28.6** | **95.4** | **32.3** | **31.8** |
| **06-22** | **5173** | **16233** | **1** | **1** | **25** | **101** | **563** | **2737** | **1531** | **175** | **27** | **5** | **0** | **1** | **3** | **0** | **0** | **0** | **2.2** | **28.7** | **95.4** | **33.7** | **32** |
| **06-00** | **5261** | **16233** | **1** | **1** | **25** | **102** | **577** | **2778** | **1549** | **188** | **28** | **5** | **0** | **1** | **3** | **0** | **0** | **0** | **2.2** | **28.7** | **95.4** | **33.8** | **32** |
| **00-00** | **5374** | **16233** | **1** | **1** | **25** | **102** | **579** | **2800** | **1596** | **208** | **42** | **11** | **1** | **2** | **3** | **0** | **0** | **0** | **2.2** | **28.9** | **95.4** | **34.7** | **32** |

| Thu 26 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 18 | 16251 | 0 | 0 | 0 | 0 | 1 | 9 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.5 | 31.1 | 44.2 | 44.4 | 33.8 |
| 0100 | 8 | 16259 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24.9 | 35 | 51.6 | 50 | - |
| 0200 | 6 | 16265 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.4 | 35 | 40.8 | 83.3 | - |
| 0300 | 19 | 16284 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 27.5 | 34 | 55.8 | 73.7 | 35.6 |
| 0400 | 21 | 16305 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28.7 | 36.5 | 46 | 90.5 | 38 |
| 0500 | 36 | 16341 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21.3 | 32.5 | 51.6 | 69.4 | 35.8 |
| 0600 | 123 | 16464 | 0 | 0 | 0 | 0 | 5 | 35 | 54 | 20 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22.9 | 32 | 45.7 | 67.5 | 38.5 |
| 0700 | 355 | 16819 | 0 | 0 | 0 | 5 | 66 | 154 | 113 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19.1 | 28.7 | 50.3 | 36.6 | 32.4 |
| 0800 | 449 | 17268 | 0 | 1 | 10 | 7 | 43 | 219 | 152 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7.5 | 28.8 | 47.3 | 37.6 | 32 |
| 0900 | 351 | 17619 | 0 | 1 | 5 | 1 | 36 | 161 | 126 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | 29 | 44 | 41.9 | 32.4 |
| 1000 | 320 | 17939 | 0 | 0 | 2 | 7 | 51 | 155 | 88 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.9 | 28.3 | 41.6 | 32.8 | 31.8 |
| 1100 | 324 | 18263 | 0 | 0 | 0 | 3 | 24 | 156 | 117 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.6 | 29.7 | 42.5 | 43.5 | 32.9 |
| 1200 | 321 | 18584 | 0 | 0 | 1 | 3 | 30 | 154 | 113 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.6 | 29.4 | 40.3 | 41.4 | 32.7 |
| 1300 | 292 | 18876 | 0 | 1 | 2 | 4 | 32 | 152 | 94 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.8 | 28.6 | 44.2 | 34.6 | 31.5 |
| 1400 | 391 | 19267 | 0 | 1 | 1 | 6 | 22 | 205 | 136 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.1 | 29.3 | 44.8 | 39.9 | 32.2 |
| 1500 | 466 | 19733 | 0 | 3 | 6 | 9 | 30 | 219 | 168 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 29.2 | 42.7 | 42.7 | 32.7 |
| 1600 | 653 | 20386 | 0 | 1 | 4 | 13 | 73 | 329 | 204 | 26 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8.9 | 28.7 | 48.8 | 35.7 | 32.2 |
| 1700 | 673 | 21059 | 0 | 0 | 3 | 15 | 59 | 397 | 180 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.1 | 28.5 | 41.1 | 29.6 | 31.3 |
| 1800 | 396 | 21455 | 1 | 0 | 3 | 7 | 25 | 209 | 128 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4.3 | 29.1 | 47.1 | 38.1 | 31.5 |
| 1900 | 193 | 21648 | 0 | 0 | 0 | 0 | 4 | 84 | 93 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 30.6 | 42.8 | 54.4 | 33.1 |
| 2000 | 89 | 21737 | 0 | 0 | 0 | 0 | 2 | 24 | 53 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 31.9 | 47.3 | 70.8 | 34 |
| 2100 | 66 | 21803 | 0 | 0 | 0 | 0 | 3 | 21 | 29 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22.8 | 32 | 45.4 | 63.6 | 36.2 |
| 2200 | 49 | 21852 | 0 | 0 | 0 | 0 | 2 | 4 | 34 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.7 | 32.2 | 42.9 | 87.8 | 34.9 |
| 2300 | 17 | 21869 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.8 | 34.1 | 41.5 | 88.2 | 35.3 |
| **07-19** | **4991** | **21869** | **1** | **8** | **37** | **80** | **491** | **2510** | **1619** | **205** | **34** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **4.3** | **28.9** | **50.3** | **37.3** | **32.2** |
| **06-22** | **5462** | **21869** | **1** | **8** | **37** | **80** | **505** | **2674** | **1848** | **252** | **47** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **4.3** | **29.1** | **50.3** | **39.5** | **32.4** |
| **06-00** | **5528** | **21869** | **1** | **8** | **37** | **80** | **507** | **2680** | **1892** | **262** | **51** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **4.3** | **29.2** | **50.3** | **40.1** | **32.4** |
| **00-00** | **5636** | **21869** | **1** | **8** | **37** | **80** | **510** | **2710** | **1928** | **290** | **57** | **11** | **3** | **1** | **0** | **0** | **0** | **0** | **4.3** | **29.2** | **55.8** | **40.6** | **32.7** |

| Fri 27 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 13 | 21882 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22.9 | 32.8 | 45.7 | 53.8 | 39.6 |
| 0100 | 8 | 21890 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30.4 | 35.3 | 37.9 | 100 | - |
| 0200 | 10 | 21900 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 32.9 | 50.8 | 30 | - |
| 0300 | 10 | 21910 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.6 | 32.7 | 36.9 | 90 | - |
| 0400 | 18 | 21928 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.2 | 35.3 | 49.6 | 77.8 | 40.5 |
| 0500 | 28 | 21956 | 0 | 0 | 0 | 0 | 2 | 9 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23.1 | 31.2 | 41.1 | 60.7 | 36.2 |
| 0600 | 84 | 22040 | 0 | 0 | 0 | 0 | 5 | 24 | 34 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21.9 | 32.4 | 49 | 65.5 | 36 |
| 0700 | 264 | 22304 | 0 | 0 | 0 | 0 | 13 | 133 | 91 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 30 | 43.4 | 44.7 | 33.6 |
| 0800 | 322 | 22626 | 0 | 1 | 0 | 3 | 30 | 163 | 106 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5.3 | 29.6 | 84.5 | 38.8 | 32 |
| 0900 | 290 | 22916 | 0 | 0 | 3 | 1 | 35 | 180 | 66 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.8 | 28 | 39.5 | 24.5 | 30.9 |
| 1000 | 312 | 23228 | 0 | 1 | 1 | 14 | 53 | 176 | 57 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.4 | 27.6 | 88.2 | 21.5 | 30.6 |
| 1100 | 297 | 23525 | 0 | 1 | 1 | 7 | 32 | 196 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.8 | 27.8 | 37.6 | 20.2 | 30.4 |
| 1200 | 327 | 23852 | 0 | 0 | 1 | 14 | 53 | 142 | 110 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.6 | 28.1 | 38.5 | 35.8 | 32.2 |
| 1300 | 391 | 24243 | 0 | 2 | 14 | 12 | 46 | 202 | 107 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.4 | 27.7 | 38.8 | 29.4 | 31.8 |
| 1400 | 471 | 24714 | 0 | 0 | 0 | 8 | 73 | 278 | 107 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.1 | 27.9 | 38.7 | 23.8 | 30.4 |
| 1500 | 553 | 25267 | 0 | 2 | 5 | 11 | 74 | 319 | 132 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.8 | 27.8 | 39.7 | 25.7 | 31.1 |
| 1600 | 665 | 25932 | 0 | 1 | 2 | 5 | 83 | 352 | 211 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.4 | 28.6 | 44.9 | 33.4 | 31.5 |
| 1700 | 634 | 26566 | 0 | 0 | 14 | 20 | 51 | 359 | 176 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 28.3 | 75.1 | 30 | 31.8 |
| 1800 | 327 | 26893 | 0 | 0 | 1 | 2 | 31 | 179 | 110 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.5 | 28.9 | 41.6 | 34.9 | 32 |
| 1900 | 131 | 27024 | 0 | 0 | 0 | 0 | 4 | 57 | 58 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.8 | 30.1 | 38.1 | 53.4 | 32.7 |
| 2000 | 74 | 27098 | 0 | 0 | 0 | 0 | 2 | 27 | 36 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 22.2 | 31.5 | 51 | 60.8 | 34.7 |
| 2100 | 64 | 27162 | 0 | 0 | 1 | 1 | 2 | 20 | 15 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 32.3 | 43.1 | 62.5 | 37.8 |
| 2200 | 57 | 27219 | 0 | 0 | 0 | 0 | 2 | 20 | 30 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24.5 | 31.2 | 45.6 | 61.4 | 32.9 |
| 2300 | 29 | 27248 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.8 | 33.4 | 41.9 | 82.8 | 36.9 |
| **07-19** | **4853** | **27248** | **0** | **8** | **42** | **97** | **574** | **2679** | **1329** | **109** | **8** | **1** | **0** | **1** | **0** | **0** | **0** | **1** | **5.3** | **28.3** | **88.2** | **29.9** | **31.5** |
| **06-22** | **5206** | **27248** | **0** | **8** | **43** | **98** | **587** | **2807** | **1472** | **161** | **18** | **5** | **1** | **1** | **0** | **0** | **0** | **1** | **5.3** | **28.5** | **88.2** | **31.9** | **31.8** |
| **06-00** | **5292** | **27248** | **0** | **8** | **43** | **98** | **589** | **2832** | **1521** | **164** | **23** | **7** | **1** | **1** | **0** | **0** | **0** | **1** | **5.3** | **28.6** | **88.2** | **32.5** | **31.8** |
| **00-00** | **5379** | **27248** | **0** | **8** | **43** | **99** | **593** | **2856** | **1547** | **185** | **31** | **9** | **2** | **1** | **0** | **0** | **0** | **1** | **5.3** | **28.6** | **88.2** | **33.1** | **32** |

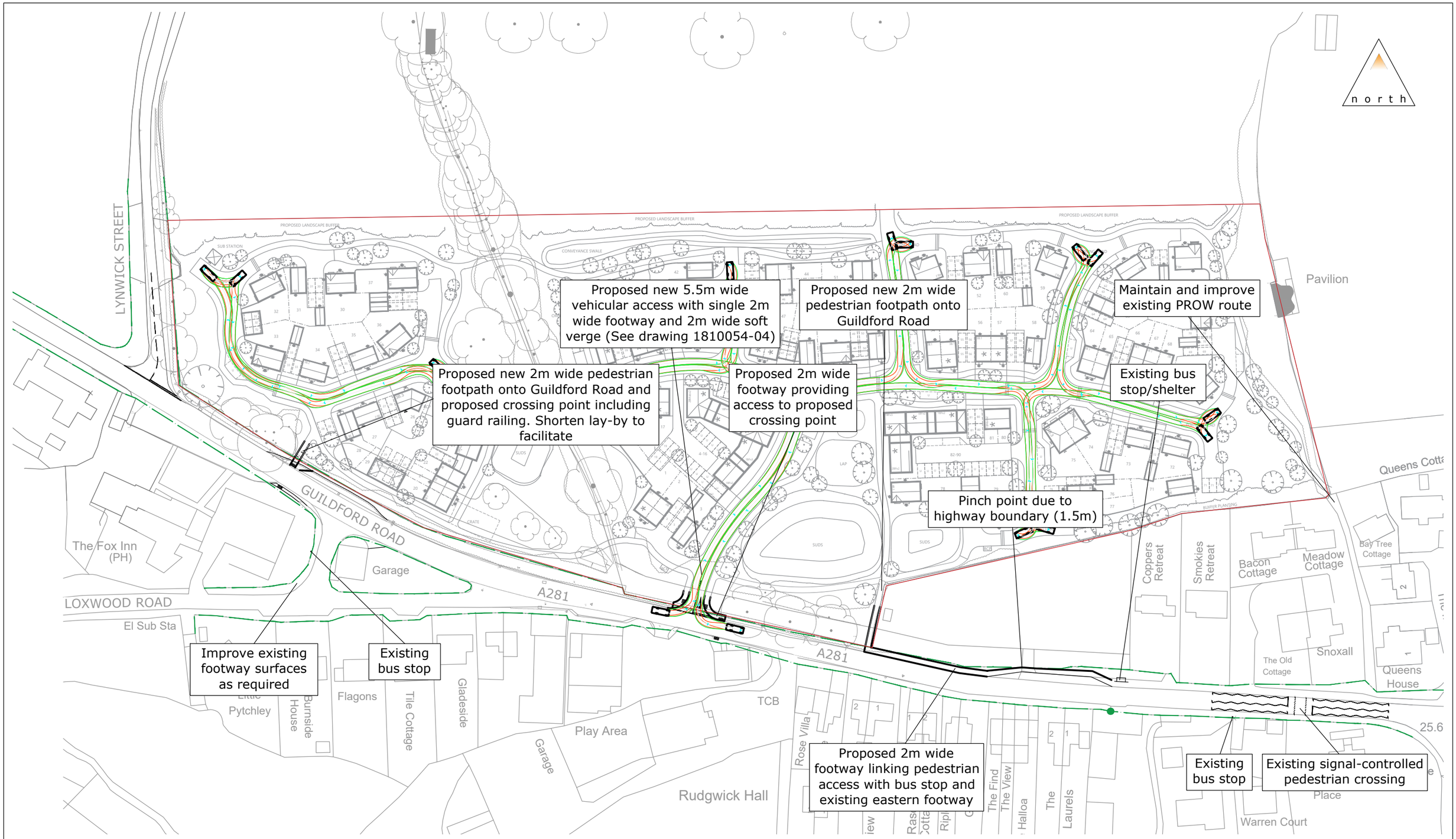
| Sat 28 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 18 | 27266 | 0 | 0 | 0 | 0 | 2 | 3 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 31.2 | 40.6 | 72.2 | 32.9 |
| 0100 | 8 | 27274 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 26.3 | 39.9 | 56.5 | 87.5 | - |
| 0200 | 8 | 27282 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30.6 | 37.3 | 45.9 | 100 | - |
| 0300 | 15 | 27297 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15.6 | 36.9 | 45.4 | 86.7 | 42.7 |
| 0400 | 19 | 27316 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.8 | 35.7 | 43.1 | 84.2 | 38.7 |
| 0500 | 15 | 27331 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23.1 | 33.3 | 48.8 | 80 | 38.7 |
| 0600 | 31 | 27362 | 0 | 0 | 0 | 0 | 0 | 13 | 7 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25.3 | 33.9 | 46.9 | 58.1 | 39.8 |
| 0700 | 74 | 27436 | 0 | 0 | 0 | 0 | 3 | 18 | 40 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22.4 | 32.6 | 49.4 | 71.6 | 36 |
| 0800 | 187 | 27623 | 0 | 0 | 3 | 0 | 13 | 125 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.3 | 28.4 | 39.5 | 24.6 | 30.9 |
| 0900 | 285 | 27908 | 0 | 0 | 2 | 1 | 25 | 134 | 102 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12.3 | 29.4 | 45.4 | 43.2 | 32.9 |
| 1000 | 352 | 28260 | 0 | 0 | 3 | 15 | 42 | 203 | 84 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.2 | 27.8 | 42.2 | 25.3 | 30.9 |
| 1100 | 427 | 28687 | 0 | 1 | 7 | 3 | 31 | 257 | 110 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.9 | 28.6 | 40.4 | 30 | 31.5 |
| 1200 | 357 | 29044 | 0 | 1 | 1 | 3 | 16 | 165 | 145 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.2 | 29.7 | 44.1 | 47.9 | 32.7 |
| 1300 | 387 | 29431 | 0 | 0 | 1 | 3 | 45 | 205 | 114 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.4 | 28.8 | 40.5 | 34.4 | 32.2 |
| 1400 | 344 | 29775 | 0 | 0 | 1 | 10 | 29 | 184 | 100 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.6 | 28.8 | 40.9 | 34.9 | 32 |
| 1500 | 387 | 30162 | 0 | 0 | 1 | 2 | 28 | 192 | 136 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 29.5 | 39 | 42.4 | 32.9 |
| 1600 | 336 | 30498 | 0 | 0 | 1 | 1 | 19 | 183 | 105 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.9 | 29.7 | 44.7 | 39.3 | 32.9 |
| 1700 | 357 | 30855 | 0 | 0 | 0 | 1 | 41 | 161 | 132 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 29.4 | 41.8 | 43.1 | 32.9 |
| 1800 | 253 | 31108 | 0 | 0 | 2 | 3 | 31 | 130 | 79 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 28.6 | 39.3 | 34.4 | 31.5 |
| 1900 | 126 | 31234 | 0 | 0 | 0 | 0 | 5 | 64 | 45 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20.2 | 30.3 | 54.3 | 45.2 | 32.7 |
| 2000 | 78 | 31312 | 0 | 0 | 1 | 0 | 0 | 23 | 43 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.4 | 31.7 | 42.3 | 69.2 | 34.7 |
| 2100 | 55 | 31367 | 0 | 0 | 0 | 0 | 1 | 13 | 32 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23.3 | 32.4 | 50.7 | 74.5 | 35.1 |
| 2200 | 61 | 31428 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27.4 | 34.9 | 48.5 | 85.2 | 38 |
| 2300 | 48 | 31476 | 0 | 0 | 0 | 0 | 2 | 14 | 24 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20.9 | 31.8 | 47.5 | 66.7 | 37.1 |
| **07-19** | **3746** | **31476** | **0** | **2** | **22** | **42** | **323** | **1957** | **1189** | **182** | **25** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **7.2** | **29.1** | **49.4** | **37.4** | **32.2** |
| **06-22** | **4036** | **31476** | **0** | **2** | **23** | **42** | **329** | **2070** | **1316** | **205** | **41** | **6** | **2** | **0** | **0** | **0** | **0** | **0** | **7.2** | **29.2** | **54.3** | **38.9** | **32.4** |
| **06-00** | **4145** | **31476** | **0** | **2** | **23** | **42** | **331** | **2093** | **1359** | **238** | **47** | **8** | **2** | **0** | **0** | **0** | **0** | **0** | **7.2** | **29.4** | **54.3** | **39.9** | **32.7** |
| **00-00** | **4228** | **31476** | **0** | **2** | **23** | **43** | **334** | **2103** | **1383** | **269** | **57** | **11** | **2** | **1** | **0** | **0** | **0** | **0** | **7.2** | **29.5** | **56.5** | **40.8** | **32.9** |

| Sun 29 | September | 2024 | Southbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| 0000 | 21 | 31497 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30.4 | 36.8 | 46 | 100 | 38.9 |
| 0100 | 14 | 31511 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 32.1 | 40.6 | 71.4 | 37.4 |
| 0200 | 17 | 31528 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 33.8 | 48.1 | 52.9 | 42.5 |
| 0300 | 5 | 31533 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31.2 | 31.5 | 100 | - |
| 0400 | 5 | 31538 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 40.4 | **60.9** | **100** | - |
| 0500 | 9 | 31547 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.7 | 32 | 38.2 | 66.7 | - |
| 0600 | 21 | 31568 | 0 | 0 | 0 | 1 | 2 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 28.3 | 37.3 | 33.3 | 34.4 |
| 0700 | 31 | 31599 | 0 | 0 | 0 | 1 | 0 | 11 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.2 | 31.1 | **41.2** | **61.3** | **33.8** |
| 0800 | 99 | 31698 | 0 | 0 | 0 | 1 | 8 | 43 | 40 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.1 | 29.8 | **40.3** | **47.5** | **33.1** |
| 0900 | 153 | 31851 | 0 | 0 | 0 | 4 | 16 | 83 | 39 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.7 | 28.7 | **44.7** | **32.7** | **32** |
| 1000 | 206 | 32057 | 0 | 0 | 0 | 1 | 18 | 100 | 75 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 29.3 | **43.5** | **42.2** | **32** |
| 1100 | 326 | 32383 | 1 | 2 | 4 | 12 | 46 | 132 | 111 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 28.5 | 40 | 39.6 | 32.7 |
| 1200 | 363 | 32746 | 0 | 0 | 2 | 2 | 33 | 202 | 109 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.4 | 28.9 | 43.7 | 34.2 | 32 |
| 1300 | 398 | 33144 | 0 | 0 | 4 | 13 | 34 | 178 | 144 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11.3 | 29.1 | 50.4 | 42.5 | 32.7 |
| 1400 | 319 | 33463 | 0 | 0 | 1 | 7 | 34 | 154 | 114 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.1 | 28.5 | 39 | 38.6 | 32 |
| 1500 | 344 | 33807 | 0 | 0 | 3 | 6 | 32 | 200 | 91 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.9 | 28.3 | 41.3 | 29.9 | 31.5 |
| 1600 | 376 | 34183 | 0 | 0 | 0 | 0 | 32 | 202 | 127 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20.7 | 29.1 | 41.6 | 37.8 | 31.8 |
| 1700 | 361 | 34544 | 0 | 0 | 0 | 2 | 44 | 179 | 121 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 28.9 | 39.2 | 37.7 | 32 |
| 1800 | 244 | 34788 | 0 | 0 | 0 | 1 | 21 | 134 | 77 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 29.3 | 41.5 | 36.1 | 32.2 |
| 1900 | 118 | 34906 | 0 | 0 | 0 | 0 | 6 | 69 | 37 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21.4 | 29.6 | 45.1 | 36.4 | 32.4 |
| 2000 | 68 | 34974 | 0 | 0 | 0 | 0 | 3 | 24 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 31 | 37 | 60.3 | 34.2 |
| 2100 | 43 | 35017 | 0 | 0 | 0 | 0 | 3 | 20 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.6 | 29.8 | 37.8 | 46.5 | 32.4 |
| 2200 | 26 | 35043 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 20.8 | 33.7 | 62.7 | 80.8 | 38.9 |
| 2300 | 22 | 35065 | 0 | 0 | 0 | 1 | 2 | 9 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17.8 | 29.7 | 48.9 | 45.5 | 34.4 |
| **07-19** | **3220** | **35065** | **1** | **2** | **14** | **50** | **318** | **1618** | **1063** | **134** | **19** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **2.4** | **28.9** | **50.4** | **37.8** | **32.2** |
| **06-22** | **3470** | **35065** | **1** | **2** | **14** | **51** | **332** | **1742** | **1155** | **152** | **19** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **2.4** | **29** | **50.4** | **38.3** | **32.2** |
| **06-00** | **3518** | **35065** | **1** | **2** | **14** | **52** | **335** | **1755** | **1175** | **159** | **21** | **2** | **1** | **0** | **1** | **0** | **0** | **0** | **2.4** | **29** | **62.7** | **38.6** | **32.2** |
| **00-00** | **3589** | **35065** | **1** | **2** | **14** | **52** | **338** | **1767** | **1200** | **181** | **26** | **5** | **1** | **0** | **2** | **0** | **0** | **0** | **2.4** | **29.1** | **62.7** | **39.4** | **32.4** |

| Summary | | | Southbound | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | RunTot | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vbin | Vmin | Mean | Vmax | >PSL% | Vpp |
| | | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | | 30 | 85 |
| | | | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | | | | | |
| | **35065** | **35065** | **4** | **29** | **185** | **515** | **3371** | **17683** | **11198** | **1674** | **303** | **64** | **14** | **10** | **5** | **0** | **0** | **3** | **2.2** | **29.1** | **95.4** | **37.9** | **32.4** |

**Appendix C– Updated Accessibility Drawings**

Continued…




Legend

- Site Boundary
- Highway Boundary



motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Access Strategy

Scale: 1:1250 (@ A3)

Notes:

Drawing: 1810054-03

Revision: G

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Proposed new 2m wide soft verge (service margin)

Proposed new 5.5m wide vehicular access with 6m junction radii

Proposed new 2m footway

Proposed new crossing point

2.4m x 51.4m junction visibility splay to east (trailing direction)

Proposed 2m wide footway providing access to Guildford Road

Proposed 1.5m wide footway behind exisitng lay-by linking pedestrian access with bus stop and existing eastern footway

Existing bus stop/shelter

2.4m x 47.9m junction visibility splay to west (leading direction)

GUILDFORD ROAD

LOXWOOD ROAD

TCB

Garage

CRATE

SUDS

BCP

north

## Legend

Site Boundary

Highway Boundary



motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Eastern Access Arrangement
Guildford Road

Scale: 1:500 (@ A3)

Notes:

Drawing: 1810054-04

Revision: F

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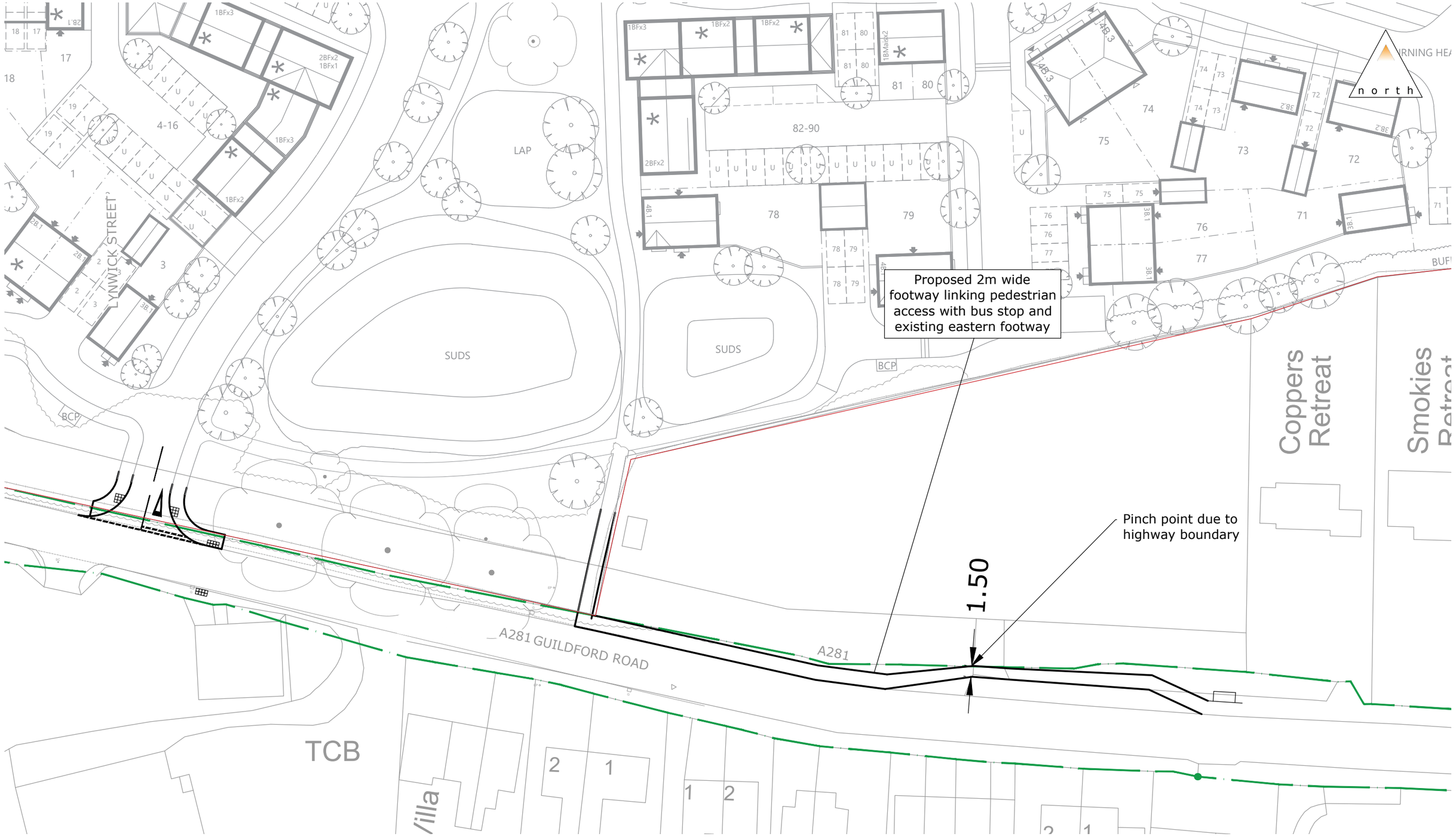



Legend

- Site Boundary
- Highway Boundary



motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Access Strategy

Scale: 1:500 (@ A3)

Notes:

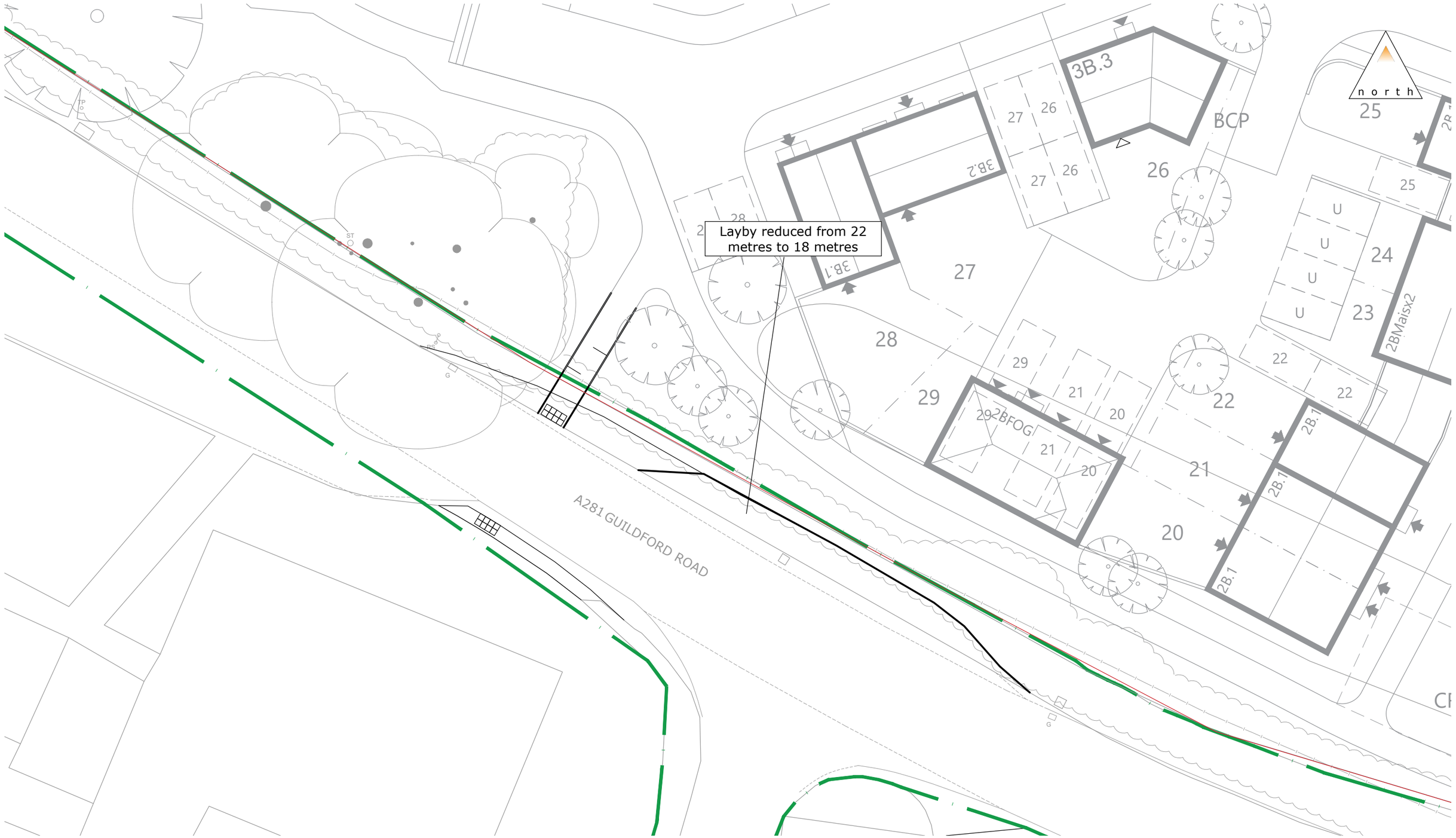
Drawing:
1810054-07

Revision:

C:\Users\glester\Motion\StaffSite - Wlrudg 1810054\Drawings\1810054-07 And 08.dwg

**Appendix D – Updated Crossing Drawing**

Continued…




## Legend

Site Boundary

Highway Boundary



motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Access Strategy
Reduced Layby Widths

Scale: 1:250 (@ A3)

Notes:

Drawing:
1810054-08

Revision:

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**Appendix E – Travel Plan**

Proposed Residential Development
Land north of Guildford Road, Bucks Green

# Travel Plan

For

Welbeck Land

motion

# Document Control Sheet

Proposed Residential Development

Land north of Guildford Road, Bucks Green

Welbeck Land

This document has been issued and amended as follows:

| Date | Issue | Prepared by | Approved by |
|---|---|---|---|
| 10/04/2025 | 1st Draft | AG/ GL | EU |
| | | | |

Motion
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## Contents



## Figures

# 1.0 Introduction

1.1 This Travel Plan has been prepared on behalf Welbeck Land to accompany a planning application for a proposed residential development on A281 Land North of the A281 Guildford Road, Rudgwick, Bucks Green (herein referred to as 'the site').

1.2 The site is located to the north of Guildford Road (A281) and to the immediate east of Lynwick Street. To the north the site fronts undeveloped land, whilst land uses to the east are predominantly residential and mixed. The site is adjacent to Bucks Green and Rudgwick village centres. The site is located within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC).

1.3 The site currently accommodates undeveloped land. The proposal seeks planning permission for the construction of 69 dwellings with associated car parking and landscaping, with access taken via a new crossover onto Guildford Road. The proposals include a mix of flats and houses, which will be both private and affordable. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.

1.4 The application proposals have been subject to pre-application discussions with WSCC, with the pre-applications coping note being submitted in November 2021. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context.

1.5 At a national level, guidance on the production of Travel plans are provided in the 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' document from the Department for Transport (DfT), published in April 2009.

1.6 In line with the above guidance documents, this TP will be formatted into the following sections:

- Section 2 – Aims and Objectives;
- Section 3 – Existing Site Accessibility;
- Section 4 – Targets;
- Section 5 – Management and Communication Strategy;
- Section 6 – Travel Plan Measures; and,
- Section 7 – Monitoring and Review.

# 2.0 Aims and Objectives

## Aim

2.1 The aim of this TP is to reduce the number of vehicles travelling to the site on a daily basis and where possible encourage residents to travel more using more sustainable modes. In doing so the aim is to raise awareness of sustainable travel modes and their uptake.

## Objectives

2.2 In order for this TP to meet the above aim it has set a number of objectives that will be used as steps to meet the overall aim. These comprise:

- Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site every day;
- Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport. It is acknowledged that the site's location many limit some options, although the TP will draw on the modes that provide the greatest benefit;
- Promote the health and wellbeing benefits associated with travel by foot and by bicycle;
- Establish the management of the TP by appointing a Travel Plan Coordinator (TPC) who will be responsible for the operation of the TP, its day to day running and the monitoring of its progress;
- Assist in meeting the aims set out by the Council to reduce road traffic and congestion; and
- Set appropriate targets in consultation with the council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a residents travel survey.

2.3 The above objectives will be reviewed on an annual basis. If required, they can be altered by the TPC to offer clearer direction enabling them to evolve the TP.

# 3.0 Baseline Conditions

## Site Location

3.1 To put the site into context, a detailed review of the study 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.

## The Site

3.2 The site is located to the north of Guildford Road (A281) adjacent to Bucks Green and Rudgwick village centres. Horsham is approximately 10 kilometres to the east and Billingshurst 8 kilometres to the south (approximate straight-line distances). The site is located within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC). The site location is shown in Figure 3.1 below.

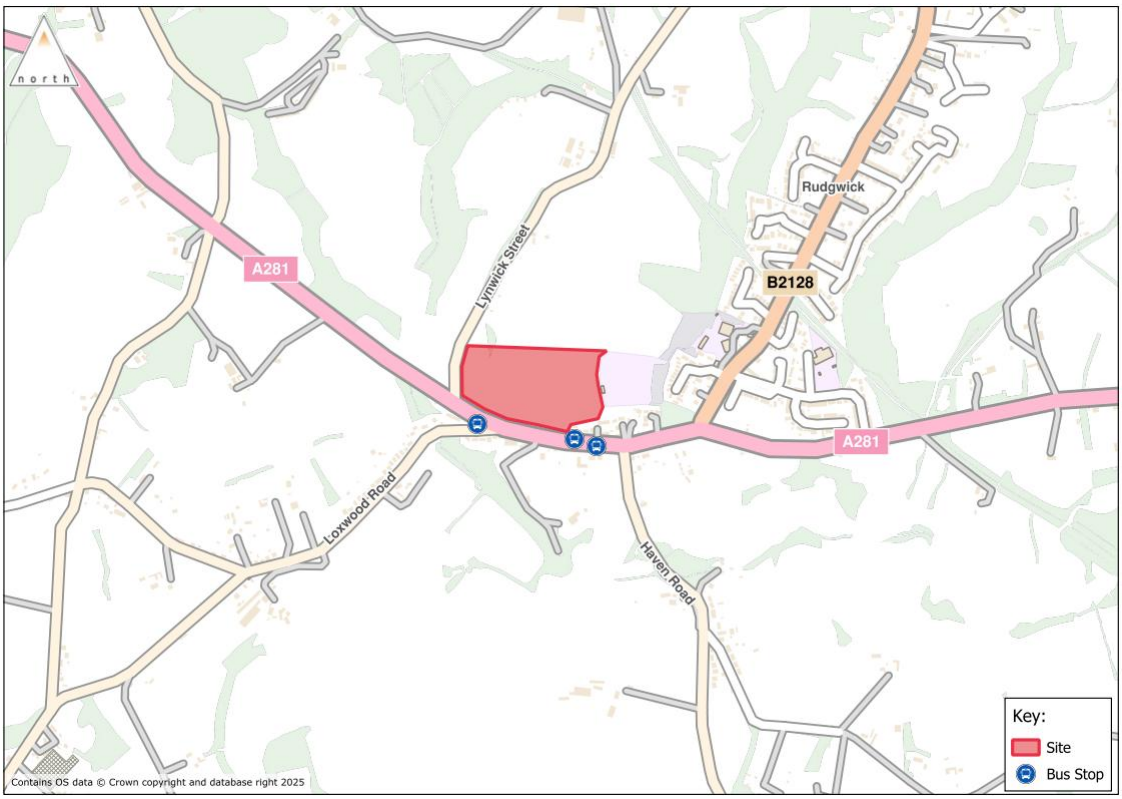


Figure 3.1 - Site Location

3.3 The area to the east of the site is predominately residential in nature, beyond that the site is located in a predominantly rural location. The site currently accommodates undeveloped land. Access to the site is currently via an existing field gate access along Lynwick Street to the west of the site.

## Existing Highway

3.4 Vehicular access to the site will be achieved via Guildford Road (A281), which forms the southern boundary of the site and is a two-way single carriageway road subject to a 30mph speed limit in the vicinity of the site. Guildford Road is predominantly residential in nature to the east of the site, with agricultural fields to the west. There is an existing layby set into the site frontage opposite Loxwood Road. The A281 connects the site to Guildford to the northwest via Alfold Crossways whilst to the east the A281 provides a route to Horsham and on towards Brighton via the A2031 and A283.

3.5 The west boundary of the site is boarded by Lynwick Street where there is an existing field gate access to the site. Lynwick Street is a two-way single carriageway road and is subject to a 40mph speed limit in the vicinity of the site. Lynwick Street joins Guildford Road adjacent to the south-western corner of the site, and to the north it connects to the B2128 Church Street in Rudgwick

3.6 At Broadbridge Heath, approximately 10km to east of the site and to the west of Horsham, the A281 connects to the A24 giving access to Dorking and the M25 to the north and Worthing and the A27 to the south.

3.7 The site is located close to the A29, a two-way single carriageway with variable speed limits along its length. To the north the A29 provides access onto the A24 at Beare Green Roundabout, to the south it provides access directly into Billingshurst where it connects to the A272 and continues through Pulborough before joining the A27 near Fontwell.

3.8 The site in relation to the local surrounding highway network is shown within Figure 3.2 below.

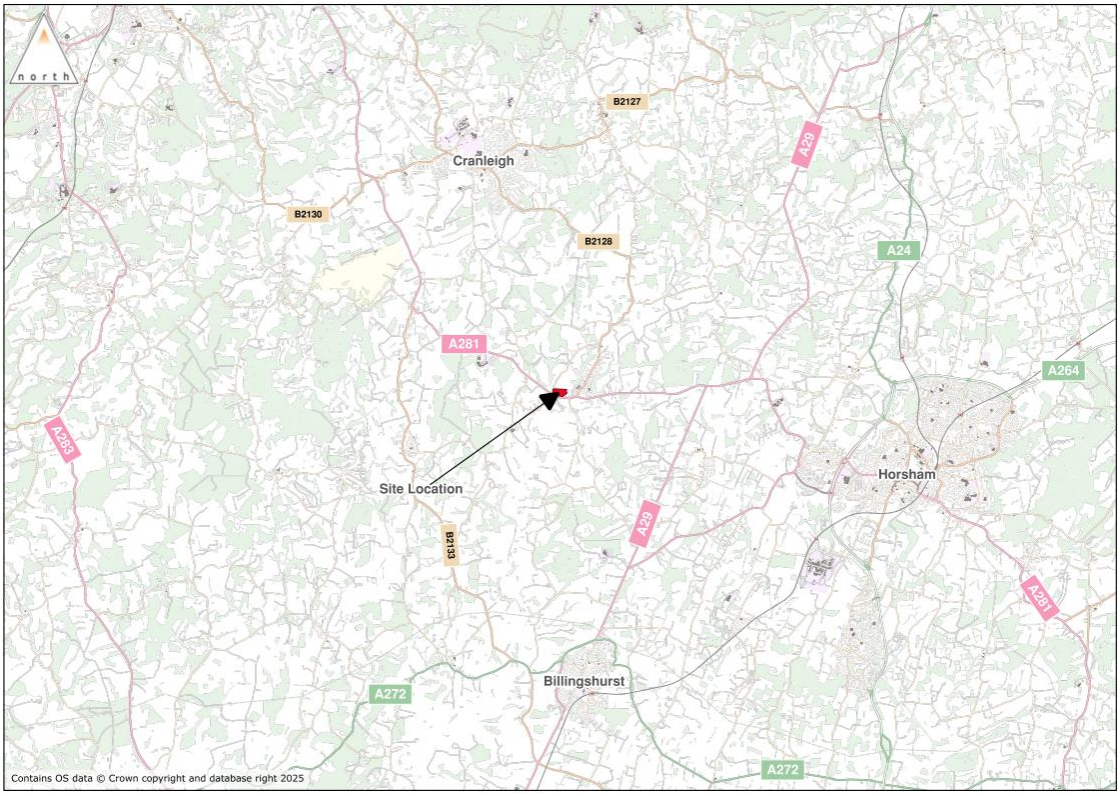


Figure 3.2 - Site Location in relation to the local surrounding Highway Network

## Sustainable Transport Accessibility

3.9 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.10 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 3.1.

| Description of Walking Distances | Distance to Destinations (metres) | | |
|---|---|---|---|
| | Town Centres | Commuting/ Schools | Elsewhere |
| Desirable | 200 | 500 | 400 |
| Favourable | 400 | 1,000 | 800 |
| Preferred Maximum | 800 | 2,000 | 1,200 |

Table 2.1 – Suggested Walking Distances (CIHT, 2000, 'Guidelines for Providing for Journeys on Foot')

3.11 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".

3.12 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2015 (NTS) also noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.

### *Accessibility by Foot and Cycle*

3.13 The site is relatively well located to the existing pedestrian network comprising local footways, footpaths and bridleways, and pedestrian routes exist towards the main pedestrian destination of Rudgwick village in the form of a footway, initially along the southern side of Guildford Road connecting the site to local shops and services including a Co-operative Food store, nearby bus stops and local schools.

3.14 In addition, there are traffic free and lightly trafficked routes which can be followed to get to Rudgwick village centre including Footpath 1386 along the eastern boundary of the site. The location of the site and suggested walking routes, and local public rights of way are shown in Figure 3.4 below.

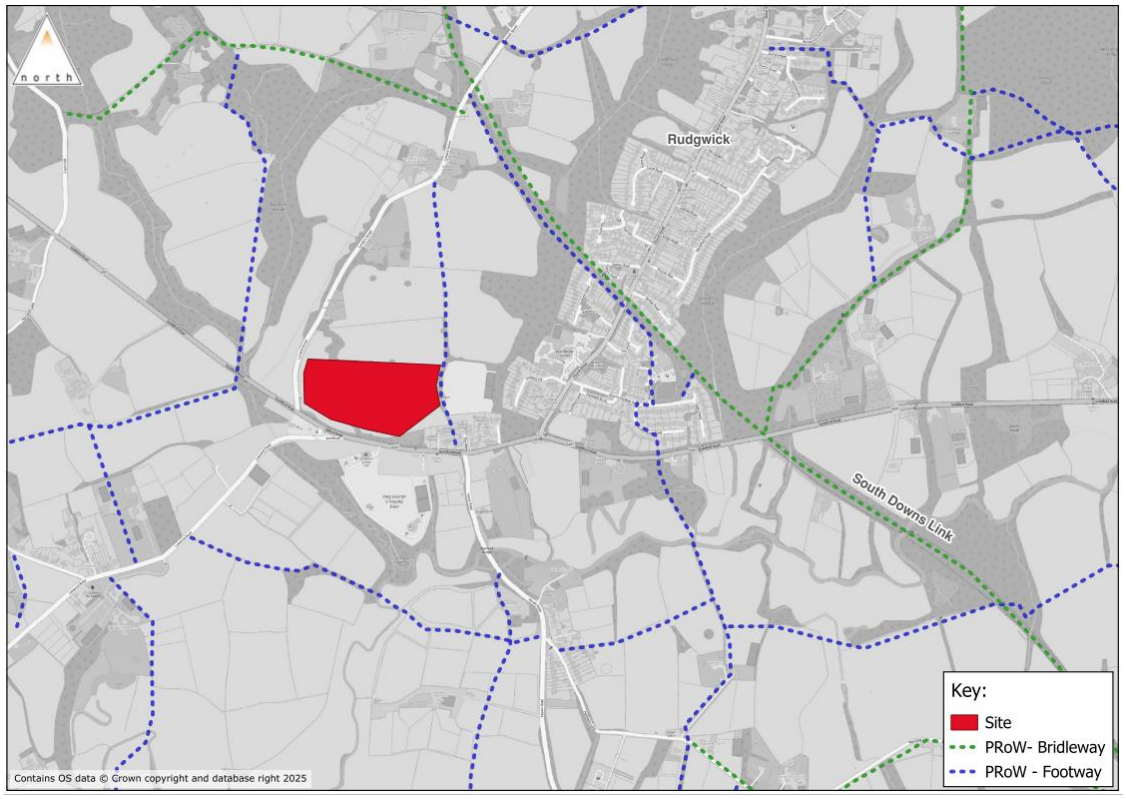


Figure 3.43.3 - Public Rights of Way

3.15 The site is also closely located to route 223 of the National Cycle Network which provides a signed route along a disused railway to the east. The railway also forms part of the Downs Link cycle route which is a long-distance route between Guildford and Brighton.

## Accessibility by Bus

3.16 The nearest bus stops to the site are located at the southern site boundary on Guildford Road (Haven Road stops). Both stops are within around 175m of the proposed site access. These stops are served by Arriva bus route 63, details of this bus service are contained in Table 3.1 below.

| Destination | Route | Frequency | | |
|---|---|---|---|---|
| | | Mon-Fri | Sat | Sun |
| 63 | Guildford Bus Station – Shalford – Bramley – Wonersh – Shamley Green – Rowly – Cranleigh – Ewhurst – Rudgwick – Bucks Green – Slinfold – Broadbridge Heath – Horsham Bus Station – Horsham Rail Station | 1 per hour | 1 per hour | - |

Table 3.1 – Local Bus Route

3.17 Interchange at Horsham and Guildford bus station provide further accessibility to additional towns including Crawley, Worthing, Woking and Farnborough, as well as alternative modes of transport.

## Accessibility by Rail

3.18 The nearest rail station to the site is Horsham located approximately 12.6 kilometres to the west of the site within Horsham. Horsham train station is provided with 220 car parking spaces of which 4 are accessible as well as 253 cycle parking spaces and being fully accessible. A summary of available rail services is provided in Table 2.1 below.

| Destination | Route | Frequency | | |
|---|---|---|---|---|
| | | Mon-Fri | Sat | Sun |
| London Victoria | Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria | 2 per hour | 2 per hour | 1 per hour |
| | Horsham – Warnham – Ockley – Holmwood – Dorking – Box Hill & Westhumble – Leatherhead – Ashtead – Epsom – Ewell East – Cheam – Sutton – Carshalton – Hackbridge – Mitcham Junction – Mitcham Eastfields – Balham – Clapham Junction – London Victoria | 1 per hour | 1 per hour | - |
| Peterborough | Horsham – Littlehaven - Ifield – Crawley – Three Bridges – Gatwick Airport – Horley - Redhill – Merstham – Coulsdon South – Easy Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – St Pancras International – Finsbury Park – Stevenage – Hitchin – Arlesey – Biggleswade – Sandy – St Neots – Huntingdon – Peterborough | 2 per hour | 2 per hour | - |
| Portsmouth Harbour | Horsham – Barnham – Chichester – Southbourne – Emsworth – Havant – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour | 2 per hour | 2 per hour | 1 per hour |
| Bognor Regis | Horsham – Christs Hospital – Billingshurst – Amberley – Arundel – Ford – Barnham – Bognor Regis | 2 per hour | 2 per hour | 1 per hour |

Table 2.1 Local Rail Services

## Access to Local Amenities

3.19 There are a number of facilities accessible on foot and by cycle from the site. The majority of these are located east of the site, towards or in Rudgwick. Figure 3.5 shows the location of some of the key amenities in the vicinity of the site.

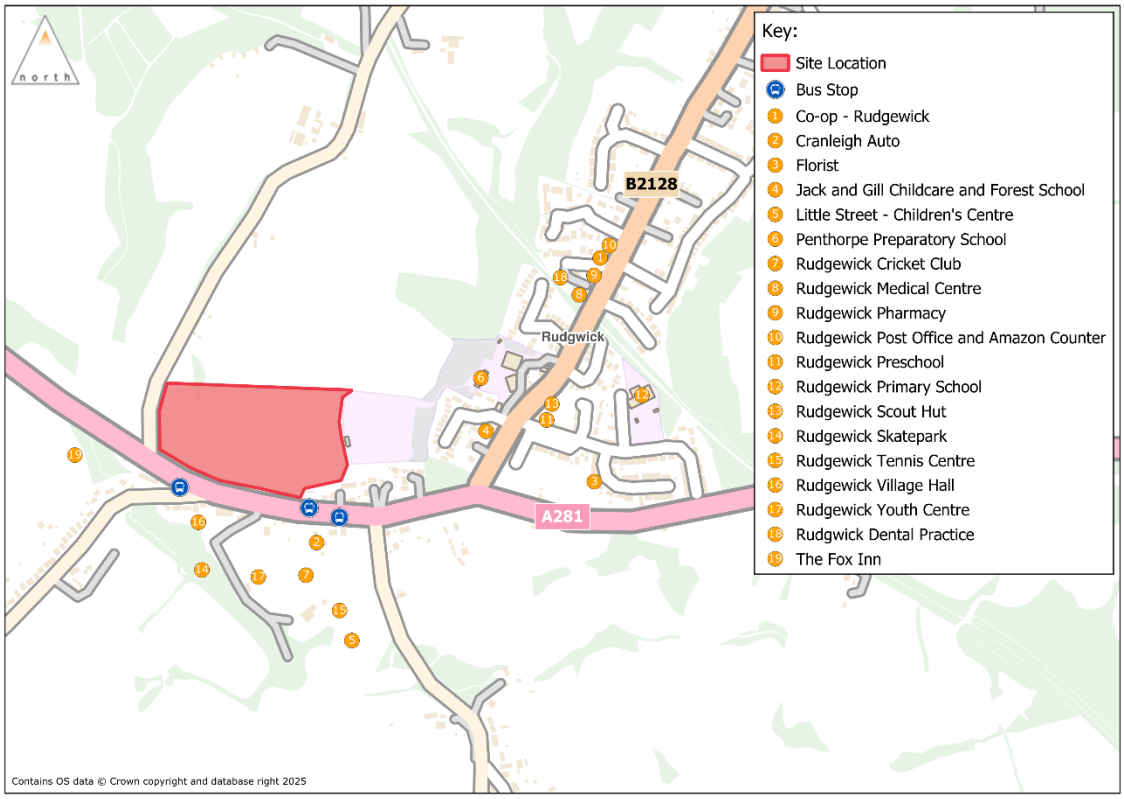


Figure 3.4: Local Amenities

3.20 A summary of the local amenities in the vicinity of the site is provided in Table 3.2 below. Table 3.2 demonstrates that the site is situated close to a range of amenities within convenient walking and cycling distance including food stores, leisure facilities and healthcare facilities.

| Amenity | Distance (m) | Walk Time (min) | Cycle Time (min) |
|---|---|---|---|
| The Fox Inn | 150 | 2 | 1 |
| Rudgewick Skatepark | 190 | 3 | 1 |
| Cranleigh Auto | 240 | 3 | 1 |
| Rudgwick Village Hall | 250 | 3 | 1 |
| Rudgewick Youth Centre | 300 | 4 | 2 |
| Rudgwick Cricket Club | 450 | 6 | 2 |
| Little Street Childrens Centre | 450 | 6 | 2 |
| Rudgewick Tennis Centre | 450 | 6 | 2 |
| Jack and Gill Childcare and Forest School | 650 | 9 | 3 |
| Pennthorpe Preparatory School | 700 | 9 | 4 |
| Rudgewick Scout Hut | 750 | 10 | 3 |
| Rudgwick Preschool | 850 | 12 | 4 |
| Florist | 900 | 12 | 4 |
| Rudgwick Primary School | 1,100 | 16 | 5 |
| Rudgwick Medical Centre | 1,200 | 17 | 5 |

| | | | |
|---|---|---|---|
| Co-op Food Rudgwick | 1,200 | 17 | 5 |
| Rudgwick Post Office | 1,200 | 17 | 5 |
| Rudgwick Dental Practice | 1,200 | 17 | 5 |
| Rudgwick Pharmacy | 1,200 | 17 | 5 |

Table 3.2 Distance to Local Amenities

## Summary

3.21 The site is located to the north of Guildford Road (A281) adjacent to Bucks Green and Rudgwick village centres. Horsham is approximately 10 kilometres to the east and Billingshurst 8 kilometres to the south (approximate straight-line distances). The site benefits from good access to the local highway network and is accessible by sustainable forms of transport. A review of personal injury collision data has not identified any issues associated with the existing highway that are considered to be detrimental to road safety. The next section outlines the development proposals subject of this Transport Statement.

# 4.0 Targets

4.1 TPs should have measurable outputs of targets against which the progress of the plan can be monitored. A suitable indicator of success of the TP is the modal split of resident travel.

4.2 There are two main types of target associated with a TP:

- Action Targets; and.
- Aim Targets.

4.3 Action targets act as a check list to ensure that the appropriate measures are carried out within a specified time frame. Aim targets are quantitative targets which set a percentage allowance for people using a certain mode of transport.

## Action Targets

4.4 The action targets tabulated for simplicity and have been detailed in Table 4.1 below.

| Timing | Travel Plan Measure Action Target | Responsible | Target Date |
|---|---|---|---|
| Prior to Occupation | Appoint Travel Plan Coordinator | Developer | Three months prior to occupation |
| | Agree Action Targets | Developer | Planning submission |
| | Agree Monitoring and Review programme | Developer | Planning submission |
| | Implementation of physical measures (cycle parking) | Developer | During construction |
| | Establish a timeline for implementation of soft measures | Travel Plan Coordinator | Prior to initial occupation |
| | Provision of Car Club Vehicle (minimum 1 from outset) | Developer | Prior to initial occupation |
| Upon Occupation | Launch Travel Plan | Travel Plan Coordinator | On opening |
| | Cycle vouchers towards the purchase of a bicycle from a local supplier | Travel Plan Coordinator | Upon occupation |
| | Three years car club membership per unit to go alongside the two cars provided | Travel Plan Coordinator | Upon occupation |
| | Vouchers for the purchase of public transport tickets up to a value of £50 per unit | Travel Plan Coordinator | Upon occupation |
| | Provide residents with stater packs | Travel Plan Coordinator | Upon occupation |
| | Implementation of Travel Plan measures | Travel Plan Coordinator | On opening |
| | Display Travel Plan | Travel Plan Coordinator | On opening |
| | Organise a Doctor Bike Event | Travel Plan Coordinator | Upon occupation |
| | Initial survey of residents' travel patterns (Baseline Survey) | Travel Plan Coordinator | Within 3 months of opening |
| | Submission of results of 1st travel survey to client/Council | Travel Plan Coordinator | Within 1 month of completing the survey |

| | | | |
|---|---|---|---|
| | Review of findings with Council and setting modal split (aim) targets | Travel Plan Coordinator | Within 3 months of the survey |
| | Repeat travel surveys | Travel Plan Coordinator | Year 1, 3 and 5 |

Table 4.1: Action Targets List

### Aim Targets

4.5 Upon completion of the baseline survey, aim targets will be set and agreed in consultation with Horsham District Council (HDC) and West Sussex County Council (WSCC).

# 5.0 Management and Communication Strategy

5.1 This section sets out how the TP will be managed from the present day to when the site is fully constructed and occupied.

## Management Strategy

5.2 This TP will be managed internally by a TPC. The TPC will be appointed by the developer 3 months prior to the first dwelling being occupied. The name and contact details of the TPC will be issued to HDC and WSCC in advance of the first dwelling being occupied.

5.3 The TPC will be responsible for the TP's day to day implementation as well as its formal monitoring requirements (detailed later within this document).

5.4 The implementation and ongoing management of the TP will be done in consultation with the council and communications will be maintained throughout the lifetime of the TP.

5.5 The TPC will ensure sufficient time is given to undertake the role. Residents will also be given sufficient time to fill in surveys at the required time.

5.6 The TPC will be the 'face' of the TP and a point of contact for the occupants.

## Enforcement

5.7 This TP will be secured by way of a condition in relation to the proposed development.

## Travel Plan Coordinator

5.8 The Travel Plan Coordinator (TPC) will be responsible for the day-to-day management and implementation of the TP.

5.9 Up to date details for the TPC will be provided to the council on appointment. If the role changes, new details will be provided.

5.10 The individual should be interested in sustainable travel issues. They will be keen to promote sustainable travel issues and raise awareness overtime, therefore encouraging the uptake of these modes facilitating the required modal shift.

5.11 The TPC will market the personalised travel planning services. This service will be freely provided to all residents. They will undertake a meet and greet exercise when the TP is formally launched where they will introduce themselves, making themselves known as the 'face' of the TP. At this point, they will make the offer of free personalised travel planning services.

5.12 The TPC will provide a link between the residents and the council who have a number of sustainable travel information resources, initiatives and updates available. They will ensure that all the latest updates are communicated to residents highlighting a positive and proactive approach to sustainable travel in and around the county.

5.13 The main duties of the TPC will consist of the following:

- Be the main point of contact and 'face' of the TP;
- Ensure their contact details are within the main information sources (discussed later within the document), these being the residents travel packs, development website and residents notice boards;
- Establish good communications/relations between themselves and the relevant contact at the council upon their appointment;

- Ensure they are fully aware of all sustainable travel options to and from the site and provide personalised travel planning to all residents;
- Ensure that they are fully up to date with current sustainable travel initiatives provides by the council so that these can be further promoted throughout the site;
- Be up to date on national events such as 'bike to work week', 'national lift share day' and 'sustainable travel week' so that these events can be promoted throughout the site;
- Look at the feasibility of setting up a 'Bike User Group' (BUG) and if demand dictates mange it; and,
- Organise monitoring surveys and compile the review report.

### Residents Travel Pack

5.14 A Residents Travel Pack (RTP) will be provided as part of the information provided to all new residents upon commencing occupation.

5.15 The RTP will include:

- A mission statement detailing the aim and objectives of the TP;
- Contact details of the TPC and a brief introduction about them, including information such as their commitment to promoting sustainable travel. The duties the TPC is responsible for, such as personalised travel planning services, will also be detailed;
- A site location plan highlighting the sites proximity to local transport provisions and walking/cycling routes;
- Examples of walking or cycling journeys to destinations such as the railway station or other local destinations such as banks and post offices will be provided;
- Health, environmental and economic benefits of travelling via sustainable modes;
- Public transport routes, spider maps and timetables;
- Details of cycling initiatives provided by the council;
- Details of local taxi services;
- Vouchers for the purchase of public transport tickets up to a value of £50 per unit;
- Cycle vouchers towards the purchase of a bicycle from a local supplier; and
- Three years car club membership per unit to go alongside the two cars provided.

5.16 An update of the RTP detailing timetables and route maps will be sent out on an annual basis to ensure that all information is kept up to date.

### Summary

5.17 This section highlights that a firm management structure will be put in place at the development. The appointed management company will be responsible for the implementation of the TP.

# 6.0 Travel Plan Measures

6.1 The main aim of the sustainable transport policy is to reduce single occupancy car use by promoting a choice of alternative means of transport. The main alternatives are as follows:

- Walking;
- Cycling;
- Car Sharing;
- Train;
- Taxi/Minicab;
- Electric Vehicles; and,
- Bus.

6.2 This section will set out the proposed package of measures which will be implemented across the site in line with West Sussex County Council objectives for Horsham to:

*"Prioritise active travel modes where development takes place"*

## Encouraging the uptake of Walking and Cycling

### *Walking*

6.3 The following measures are proposed in order to promote walking to and from the site:

- The TPC will provide residents with information about available walking routes to local amenities;
- The TPC will raise awareness of the health benefits of walking; and,
- The TPC will encourage participation in Walk to Work Week and/or other relevant events to encourage walking.

6.4 Dropped kerbs and tactile paving will be provided at the proposed access to accommodate passing pedestrian movements, whilst footways will be accommodated alongside the access road providing pedestrians with safe access into the site.

### *Cycling*

6.5 Maps will be provided detailing the local cycle routes in the vicinity of the development site. Journey times to certain locations will be detailed on the maps.

6.6 Information on the health, economic and environmental benefits of walking and cycling will be detailed. Examples of the number of calories burnt on a 10-minute walk or 20-minute cycle will be provided. Information of the savings on petrol by substituting car journeys for travelling on foot or by cycle will be provided. By providing examples, it offers some perspective of the benefits of using these modes.

6.7 Cycle use is encouraged by the provision of secure cycle parking facilities at the site. The proposals include secure, sheltered and well-lit cycle parking facilities. All residential dwellings will benefit from a cycle parking space, with units of 3-bed or more benefitting from two spaces.

6.8 Promotional events will be held. This could be a site wide event 'cycle to work week' or be part of a part of a national event such as the national 'Bike Week' which is usually held in June. Posters can be downloaded and displayed throughout the site to encourage those who don't usually cycle to work to make the change for a week, or even just one day within that week.

6.9 The TPC will liaise with relevant companies to investigate the potential for a Doctor Bike event on site. This would provide residents with an opportunity to ask questions of professionals to fix any issues they may have with their bike.

### Encouraging the uptake of Public Transport

6.10 Public transport information will be made available in communal areas so that both residents and visitors can access the information. Timetables and maps will be kept up to date and a list of websites for further information will be listed, for example www.traveline.org.uk provides national bus, rail and coach travel information and timetables.

### Encouraging the uptake of Car Sharing

6.11 Car sharing is an excellent way to reduce the overall numbers of cars travelling to a site. The TPC will provide an email address to all residents interested in finding a car share partner. The TPC will then introduce potential partners.

6.12 In terms of the marketing of the car sharing scheme for residents, the benefits of car sharing in terms of reduced fuel costs will be promoted, an important issue given recent increases in fuel costs.

### Taxis and Minicabs

6.13 Taxis can play an important role for residents and visitors at times when other modes of public transport may not be convenient or available. Contact details of local taxi companies would therefore be made available on site.

6.14 It may also be possible to negotiate special residents rates with a local taxi firm and this will be explored by the TPC. By contracting to one firm, higher discounts might be arranged and promoting a commendable and reliable firm will also be reassuring to residents. This is to be investigated by the TPC.

### Electric Vehicles

6.15 Electric vehicles are a more sustainable alternative to the traditional vehicle and can help improve air quality and reduce carbon emissions. Electric vehicle charging points will be provided on-site in accordance with Parking Guidance as the presence of charging infrastructure will encourage use of this mode. This requires all residential units to have an active charging point. If charging points are frequently used, the possibility of increasing their number will be explored by the TPC.

6.16 It is proposed to install electric charging points in accordance with HDC and WSCC's Parking Guidance.

### Summary

6.17 The above section details the wide variety of measures that will be implemented throughout the site. The measures will be reviewed on an annual basis in line with the monitoring and review timetable, discussed in section 7, and where appropriate amened to reflect travel patterns observed at the site.

# 7.0 Monitoring and Review

7.1 The DfT provide guidance on what to include within a TP on their website, which can be accessed via the following address:

https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements#travel-plans

7.2 By undertaking the survey every two years the success of the TP in its ability to influence residents travel behaviour can be measured. The modal split of how residents travel will be recorded to ensure that the number of residents driving in their own private vehicle will reduce in favour of more sustainable modes.

7.3 In order to ensure an effective monitoring strategy is in place that following activities will be undertaken as part of a TP:

- A TRICS baseline survey will be undertaken within six months of the dwellings being occupied to establish the baseline modal split;
- A further survey will be undertaken in year 1, with further periodic compliant monitoring surveys undertaken in years 3 and 5 of the lifetime of the TP. This enables modal shift to be identified; and
- The answers to the main mode question should be used to identify the modal split for the site.

7.4 Other data collected might include:

- Reasons for choice of travel mode and barriers to travel by sustainable modes;
- Additional information about measures which are likely to encourage a switch to sustainable alternatives; and,
- The amount of business travel undertaken during the working day and opportunities for switching to alternatives.

7.5 Surveys will be undertaken at a similar time each year and in a 'neutral' month, avoiding school holidays.

7.6 Surveys may be undertaken online or via hard copy, whichever is considered most appropriate for residents to ensure a good and representative response. The TPC should aim to achieve a response rate of at least 30% for baseline surveys, or at least be able to provide assurance to the local authority that the sample is representative if this response rate is not achieved.

## Remedial Action

7.7 If the survey highlights that the site is not meeting its targets a number of remedial measures will need to be implemented on site to rectify the situation. The TP will also be extended to year 9 to ensure targets are met.

7.8 A number of potential remedial measures are listed below:

- Run an awareness campaign reinforcing alternatives to car travel, with particular focus on cycling; and,
- Allocation of addition resources to promote non-car modes of transport.

## Summary

7.9 The above section details how the success of the TP will be measured. Surveys will be used to monitor the modal split of residents in order to ascertain the effectiveness of the TP.