



Proposed Residential Development
Land East of Woodfalls Manor, Rudgwick

Transport Statement

For

Greenplan Designer Homes

Document Control Sheet

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This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
29/04/2026	First Draft	WMC	PB
30/04/2026	Final	WMC	PB



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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Greenplan Designer Homes to accompany a Planning in Principle application in relation to development proposals on land to the east of Woodfalls Manor, Rudgwick (herein after referred to as 'the site').
- 1.2 The site comprises land situated to the east of Woodfalls Manor, approximately 1.5 kilometres southwest of Rudgwick village, and falls within the administrative boundaries of Horsham District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority).
- 1.3 The Permission in Principle seeks the construction of between six and nine residential dwellings, although an indicative scheme of seven dwellings has been produced to demonstrate how a scheme could be delivered on the site. Access to the site is to be achieved via a new vehicular access taken from Loxwood Road. Car and cycle parking are to be provided in accordance with local policy standards.
- 1.4 Pre-application consultation with West Sussex County Council as Local Highways Authority has taken place on the application proposals. This report has been prepared having regard to advice received at pre-application stage, included in **Appendix A**, as well as relevant transport/highway guidance. In summary, this report demonstrates that:
 - ▶ The site accords with national and local policies that are considered pertinent to transport;
 - ▶ A review of personal injury collision information has identified no significant issues associated with the local highway network which are detrimental to the existing standard of road safety;
 - ▶ Safe and suitable vehicular access to the site can be achieved from Loxwood Road via a new access which has been designed in accordance with relevant design guidance;
 - ▶ The site layout has been designed to take account of relevant design guidance;
 - ▶ Appropriate provision is made for car and cycle parking, based on local parking guidance; and
 - ▶ The development proposals will result in an imperceptible increase in vehicle movements during both the morning and evening peak hour periods and will not adversely interfere with the safety or operation of the highway network local to the site.
- 1.5 Following this introduction, the remainder of this report is structured as follows:
 - ▶ Section 2 – outlines the transport planning policies considered to be relevant to the application;
 - ▶ Section 3 – provides information on the site and surrounding area, including a review of the local highway network, accessibility by all modes of transport and road safety;
 - ▶ Section 4 – sets out the application proposals, including details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 – outlines the anticipated vehicle trip generation associated with the proposed development; and
 - ▶ Section 6 – summarises the key findings and conclusions of this report.

2.0 Policy Context

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The policy documents that set the context for the development proposals include the following:
- ▶ National Planning Policy Framework – December 2024;
 - ▶ Horsham District Planning Framework – November 2015;
 - ▶ Horsham District Local Plan 2023 – 2040 (Regulation 19); and
 - ▶ West Sussex County Council’s Guidance on Parking at New Developments Document – September 2020.

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government’s planning policies for England and how they are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 of the NPPF states that it is necessary to focus on local context when planning policy and decisions are being made.
- 2.4 Section 9 of the NPPF relates to ‘Promoting Sustainable Transport’, with paragraph 109 stating:
- “Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

- 2.5 Paragraph 115 outlines points to be taken into account in making site allocations and considering development proposals:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 2.6 Paragraph 116 states:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*
- 2.7 A draft NPPF for consultation was published in December 2025. While not yet formally adopted, the policies contained within the revised NPPF illustrate the direction of travel at a national level. Due to the potential for this to be adopted prior to the determination of this planning application, key policy within this draft document will be set out within this section.
- 2.8 Policy TR1 looks for a vision-led approach to planning for transport, proposing a Connectivity Tool as a method for assessing site connectivity and informing site selection.
- 2.9 Policy TR2 on local parking standards requires development plans to set local standards, a removes the current NPPF's requirement for a "clear and compelling justification" to introducing maximum parking standards, where it is appropriate.
- 2.10 Policy TR3 states;
- "This policy revises elements of current Framework paragraphs 109(b), (d), (e), and (f) and paragraph 110, consolidating key decision-making principles for sustainable development patterns. The term "significant development" has been replaced with "significant amount of movement in the context of the area within which they would be situated" in sub-paragraph (a) to provide greater clarity about the type of impact with which this is concerned. The Connectivity Tool is also specifically referenced as a tool that should be used in assessing the connectivity of particular locations proposed for development. The policy also introduces the concept of 'wheeling' for greater inclusivity which will be defined in the glossary."*
- 2.11 Policy TR4 creates a more cohesive approach to consider transport in the design of schemes. This includes incorporating new facilities that facilitate sustainable transport and makes reference to meeting the needs of the elderly, children and people with disabilities.

2.12 Policy TR6 states:

"It amends the wording so that proposals "likely to" (rather than "will") generate significant amounts of movement need to be supported by a transport statement or assessment and a travel plan, reflecting the fact that impacts will not be considered fully until these are prepared. The text also clarifies that the choice between a transport assessment and a transport statement should be proportionate to the scale and significance of issues.

TR6(3) is intended to provide clearer language than current Framework paragraph 116 in terms of how adverse impacts on transport networks should be considered, and has been broadened to reflect potential impacts on the transport network as a whole (not just highways impacts). TR6(4) provides further clarification that the assessment of potential impacts should take into account impacts at different times of day, potential cumulative impacts and multimodal trip generation, as well as the vision for the development."

Local Policy

Horsham District Planning Framework

- 2.13 The Horsham District Planning Framework was adopted in November 2015 and sets out the planning strategy of Horsham District Council, covering the period up to the year 2031. The Horsham District Planning Framework aims to meet the social, economic and environmental needs of the District.

2.14 Policy 40 'Sustainable Transport' states:

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

Is appropriate and in scale to the existing transport infrastructure, including public transport;

Maintains and improves the existing transport system (road, rail, cycle);

Is integrated with the wider network of routes, including public rights of way and cycle paths;

Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions;

Is located in areas where there are, or will be a choice in the modes of transport available;

Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians;

Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport;

Develops innovative and adaptable approaches to public transport in the rural areas of the district;

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

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

2.15 Policy 41 'Parking' states:

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

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

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

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

Emerging Horsham District Local Plan 2023 – 2040

2.16 Horsham District Council are currently in the process of updating their Local Plan to cover the period between 2023 to 2040. Horsham District Council requested to re-open the examination of the Emerging 2023 – 2040 Local Plan, with the first stage hearing occurring on the 21st April 2026. The second stage hearing is to occur in September 2026 and will consider the Council's overall strategic approach, including the identification of specific development sites within the Plan.

2.17 Strategic Policy 24 'Sustainable Transport' states:

"Development will be supported provided the following is demonstrated:

a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;

b) The layout, design and location of facilities and infrastructure prioritise the ability of residents and workers to safely and conveniently walk and cycle to meet their day to-day work, shopping and leisure needs;

c) Walking and cycling routes are designed to be safe, attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;

d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;

e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;

f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, e-cycle and scooter hire, and electric bus.

Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.

Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority."

Parking Standards

- 2.18 Car and cycle parking standards for new development are informed by West Sussex County Council's 'Guidance on Parking at New Developments' (2020) document. According to the guidance document, the provision of parking should be determined having regard to which 'Parking Behaviour Zone' (PBZ) the development is located within. It is understood that the site falls within PBZ1 and, as such, the applicable standards are summarised in Table 2.1 below.

Number of Bedrooms	Number of Habitable Rooms	Residential Parking Demand Per Dwelling (Parking Behaviour Zone 1)	Cycle Parking Demand Per Dwelling
1	1 to 3	1.5	1 cycle parking space per dwelling
2	4	1.7	
3	5 to 6	2.2	2 cycle parking space per dwelling
4+	7 or more	2.7	

Table 2.1 – Car and Cycle Parking Standards (Guidance on Parking at New Developments, West Sussex County Council, 2020)

- 2.19 In addition to these standards, the guidance document suggests 'active' electric vehicle charging infrastructure should be provided for a minimum of 20% of all parking spaces.

3.0 Baseline Conditions

3.1 To establish the context of the application, a detailed review of the local area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the application site and its position with regard to the local highway network. It also sets out an overview of the accessibility of the application site by a variety of modes of transport and includes a comprehensive review of Personal Injury Collision (PIC) information.

Site Location

3.2 The site is located to the north of Loxwood Road, approximately 1.5 kilometres southwest of Rudgwick village centre, and falls within the administrative boundaries of Horsham District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The site benefits from close proximity to both the strategic highway network, including the A24 to the east and A272 to the south, and existing public transport infrastructure including numerous bus stops on Guildford Road (A281) to the northeast. The site location is illustrated in Figure 3.1 below.

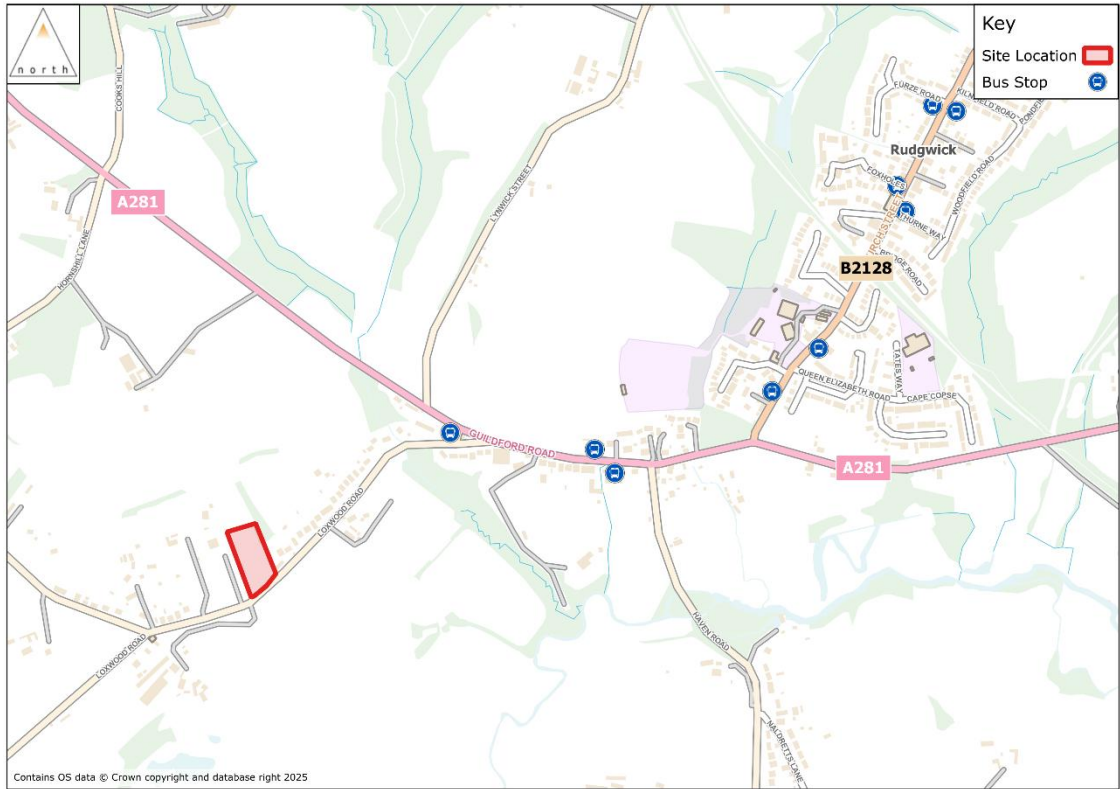


Figure 3.1 – Site Location

Planning History

- 3.3 An outline planning application was refused under delegated powers on 16th November 2015 (LPA Reference: DC/15/1649) which comprised the construction of six residential dwellings, although it should be noted that West Sussex County Council as Local Highways Authority advised that the proposals were acceptable in principle, subject to conditions relating to visibility and construction.
- 3.4 The application was subsequently dismissed at appeal on 6th July 2016 (LPA Reference: APP/Z3825/W/16/3144210). The key issue related to whether the proposals would constitute sustainable development in a rural area, and whether residents will be reliant on the private car to access services and facilities. Paragraph 27 of the Inspector's Report states the following:

"Taking into account all of the above I consider that the location is not well served in terms of provision for either walking or cycling, particularly for more vulnerable groups of road users such as children. I acknowledge that it does not need to be demonstrated that the site is the most sustainable location for development in the surrounding area and that the Highway Authority considered that "due to the amount of surrounding dwellings the situation was not materially altering" in relation to sustainability. However, based on the evidence before me, I consider that for the majority of the time and for convenience reasons, occupiers would tend to be highly dependent on travel by the private car to access services and facilities. As such I do not consider that the development would be in a sustainable location."

Local Highway Network

- 3.5 The site is located to the north of Loxwood Road, a two-way single carriageway road subject to a speed limit of 30 miles per hour. Loxwood Road leads northeast to form a priority junction With Guildford Road (A281), a two-way single carriageway road subject to a speed limit of 30 miles per hour. Guildford Road (A281) leads east to form a roundabout with Bognor Road (A29), which provides a northbound route towards Ockley and a southeast route towards Broadbridge Heath and Horsham. Guildford Road continues to form the Newbridge Roundabout with Five Oaks Road and Broadbridge Way, which routes east onto the A24. The A24 routes north towards the Great Daux Roundabout, which provides an eastbound route towards Crawley and a northbound route towards Kingsfold, Dorking and Leatherhead before routeing onto the M25 London Orbital Motorway. The A24 also routes south towards Ashington, Findon and Worthing.
- 3.6 To the southwest, Loxwood Road provides a direct route towards Loxwood. Loxwood Road forms a priority junction with High Street (B2133), a two-way single carriageway road subject to a speed limit of 30 miles per hour. High Street (B2133) leads north towards Alfold and the Alfold Crossways, which routes north towards Guildford and northwest towards Dunsfold. To the south, High Street (B2133) forms a priority junction with Kirdford Road which leads east towards Wisborough Green and west towards Kirdford. It is also noted that Kirdford Road continues southeast to form a priority junction with Billingshurst Road (A272). Billingshurst Road (A272) is a two-way single carriageway road subject to a speed limit of 30 miles per hour. Billingshurst Road (A272) leads east towards Billingshurst, Cowfold, Haywards Heath and Newick and west towards Petworth, Midhurst and Petersfield.

Road Safety

- 3.7 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, personal injury collision data was interrogated having regard to the Collision Plot database for the most recent five-year period for which data is available. The review demonstrates that no collisions have been recorded within the vicinity of the site access on Loxwood Road and, as such, it is therefore concluded that there is no evidence of an existing road safety problem in the vicinity of the site.

Sustainable Transport Accessibility

Context

- 3.8 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is noted that:
- ▶ Across Britain about 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot – Planning for Walking, 2015;
 - ▶ The majority of cycling trips are for short distances, with 80% being less than five miles (8 kilometres) and with 40% being less than two miles (3.2 kilometres). However, the majority of trips by all modes are also short distances. Therefore, the bicycle is a potential mode for many of these trips – Planning for Cycling, 2014; and
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.
- 3.9 The following paragraphs provide information on the opportunities to travel to the site by more sustainable means, including walking, cycling and public transport, and access to local amenities.

Accessibility on Foot and by Cycle

- 3.10 A footway is provided on the north side of Loxwood Road. The footway varies in width between 1.5 to 2 metres and provides a direct pedestrian route towards the existing bus stops on Loxwood Road approximately 500 metres northeast of the site. A footway is established on the south side of Loxwood Road approximately 450 metres northeast of the site, however there are no formal crossing points connecting the existing footways on either side of Loxwood Road. The footway on the south side of Loxwood Road leads east towards a signalised pedestrian crossing on Guildford Road (A281) approximately 850 metres northeast of the site. The signalised pedestrian crossing benefits from tactile paving and providing an appropriate pedestrian crossing point between the footways on both sides of Guildford Road (A281). The existing footways on Guildford Road (A281) lead east towards a number of local amenities contained within Rudgwick village centre.
- 3.11 Whilst there are no dedicated on-road cycle facilities on Loxwood Road within the immediate vicinity of the site access, the local highway network is deemed suitable for cyclists given the low speed limits and relatively flat topography. Notwithstanding this, it should be noted that National Cycle Network (NCN) Route 223 can be accessed via Church Street (B2128) approximately 1.5 kilometres northeast of the site and provides a cycle connection between Shoreham-by-Sea and Chertsey via Steyning, Horsham, Cranleigh, Guildford, Woking and Chertsey.
- 3.12 It should be noted that NCN Route 223 is bisected by NCN Route 22 approximately 5 kilometres north of Cranleigh, which routes towards Guildford to the north, as well as Farnham, Bordon and Petersfield to the southwest.

Accessibility by Bus

- 3.13 The closest bus stops are located on Loxwood Road approximately 500 metres northeast of the site. The bus stops (known as 'The Fox' bus stops) comprise of simple 'flag and pole' bus stops which provide access onto the 63 bus service which routes between Guildford and Horsham. A summary of the 63 bus service is provided in Table 3.1 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
63	Guildford – Shalford – Shamley Green – Cranleigh – Rudgwick – Bucks Green – Broadbridge Heath – Horsham	1 service every hour	1 service every hour	No services

Table 3.1 – Summary of Local Bus Services

Access to Local Amenities

- 3.14 The site is situated approximately 1.5 kilometres southwest of Rudgwick village centre, where there are a number of local amenities. Key amenities include two primary schools, two nurseries, a convenience store, a public house, a village hall, a pharmacy, a dentist and a number of recreation grounds.

Rural Community Sustainable Transport

- 3.15 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. National and local planning policy also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services. Paragraph 110 of the National Planning Policy Framework (2024) states the following:

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

- 3.16 The proposed development comprises the construction of between six and nine residential dwellings, which within the context of current planning policy is not considered 'significant development'. Whilst some amenities and facilities would potentially need to be accessed via private car, it is envisaged that the trips would occur over a relatively short distance given the proximity of Rudgwick village centre and Horsham town centre. Notwithstanding this, it is noted that the existing footway on the north side of Loxwood Road does provide a continuous route towards the 'The Fox' bus stop approximately 500 metres northeast of the site.

4.0 Development Proposals

Overview

- 4.1 The remainder of this section sets out the proposed access, parking and servicing strategies having regard to advice received at pre-application stage from West Sussex County Council as well as current best practice guidance.

Transport Vision

- 4.2 In line with the National Planning Policy Framework, the development proposals will be shaped by a long-term, place-specific vision that promotes sustainable, inclusive and well-designed development. Central to this vision is the creation of a connected and accessible neighbourhood that encourages active travel and reduces car dependency. This Transport Statement adopts a vision-led approach, aiming to identify and promote opportunities for walking, cycling, and public transport use, seeking to leverage existing transport infrastructure and integrate the proposed development to enhance site accessibility. Pursuant to this, the transport vision for the development ensures that:

- ▶ Residents have the opportunity to walk or cycle to nearby amenities, by providing and/or enhancing pedestrian routes and measures to support safe routes for cycling;
- ▶ Suitable pedestrian connections are provided to bus stops, to support residents accessing wider amenities in the area;
- ▶ The development is designed and equipped to reduce the need to travel by provision of high-speed broadband to support working from home and online shopping, for example; and
- ▶ Dwellings are installed with appropriate provision for charging electric vehicles and e-bikes.

Pre-Application Consultation

- 4.3 The proposals were subject to pre-application liaison with West Sussex County Council as Local Highways Authority in March 2025. As such, Transport Statement has been prepared having regard to advice received at pre-application stage. The pre-application response is included in **Appendix A** and a summary of the key points is as follows:

- ▶ The principle of a new vehicular access taken from Loxwood Road was accepted. The access presented at pre-app comprised a 5.5 metre carriageway and 6 metre kerb radii;
- ▶ The access works include footway link into the site and the works would need to be carried out under a S278 licence;
- ▶ Any Transport Statement submitted to accompany a planning application should include swept path analysis drawings illustrating a refuse vehicle, the largest vehicle anticipated to require access into the site, entering and exiting the site in forward gear. Swept path analysis of an emergency vehicle should also be included;
- ▶ The proposed visibility splays of 60.6 metres to the west and 62.7 metres to the east was based upon recorded 85th percentile directional speeds and it was agreed that the splays would be solely contained within either land owned by the applicant or within the extent publicly maintainable highway;
- ▶ Car and cycle parking should be provided in accordance with the West Sussex 'Guidance on Parking at New Developments' document;
- ▶ The TRICS assessment included in the Transport Scoping Note was considered appropriate and in line with the anticipated number and frequency of nine dwellings; and

- Options to provide improvements to the existing sustainable transport facilities within the vicinity of the site should be explored, including potential upgrades to 'The Fox' bus stops to provide a real-time information board.

Proposed Use and Quantum

- 4.4 The indicative scheme comprises the construction of seven residential dwellings. Access to the site is to be achieved via a new access taken from Loxwood Road. Car and cycle parking are to be provided in accordance with local policy standards. The indicative schedule of accommodation is summarised in Table 4.1 below and the indicative site layout plan is included in [Appendix B](#).

Size of Dwelling	Number of Dwellings
2-bedroom dwelling	3
3-bedroom dwelling	2
4-bedroom dwelling	2
Total	7

Table 4.1 – Indicative Schedule of Accommodation

Access

- 4.5 Access to the site is to be achieved via a new vehicular access taken from Loxwood Road. The proposed access comprises of a 5.5 metre carriageway which can accommodate the movement of two HGVs passing. The access also includes 6 metre kerb radii to enable frequent light vehicle use with occasional use by larger vehicles, including refuse vehicles and HGVs. A footway measuring 1.5 metres in width is proposed on the eastern side of the access to tie into the existing footway on the north side of Loxwood Road.
- 4.6 Loxwood Road is subject to a speed limit of 30 miles per hour. To ascertain the required visibility splays reflective of existing vehicle speeds, two Automated Traffic Counters (ATCs) were placed along Loxwood Road, one east and one west of the proposed access location. The ATCs were placed between 20th November 2025 to 27th November 2025. It is noted, however, that the ATC situated to the east of the proposed access location developed a puncture shortly after installation. Following this, the eastern ATC was re-installed between 2nd December 2025 and 9th December 2025. The results are included in [Appendix C](#).
- 4.7 Both ATCs recorded 85th percentile vehicle speeds in the order of 38 miles per hour and, as such, visibility splays have been calculated based on the formula contained within Manual for Streets (2007). The 85th percentile directional speeds and applicable visibility splays calculated using the formula are provided within Table 4.2 below.

Direction	Dry Speed (mph)	Dry Speed (kph)	Stopping Sight Distance (metres)
Eastbound	38 miles per hour	61.1 kilometres per hour	60.6 metres
Westbound	38.9 miles per hour	62.6 kilometres per hour	62.7 metres

Table 4.2 – Stopping Sight Distance Calculations

- 4.8 In accordance with the Manual for Streets (2007) calculation, the proposed access is shown to the required 60.6 metres to the west (for eastbound vehicles) and 62.7 metres to the east (for westbound vehicles). The above visibility splays are illustrated on the drawing included in [Appendix D](#), which demonstrates that the splays are contained wholly within the extent of publicly maintainable highway along Loxwood Road, which was obtained from West Sussex County Council.

Parking

- 4.9 Car and cycle parking are to be provided in accordance with the standards contained within West Sussex County Council's 'Guidance on Parking at New Developments' (2020) document. It is understood that the site falls within Parking Behaviour Zone 1 and, as such, the applicable standards are summarised in Table 4.3 below. The below table outlines the parking provision based on the indicative seven dwelling scheme.

Number of Bedrooms	Residential Parking Demand Per Dwelling (Parking Behaviour Zone 1)	Number of Dwellings	Required Car Parking Provision	Proposed Car Parking Provision
2	1.7	3	5.1	6
3	2.2	2	4.4	4
4+	2.7	2	5.4	5
Total		7	14.9	15

Table 4.3 – Schedule of Accommodation and Proposed Car Parking Quantum

- 4.10 Table 4.3 above demonstrates that the indicative seven unit scheme is permitted to provide a total of 14.9 car parking spaces within the curtilage of the site. A total of 15 car parking spaces are to be provided within the curtilage of the site, which is to be delivered through a mixture of allocated parking spaces and garages, and remains in accordance with the aforementioned car parking standards
- 4.11 With regard to cycle parking, at this stage it is envisaged that appropriate levels of cycle parking will be provided within the curtilage of each dwelling through either a dedicated cycle store situated within the rear garden or within a garage allocated to a specific plot. Cycle parking will be sheltered, secure and lockable.

Deliveries and Servicing

- 4.12 The final site layout will be designed having regard to relevant Building Regulations principles to cater for service and delivery vehicles likely to access the site on a regular basis. In this respect, the site layout will be designed having regard to maximum carry-distance guidance to ensure:
- ▶ Residents do not have to carry refuse more than 30 metres to a collection point (excluding vertical distances);
 - ▶ Refuse operatives do not have to transport 4-wheeled containers more than 10 metres, or walk more than 25 metres to a collection point for household collections;
 - ▶ Refuse vehicles do not have to reverse more than 12 metres;
 - ▶ Fire vehicles are able to get within 45 metres of each dwelling/building entrance; and
 - ▶ Fire vehicles are not required to reverse more than 20 metres.
- 4.13 It is envisaged that all delivery and servicing activities will occur within the curtilage of the site. Refuse, fire and delivery vehicles will be required to navigate along the existing access road in forward gear and utilise the turning head between plots 6 and 7 in order to turn on-site and egress onto Loxwood Road in forward gear.
- 4.14 The suitability of the proposed delivery and servicing arrangements, to ensure that all deliveries and refuse collection can be exercised in an appropriate manner, has been tested through swept path analysis. Swept path analysis of refuse, fire and delivery vehicles are illustrated on the drawings included in **Appendix E** and confirm that each vehicle can exercise the arrangements outlined above.

5.0 Development Impact

Trip Generation

- 5.1 This section outlines the vehicle movements that are likely to be generated by the proposed development based on the indicative scheme of seven residential dwellings. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Trip Generation

- 5.2 In order to understand the number of vehicle movements likely to be generated by the proposed residential dwellings, the TRICS database has been interrogated for surveys contained within the category '03 – Residential: A – Houses Privately Owned', within the following parameters:

- ▶ Sites located in the United Kingdom;
- ▶ Sites located in areas classified as 'Suburban Area' and 'Edge of Town';
- ▶ Sites comprising of 5 to 30 residential dwellings; and
- ▶ Weekday surveys only.

- 5.3 The trip rates associated with the above parameters and resultant trip rates pertaining to seven residential dwellings, based on the indicative scheme, are summarised in Table 5.1 below. The full TRICS output is included in **Appendix F**.

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Weekday Total Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rates	0.244	0.441	0.322	0.206	2.737	2.707
Vehicle Trips	2	3	2	1	19	19

Table 5.1 – Proposed Trip Generation – Seven Residential Dwellings

- 5.4 Table 5.1 above demonstrates that the indicative scheme could generate in the order of five total two-way vehicle movements the morning peak hour period and four total two-way vehicle movements during the evening peak hour period. Over an average weekday, the proposed development could generate in the order of 38 total two-way vehicle movements.

Summary

- 5.5 The expected vehicle trip generation associated with the proposed development has been assessed with reference to the industry standard TRICS database. The analysis demonstrates that the proposed development is expected to result in an imperceptible increase in vehicle movements during both the morning and evening peak hour periods.
- 5.6 Indeed, it was confirmed within West Sussex County Council's highways pre-application response that the TRICS data outlined in Table 5.1 above appears in line with the anticipated number and frequency of nine dwellings, albeit the current development proposals have reduced the total quantum of development to seven residential dwellings.
- 5.7 On the basis of the above, it is suggested that the proposed development will not result in a material impact on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of Greenplan Designer Homes to accompany a Planning in Principle application in relation to development proposals on land to the east of Woodfalls Manor, Rudgwick.
- 6.2 The indicative development proposals comprise the construction of seven residential dwellings. Access to the site is to be achieved via a new access taken from Loxwood Road. Car and cycle parking are to be provided in accordance with local policy standards.
- 6.3 The proposed development has been subject to pre-application discussions with West Sussex County Council as Local Highways Authority. This Transport Statement, which has been prepared having regard to current best guidance practice and takes into account advice received at pre-application stage, demonstrates that:
- ▶ The site accords with national and local policies that are considered pertinent to transport;
 - ▶ A review of personal injury collision information has identified no significant issues associated with the local highway network which are detrimental to the existing standard of road safety;
 - ▶ Safe and suitable vehicular access to the site can be achieved from Loxwood Road via a new access which has been designed in accordance with relevant design guidance;
 - ▶ The site layout has been designed to take account of relevant design guidance;
 - ▶ Appropriate provision is made for car and cycle parking, based on local parking guidance; and
 - ▶ The development proposals will result in an imperceptible increase in vehicle movements during both the morning and evening peak hour periods and will not adversely interfere with the safety or operation of the highway network local to the site.
- 6.4 On the basis of the above, it is therefore concluded that there is no reason as to why the proposed development should be resisted on traffic or transportation grounds.

Appendix A

West Sussex County Council Highways Pre-Application Response Letter Dated 17th
March

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Motion FAO: Will Milne-Caney and Phil Bell
FROM:	WSCC – Highways Authority
DATE:	17 March 2026
LOCATION:	Land to the north of Loxwood Road, Rudgwick, Loxwood Road, Rudgwick, West Sussex, RH12 3DW.
SUBJECT:	PRE-23-26 Construction of up to four residential dwellings. Access to the site to be achieved via a new access taken from Loxwood Road.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land to the north of Loxwood Road, Rudgwick, Loxwood Road, Rudgwick, West Sussex, RH12 3DW.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and would provide the following site-specific comments.

Summary

The request received outlines the proposal is to erect up to 4 dwellings at Loxwood Road, the Transport Scoping Note however has outlined that the proposal would be for between 6 and 9 dwellings. A meeting was carried out on 20/03/2026 with Phil Bell of Motion, to discuss in person the site proposals for 6-9 dwellings. The plans at this time show access arrangements to the site with no internal site layout specified. A Transport Scoping Note has been submitted alongside this proposal with ATC speed data, visibility splays, TRICS data and other relevant data gathered to date, to support the development.

Access

The access works include a footway link into the site and will need to be carried out under a S278 License.

Along with any future submission we would expect a Stage 1-Road Safety Audit to be completed, in line with GG 119 parameters. This would cover the proposed off-site highway works on the publicly maintained footway. We would require a designer's response to be submitted acknowledging any issues raised and outlining the proposed strategy moving forward. The designer's response should be provided in an editable word document and signed off by a member of the design team. This will allow WSCC to provide comment against any issues raised and formally sign off as necessary.

The access shown comprises a 5.5 metre internal carriageway width and 6 metre kerb radii which can accommodate two passing cars.

Vehicle Tracking

Refuse collection methods, should be considered when designing the internal site layout. When discussed in the pre-application meeting, it was outlined that collection vehicles would service from within the site, therefore it should be shown that there would be sufficient space for a turn on site manoeuvre to be performed and that both refuse/recycling vehicles would be able to navigate the site safely. This can be shown by means of swept path diagrams. The collection locations should adhere with MfS and Schedule 1, Part H of the Building Regulations (2000) parameters on bin carry distances for operatives (no more than 25 metres) and residents (no more than 30 metres).

Similarly, it should be demonstrated that emergency vehicles could navigate the site safely, access within 45 meters range of dwelling entrances and egress onto Loxwood Road in a forward gear.

Visibility

A 7-day ATC speed survey has been carried out, and visibility splays have been shown based upon the recorded 85th percentile speeds. The plans demonstrate splays of 60.6 metres based upon a 38

miles per hour 85th percentile speed, Eastbound and 62.7 metres based upon a 38.9 miles per hour 85th percentile speed, Westbound.

The splays are in accordance with Manual for Streets parameters on both the x and y axis and appear to be within land owned by the applicant or within the publicly maintained highway. The splays would need to be kept clear of solid obstructions to the sightlines and vegetation maintained to a height of below 0.6m to ensure visibility in perpetuity, the design and landscaping of the site should take this into consideration.

Parking

Parking provisions should be accommodated for each dwelling in line with WSCC standards (please find guidance below, figures vary depending on site location and number of bedrooms that each property provides.) Cycle parking should be included to promote sustainable travel options, although this may not be a desirable option for all users- we would support a secure and covered cycle parking provision for each property- (please find guidance below, figures vary depending on site location and number of bedrooms that each property provides.)

Capacity and Sustainability

TRICS data has been provided and appears in line with the anticipated number and frequency of movements for 9 dwellings.

An hourly bus service is available from The Fox public house adjoining Guildford Road to the northeast. This provides a route between Guildford and Horsham. An option to explore may be providing improvements to the existing facilities to further encourage its use. One way in which this could be achieved may be to consider looking to upgrade the bus stop- for example with a real time information board. This could be secured within any subsequent planning application through a S106 obligation.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation, including any amended plans.
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/b/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to

visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

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

Jodie Wilkes
Planning Services

Appendix B

Indicative Site Layout Plan



Appendix C

ATC Results

SPEED & VOLUME SURVEY - ATC 2 (WEST) - LOXWOOD ROAD, BUCKS GREEN, WEST SUSSEX RH12 3DW.

DATASETS:

Site: [Loxwood] Loxwood Road ATC 2 West, telegraph pole 7619732
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 00:00 20 November 2025 => 00:00 27 November 2025
File: Loxwood27Nov2025.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*

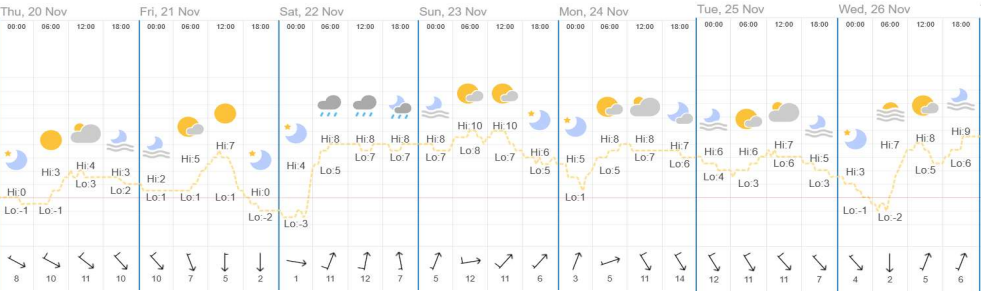
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax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

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).

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

Seven Day Weather Report



Benchmark Data Collection

Thu 20 Time	November Total	2025 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.6	39.6	39.6	1	100	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	32.7	34.2	35.7	2	100	-
0300	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.2	33.2	33.2	1	100	-
0400	8	12	0	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	34.3	40.2	51.6	8	100	-
0500	12	24	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	0	29.9	36.5	43.4	11	91.7	39.8
0600	24	48	0	0	0	1	0	3	6	10	4	0	0	0	0	0	0	0	18.4	35.2	43.7	20	83.3	39.8
0700	122	170	0	0	0	0	0	13	57	46	6	0	0	0	0	0	0	0	25.8	34.4	43.5	109	89.3	37.8
0800	173	343	0	0	0	0	1	31	79	56	5	1	0	0	0	0	0	0	24.8	33.6	45.2	141	81.5	37.4
0900	81	424	0	0	0	0	6	7	37	24	7	0	0	0	0	0	0	0	20.3	33.7	43.2	68	84	37.8
1000	72	496	0	0	0	0	2	15	27	24	4	0	0	0	0	0	0	0	23.6	33.3	43.7	55	76.4	36.7
1100	66	562	0	0	1	0	2	7	26	27	3	0	0	0	0	0	0	0	14.3	33.8	43.2	56	84.8	37.4
1200	74	636	0	0	0	0	0	11	32	23	8	0	0	0	0	0	0	0	25	34.1	42.2	63	85.1	38.5
1300	75	711	0	0	0	0	0	15	38	16	6	0	0	0	0	0	0	0	25.8	33	42.2	60	80	36.9
1400	67	778	0	0	0	0	0	15	28	14	10	0	0	0	0	0	0	0	26.1	34	43.1	52	77.6	39.6
1500	87	865	0	0	0	0	0	13	44	23	7	0	0	0	0	0	0	0	25.5	33.7	42	74	85.1	37.1
1600	115	980	0	0	0	0	2	23	51	31	7	1	0	0	0	0	0	0	20.7	33	45.2	90	78.3	36.9
1700	84	1064	0	0	0	1	2	16	41	21	2	0	1	0	0	0	0	0	19.6	32.8	50.8	65	77.4	36.9
1800	52	1116	0	0	1	0	3	10	24	8	4	2	0	0	0	0	0	0	11	32.7	49.5	38	73.1	38
1900	29	1145	0	0	0	0	2	3	7	11	6	0	0	0	0	0	0	0	20.4	34.7	44.3	24	82.8	41.8
2000	15	1160	0	0	0	0	0	0	8	6	1	0	0	0	0	0	0	0	30.6	35.4	42.8	15	100	39.6
2100	8	1168	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	28.5	35.6	44.2	7	87.5	-
2200	10	1178	0	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	31.7	34.7	40.8	10	100	-
2300	5	1183	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	30.7	36.4	44.1	5	100	-
07-19	1068	1183	0	0	2	1	18	176	484	313	69	4	1	0	0	0	0	0	11	33.5	50.8	871	81.6	37.4
06-22	1144	1183	0	0	2	2	20	183	507	344	81	4	1	0	0	0	0	0	11	33.6	50.8	937	81.9	37.8
06-00	1159	1183	0	0	2	2	20	183	516	348	83	4	1	0	0	0	0	0	11	33.7	50.8	952	82.1	37.8
00-00	1183	1183	0	0	2	2	20	184	524	357	87	5	2	0	0	0	0	0	11	33.7	51.6	975	82.4	38

Benchmark Data Collection

Fri 21	November	2025	Westbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75							
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	0	1183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	1	1184	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.9	36.9	36.9	1	100	-	
0200	1	1185	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.3	39.3	39.3	1	100	-	
0300	0	1185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	6	1191	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	32.1	39.7	47.3	6	100	-	
0500	7	1198	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	31.7	37.9	42.4	7	100	-	
0600	28	1226	0	0	0	0	1	2	11	10	4	0	0	0	0	0	0	0	23	35.4	44.5	25	89.3	39.8	
0700	96	1322	0	0	0	0	0	10	54	32	0	0	0	0	0	0	0	0	27.1	33.9	39.7	86	89.6	36.7	
0800	138	1460	0	0	0	0	2	22	56	50	8	0	0	0	0	0	0	0	21.2	33.8	44.7	114	82.6	37.4	
0900	72	1532	0	0	1	0	0	16	32	19	4	0	0	0	0	0	0	0	13.8	33.1	42.9	55	76.4	37.1	
1000	65	1597	0	0	0	0	0	12	30	16	7	0	0	0	0	0	0	0	26.2	33.8	44.5	53	81.5	37.8	
1100	74	1671	0	0	0	0	1	11	29	27	6	0	0	0	0	0	0	0	24.7	34.1	43.2	62	83.8	38.3	
1200	73	1744	0	0	0	0	1	11	35	22	4	0	0	0	0	0	0	0	22.4	34	44.6	61	83.6	37.4	
1300	73	1817	0	0	0	0	2	15	34	18	4	0	0	0	0	0	0	0	21.3	33	44.1	56	76.7	37.6	
1400	75	1892	0	0	0	0	1	12	34	26	1	1	0	0	0	0	0	0	24.2	33.8	45.2	62	82.7	36.7	
1500	102	1994	0	0	0	4	2	21	40	30	4	1	0	0	0	0	0	0	15.9	32.5	46.8	75	73.5	37.6	
1600	105	2099	0	0	0	0	1	19	60	21	4	0	0	0	0	0	0	0	24.7	32.7	43.7	85	81	36	
1700	75	2174	0	0	0	0	3	12	42	13	3	2	0	0	0	0	0	0	24	33.1	48	60	80	36.5	
1800	67	2241	0	0	0	0	0	13	34	14	6	0	0	0	0	0	0	0	26	33.4	42	54	80.6	37.6	
1900	30	2271	0	0	0	1	0	2	11	11	4	1	0	0	0	0	0	0	18.9	35.2	48.5	27	90	42.1	
2000	19	2290	0	0	0	0	1	4	11	2	1	0	0	0	0	0	0	0	22.8	31.7	40.1	14	73.7	34.9	
2100	11	2301	0	0	0	0	0	3	2	4	1	1	0	0	0	0	0	0	26.2	35.1	45.9	8	72.7	38.3	
2200	8	2309	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	31.4	35.6	46.8	8	100	-	
2300	2	2311	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	31.4	34.5	37.7	2	100	-	
07-19	1015	2311	0	0	1	4	13	174	480	288	51	4	0	0	0	0	0	0	13.8	33.4	48	823	81.1	37.4	
06-22	1103	2311	0	0	1	5	15	185	515	315	61	6	0	0	0	0	0	0	13.8	33.5	48.5	897	81.3	37.6	
06-00	1113	2311	0	0	1	5	15	185	520	319	61	7	0	0	0	0	0	0	13.8	33.5	48.5	907	81.5	37.6	
00-00	1128	2311	0	0	1	5	15	185	524	323	67	8	0	0	0	0	0	0	13.8	33.6	48.5	922	81.7	37.6	

Benchmark Data Collection

Sat 22	November	2025	Westbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75							
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	4	2315	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	26.5	30	34.9	1	25	-	
0100	2	2317	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32	37.7	43.3	2	100	-	
0200	1	2318	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.3	34.3	34.3	1	100	-	
0300	2	2320	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	31	33	35	2	100	-	
0400	2	2322	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35.2	36	36.8	2	100	-	
0500	3	2325	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	30.1	34.2	42.1	3	100	-	
0600	16	2341	0	0	0	0	0	3	2	5	6	0	0	0	0	0	0	0	29.3	36.6	44.4	13	81.3	42.1	
0700	12	2353	0	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0	29.8	34.1	39.6	11	91.7	37.1	
0800	66	2419	0	0	0	0	1	11	28	23	2	1	0	0	0	0	0	0	23.3	34	47	54	81.8	38	
0900	69	2488	0	1	2	0	3	9	35	19	0	0	0	0	0	0	0	0	8.5	31.5	39.8	54	78.3	36.9	
1000	66	2554	0	0	0	2	3	11	34	13	3	0	0	0	0	0	0	0	17.3	31.8	41.5	50	75.8	36	
1100	70	2624	0	0	0	0	2	14	36	14	3	0	0	1	0	0	0	0	21.7	33	56.7	54	77.1	36.9	
1200	77	2701	0	0	0	2	0	8	34	25	7	1	0	0	0	0	0	0	15.7	34.4	48.6	67	87	38.9	
1300	79	2780	0	0	0	2	1	17	35	17	7	0	0	0	0	0	0	0	19.5	32.5	43.3	59	74.7	36.7	
1400	62	2842	0	0	0	2	4	12	21	21	2	0	0	0	0	0	0	0	15.4	32.7	41.5	44	71	38.5	
1500	44	2886	0	0	0	0	3	7	18	13	3	0	0	0	0	0	0	0	23	33.3	41.5	34	77.3	38	
1600	51	2937	0	0	0	0	1	8	21	17	4	0	0	0	0	0	0	0	23.5	33.8	43.5	42	82.4	38.3	
1700	43	2980	0	0	0	0	0	9	19	12	3	0	0	0	0	0	0	0	25.4	33.5	44.5	34	79.1	37.6	
1800	49	3029	0	0	0	0	1	10	31	6	1	0	0	0	0	0	0	0	24.7	32	40.4	38	77.6	34.7	
1900	33	3062	0	0	0	0	3	9	13	5	2	1	0	0	0	0	0	0	23.8	31.8	45.7	21	63.6	36.7	
2000	12	3074	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	30.5	32.9	39.8	12	100	33.3	
2100	11	3085	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	28.4	32.4	36.3	9	81.8	33.3	
2200	13	3098	0	0	0	0	1	6	4	1	1	0	0	0	0	0	0	0	24.9	30.9	40.1	6	46.2	32.2	
2300	8	3106	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	30.9	35	41.1	8	100	-	
07-19	688	3106	0	1	2	8	19	117	319	184	35	2	0	1	0	0	0	0	8.5	33	56.7	541	78.6	37.6	
06-22	760	3106	0	1	2	8	22	131	353	196	43	3	0	1	0	0	0	0	8.5	33	56.7	596	78.4	37.6	
06-00	781	3106	0	1	2	8	23	137	362	199	45	3	0	1	0	0	0	0	8.5	33	56.7	610	78.1	37.6	
00-00	795	3106	0	1	2	8	23	140	369	201	47	3	0	1	0	0	0	0	8.5	33	56.7	621	78.1	37.6	

Benchmark Data Collection

Sun 23	November	2025	Westbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75								
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80								
0000	3	3109	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	33.6	36.7	39.6	3	100	-		
0100	2	3111	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	30.7	35.9	41	2	100	-		
0200	0	3111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0300	2	3113	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	36.1	38.7	41.4	2	100	-		
0400	0	3113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0500	1	3114	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.1	39.1	39.1	1	100	-		
0600	9	3123	0	0	0	0	0	2	2	2	3	0	0	0	0	0	0	0	29.4	36.9	44.8	7	77.8	-		
0700	13	3136	0	0	0	0	0	4	8	1	0	0	0	0	0	0	0	0	26.8	31.5	37.9	9	69.2	33.1		
0800	25	3161	0	0	1	0	0	4	10	5	4	1	0	0	0	0	0	0	14.1	34.1	46	20	80	40		
0900	42	3203	0	0	0	0	1	9	21	7	3	1	0	0	0	0	0	0	22.3	33	47	32	76.2	36.2		
1000	67	3270	0	0	0	0	0	13	36	14	4	0	0	0	0	0	0	0	25.2	33.1	42.4	54	80.6	37.1		
1100	63	3333	0	0	0	0	4	18	21	19	1	0	0	0	0	0	0	0	21.1	32.2	41.2	41	65.1	36.5		
1200	72	3405	0	0	0	0	3	16	34	15	4	0	0	0	0	0	0	0	21.4	32.6	42.2	53	73.6	37.4		
1300	69	3474	0	0	0	0	2	14	30	20	3	0	0	0	0	0	0	0	20.9	33.2	43.9	53	76.8	36.9		
1400	84	3558	0	0	0	1	0	12	45	24	2	0	0	0	0	0	0	0	18.5	33.3	43.9	71	84.5	37.1		
1500	53	3611	0	0	0	0	3	15	27	5	3	0	0	0	0	0	0	0	21.7	31.6	44.9	35	66	34.7		
1600	47	3658	0	0	0	1	2	13	21	9	1	0	0	0	0	0	0	0	16	31.6	41	31	66	35.3		
1700	29	3687	0	0	0	0	1	4	14	9	1	0	0	0	0	0	0	0	21.3	33.2	42.8	24	82.8	36.7		
1800	21	3708	0	0	0	0	1	2	3	9	6	0	0	0	0	0	0	0	24.2	36.7	43.1	18	85.7	40.9		
1900	16	3724	0	0	0	1	0	0	7	4	4	0	0	0	0	0	0	0	15.3	35.7	44.9	15	93.8	41.4		
2000	15	3739	0	0	0	0	0	2	4	7	2	0	0	0	0	0	0	0	28.9	35	40.8	13	86.7	36.5		
2100	6	3745	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	24.3	31.3	36.4	4	66.7	-		
2200	4	3749	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	26.7	30.8	36.9	2	50	-		
2300	0	3749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
07-19	585	3749	0	0	1	2	17	124	270	137	32	2	0	0	0	0	0	0	14.1	32.8	47	441	75.4	37.1		
06-22	631	3749	0	0	1	3	18	129	286	151	41	2	0	0	0	0	0	0	14.1	33	47	480	76.1	37.4		
06-00	635	3749	0	0	1	3	18	131	287	152	41	2	0	0	0	0	0	0	14.1	33	47	482	75.9	37.4		
00-00	643	3749	0	0	1	3	18	131	289	156	43	2	0	0	0	0	0	0	14.1	33.1	47	490	76.2	37.4		

Loxwood Road ATC 2 (West)

Mon 24 Time	November Total	2025 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	3749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	3749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	3749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	3749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	5	3754	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	33.5	39.2	47.6	5	100	-
0500	15	3769	0	0	0	0	0	0	5	4	4	2	0	0	0	0	0	0	30.1	38.5	47.9	15	100	44.7
0600	24	3793	0	0	0	0	0	8	5	8	2	1	0	0	0	0	0	0	26.6	33.8	46	16	66.7	37.6
0700	103	3896	0	0	0	0	2	12	51	35	3	0	0	0	0	0	0	0	24.9	33.8	43.8	89	86.4	38
0800	158	4054	0	0	0	0	0	14	82	54	8	0	0	0	0	0	0	0	25.9	34.4	43.1	144	91.1	38
0900	90	4144	0	0	0	0	2	14	43	24	5	2	0	0	0	0	0	0	22.6	34	48.6	74	82.2	38.7
1000	67	4211	0	0	0	3	2	14	31	17	0	0	0	0	0	0	0	0	17.1	31.8	39.6	48	71.6	36.2
1100	78	4289	0	0	0	2	4	13	39	18	2	0	0	0	0	0	0	0	17.2	32.5	42.6	59	75.6	36.5
1200	49	4338	0	0	0	0	2	5	23	13	5	1	0	0	0	0	0	0	23.8	34.1	45.2	42	85.7	38.7
1300	62	4400	0	0	0	1	4	17	20	18	2	0	0	0	0	0	0	0	16.3	32.2	44.6	40	64.5	38
1400	81	4481	0	0	0	2	2	17	38	20	2	0	0	0	0	0	0	0	17.2	32.4	40.3	60	74.1	36.2
1500	98	4579	0	0	0	0	1	23	43	27	3	1	0	0	0	0	0	0	21.1	33.1	46.5	74	75.5	36.9
1600	113	4692	0	0	0	2	3	35	49	20	4	0	0	0	0	0	0	0	19	31.6	40.4	73	64.6	35.8
1700	84	4776	0	0	1	0	1	16	40	20	6	0	0	0	0	0	0	0	13.9	32.9	43.1	66	78.6	37.4
1800	51	4827	0	0	0	4	3	14	19	8	3	0	0	0	0	0	0	0	15.9	31.2	44.1	30	58.8	36.2
1900	21	4848	0	0	0	0	0	3	6	8	4	0	0	0	0	0	0	0	26.7	35.3	43.3	18	85.7	40.3
2000	18	4866	0	0	0	0	0	1	12	3	2	0	0	0	0	0	0	0	27.6	34.1	43.6	17	94.4	36.7
2100	9	4875	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	31.3	34.8	37.5	9	100	-
2200	4	4879	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	31.8	33.7	34.6	4	100	-
2300	0	4879	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	1034	4879	0	0	1	14	26	194	478	274	43	4	0	0	0	0	0	0	13.9	33	48.6	799	77.3	37.4
06-22	1106	4879	0	0	1	14	26	206	505	298	51	5	0	0	0	0	0	0	13.9	33.1	48.6	859	77.7	37.4
06-00	1110	4879	0	0	1	14	26	206	509	298	51	5	0	0	0	0	0	0	13.9	33.1	48.6	863	77.7	37.4
00-00	1130	4879	0	0	1	14	26	206	515	304	56	8	0	0	0	0	0	0	13.9	33.2	48.6	883	78.1	37.6

Benchmark Data Collection

Tue 25	November	2025	Westbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75							
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	5	4884	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	32.7	35.5	39.5	5	100	-	
0100	0	4884	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	2	4886	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.5	29	32.4	1	50	-	
0300	1	4887	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.9	33.9	33.9	1	100	-	
0400	3	4890	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	43.6	44.9	45.9	3	100	-	
0500	8	4898	0	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	28.3	36.5	43.5	7	87.5	-	
0600	23	4921	0	0	0	0	1	3	8	9	0	2	0	0	0	0	0	0	24.7	34.7	46.8	19	82.6	39.1	
0700	127	5048	0	0	0	0	3	15	61	40	7	1	0	0	0	0	0	0	22.3	34	48.5	109	85.8	38.3	
0800	147	5195	0	0	0	1	1	16	67	55	7	0	0	0	0	0	0	0	19	34.1	42.2	129	87.8	37.8	
0900	94	5289	0	0	0	1	1	15	49	23	5	0	0	0	0	0	0	0	19.7	33.1	41.6	77	81.9	37.6	
1000	70	5359	0	0	0	2	2	8	38	15	5	0	0	0	0	0	0	0	16	32.7	42.3	58	82.9	36.7	
1100	64	5423	0	0	0	0	2	5	22	25	8	2	0	0	0	0	0	0	22.2	35.2	48.2	57	89.1	39.4	
1200	65	5488	0	0	0	2	4	8	29	15	6	1	0	0	0	0	0	0	18.9	33.3	48.8	51	78.5	38.5	
1300	76	5564	0	0	0	1	3	12	32	23	5	0	0	0	0	0	0	0	19.8	33.6	43.4	60	78.9	38.7	
1400	82	5646	0	0	0	1	3	16	37	17	8	0	0	0	0	0	0	0	19.1	32.9	43.8	62	75.6	37.8	
1500	98	5744	0	1	0	1	0	14	45	29	7	1	0	0	0	0	0	0	9.8	33.7	45	82	83.7	38.5	
1600	98	5842	0	0	0	0	3	21	43	29	2	0	0	0	0	0	0	0	22.1	32.7	40.5	74	75.5	36.9	
1700	74	5916	0	0	0	0	2	17	33	19	3	0	0	0	0	0	0	0	20.5	32.6	44.3	55	74.3	36.2	
1800	53	5969	0	0	0	1	0	7	27	15	3	0	0	0	0	0	0	0	19.3	33.2	43.7	45	84.9	36.7	
1900	29	5998	0	0	0	0	1	1	18	8	1	0	0	0	0	0	0	0	23.1	33.9	40.7	27	93.1	38	
2000	9	6007	0	0	0	0	0	1	3	2	1	2	0	0	0	0	0	0	29.3	38.1	49.5	8	88.9	-	
2100	13	6020	0	0	0	0	1	1	6	4	1	0	0	0	0	0	0	0	24.9	33.7	44.1	11	84.6	38.9	
2200	3	6023	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	25.6	31.4	34.4	2	66.7	-	
2300	4	6027	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	27	30.7	36.5	2	50	-	
07-19	1048	6027	0	1	0	10	24	154	483	305	66	5	0	0	0	0	0	0	9.8	33.5	48.8	859	82	38	
06-22	1122	6027	0	1	0	10	27	160	518	328	69	9	0	0	0	0	0	0	9.8	33.6	49.5	924	82.4	38	
06-00	1129	6027	0	1	0	10	27	163	521	329	69	9	0	0	0	0	0	0	9.8	33.5	49.5	928	82.2	38	
00-00	1148	6027	0	1	0	10	27	165	529	333	72	11	0	0	0	0	0	0	9.8	33.6	49.5	945	82.3	38	

Benchmark Data Collection

Wed 26	November	2025	Westbound																					
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	6028	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.9	45.9	45.9	1	100	-
0100	0	6028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	6028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	6028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	4	6032	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	37.6	42.9	48.8	4	100	-
0500	8	6040	0	0	0	0	0	2	1	3	2	0	0	0	0	0	0	0	28.2	35.9	44.1	6	75	-
0600	27	6067	0	0	0	0	0	4	11	9	2	1	0	0	0	0	0	0	27.1	34.4	46.9	23	85.2	37.8
0700	114	6181	0	0	1	0	1	23	52	33	3	1	0	0	0	0	0	0	10.6	33.1	45.3	89	78.1	37.4
0800	178	6359	0	0	0	1	3	42	91	38	3	0	0	0	0	0	0	0	18.3	32.4	42.8	132	74.2	36
0900	87	6446	0	0	1	0	0	17	38	26	4	1	0	0	0	0	0	0	10.6	33.5	46.4	69	79.3	38
1000	72	6518	0	0	0	1	1	13	33	19	5	0	0	0	0	0	0	0	19.5	33.4	41.9	57	79.2	37.6
1100	64	6582	0	0	0	4	3	10	28	18	1	0	0	0	0	0	0	0	16	32.2	42.9	47	73.4	37.6
1200	68	6650	0	0	0	0	2	10	30	23	3	0	0	0	0	0	0	0	22.8	33.7	43.4	56	82.4	37.1
1300	77	6727	0	0	0	1	3	15	42	15	1	0	0	0	0	0	0	0	18.4	32.4	41.6	58	75.3	35.6
1400	63	6790	0	0	0	1	1	13	22	20	6	0	0	0	0	0	0	0	17.6	33.8	43.3	48	76.2	38.5
1500	94	6884	0	0	0	0	0	19	43	22	8	1	1	0	0	0	0	0	25.1	33.9	50.9	75	79.8	38.5
1600	112	6996	0	0	0	0	2	27	57	20	6	0	0	0	0	0	0	0	24.6	32.7	41.5	83	74.1	37.8
1700	68	7064	0	0	0	1	1	11	37	13	5	0	0	0	0	0	0	0	19.8	33.1	44.8	55	80.9	36.5
1800	56	7120	0	0	0	0	0	10	27	14	5	0	0	0	0	0	0	0	25.7	33.9	42.1	46	82.1	37.8
1900	27	7147	0	0	0	0	2	4	7	10	2	2	0	0	0	0	0	0	20.5	35.1	47.6	21	77.8	38.9
2000	18	7165	0	0	0	1	1	1	9	3	2	1	0	0	0	0	0	0	19	33.3	45.3	15	83.3	37.4
2100	10	7175	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	28.3	32.1	39.9	8	80	-
2200	7	7182	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	28.2	34.5	40.3	6	85.7	-
2300	5	7187	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	25.2	33	37.8	3	60	-
07-19	1053	7187	0	0	2	9	17	210	500	261	50	3	1	0	0	0	0	0	10.6	33.1	50.9	815	77.4	37.4
06-22	1135	7187	0	0	2	10	20	221	534	284	56	7	1	0	0	0	0	0	10.6	33.2	50.9	882	77.7	37.6
06-00	1147	7187	0	0	2	10	20	224	537	289	57	7	1	0	0	0	0	0	10.6	33.2	50.9	891	77.7	37.6
00-00	1160	7187	0	0	2	10	20	226	538	293	61	9	1	0	0	0	0	0	10.6	33.2	50.9	902	77.8	37.6
Summary			Westbound																					
Total	RunTot		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
7187	7187		0	2	9	52	149	1237	3288	1967	433	46	3	1	0	0	0	0	8.5	33.4	56.7	5738	79.8	37.8

Benchmark Data Collection

Thu 20 Time	November Total	2025 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.3	35.3	35.3	1	100	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.8	32.7	37.6	1	50	-
0300	2	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.4	30.5	33.5	1	50	-
0400	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	32.9	33.3	2	100	-
0500	9	16	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	31.6	38	44.2	9	100	-
0600	9	25	0	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	27.7	32.9	38.4	6	66.7	-
0700	80	105	0	0	0	1	3	14	32	25	5	0	0	0	0	0	0	0	18.6	33.6	44.8	62	77.5	38.3
0800	76	181	0	0	0	0	0	9	33	24	9	1	0	0	0	0	0	0	27.4	34.7	47.3	67	88.2	39.8
0900	72	253	0	0	0	1	2	15	33	15	6	0	0	0	0	0	0	0	17.2	32.9	44	54	75	36.9
1000	81	334	0	0	0	3	0	14	39	20	5	0	0	0	0	0	0	0	18.2	32.9	44.6	64	79	36.9
1100	64	398	0	0	0	4	0	13	30	11	6	0	0	0	0	0	0	0	15.4	32.2	43.5	47	73.4	36.7
1200	73	471	0	0	0	1	5	14	28	22	3	0	0	0	0	0	0	0	17.5	32.6	42.8	53	72.6	37.1
1300	58	529	0	0	0	0	2	10	30	15	1	0	0	0	0	0	0	0	22.9	32.8	41.9	46	79.3	36.9
1400	86	615	0	0	0	0	1	17	28	25	11	4	0	0	0	0	0	0	20.1	34.7	48.3	68	79.1	40.3
1500	100	715	0	0	0	0	2	14	48	27	6	1	0	2	0	0	0	0	24.8	34	58	84	84	37.6
1600	105	820	0	0	0	0	3	24	41	32	4	0	1	0	0	0	0	0	22.1	33.1	53.6	78	74.3	37.1
1700	119	939	0	0	0	0	1	30	58	21	8	1	0	0	0	0	0	0	21.4	33	45.3	88	73.9	37.1
1800	86	1025	0	0	0	0	4	19	29	21	10	1	2	0	0	0	0	0	22	34.2	53.9	63	73.3	39.8
1900	41	1066	0	0	0	0	1	4	22	11	2	1	0	0	0	0	0	0	20.5	34.2	46.5	36	87.8	38.7
2000	24	1090	0	0	0	0	0	2	9	7	2	4	0	0	0	0	0	0	26.7	36.8	49.5	22	91.7	41.8
2100	26	1116	0	0	0	0	1	2	9	8	5	1	0	0	0	0	0	0	24.6	36.4	47.7	23	88.5	41.6
2200	15	1131	0	0	0	0	0	4	2	6	1	2	0	0	0	0	0	0	27.4	36.3	48.2	11	73.3	43.4
2300	8	1139	0	0	0	0	0	0	4	1	2	0	1	0	0	0	0	0	31	37.9	51.6	8	100	-
07-19	1000	1139	0	0	0	10	23	193	429	258	74	8	3	2	0	0	0	0	15.4	33.4	58	774	77.4	37.8
06-22	1100	1139	0	0	0	10	25	204	471	288	83	14	3	2	0	0	0	0	15.4	33.6	58	861	78.3	38
06-00	1123	1139	0	0	0	10	25	208	477	295	86	16	4	2	0	0	0	0	15.4	33.7	58	880	78.4	38.3
00-00	1139	1139	0	0	0	10	25	210	482	301	89	16	4	2	0	0	0	0	15.4	33.7	58	894	78.5	38.3

Loxwood Road ATC 2 (West)

Fri 21	November	2025	Eastbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															</
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Benchmark Data Collection

Sat 22	November	2025	Eastbound																	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80	Vbin 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80	Vbin 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80	Vbin 15 20 25 30 35 40 45 50 55 60 65 70 75 80	Vbin 20 25 30 35 40 45 50 55 60 65 70 75 80	Vbin 25 30 35 40 45 50 55 60 65 70 75 80	Vbin 30 35 40 45 50 55 60 65 70 75 80	Vbin 35 40 45 50 55 60 65 70 75 80	Vbin 40 45 50 55 60 65 70 75 80	Vbin 45 50 55 60 65 70 75 80	Vbin 50 55 60 65 70 75 80	Vbin 55 60 65 70 75 80	Vbin 60 65 70 75 80	Vbin 65 70 75 80	Vbin 70 75 80	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
0000	4	2328	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	28.5	37.2	46.5	3	75	-	
0100	3	2331	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	29.7	35.2	42.4	2	66.7	-	
0200	2	2333	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	30	34	38	2	100	-	
0300	0	2333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	3	2336	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	31.8	35.6	38.3	3	100	-	
0500	2	2338	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.8	39.6	43.4	2	100	-	
0600	6	2344	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	30.8	37.5	42.7	6	100	-	
0700	8	2352	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	29.2	34	39.9	7	87.5	-	
0800	29	2381	0	0	0	1	0	11	14	3	0	0	0	0	0	0	0	0	19.4	31.5	39.9	17	58.6	34.4	
0900	59	2440	0	0	0	0	2	7	33	13	4	0	0	0	0	0	0	0	24.2	33.4	44.2	50	84.7	36.5	
1000	67	2507	0	1	3	1	2	10	35	11	4	0	0	0	0	0	0	0	9.9	31.7	44.3	50	74.6	36.9	
1100	81	2588	0	0	0	0	1	18	40	17	4	1	0	0	0	0	0	0	23.3	33.1	47	62	76.5	36.9	
1200	81	2669	0	0	1	0	0	21	30	17	11	1	0	0	0	0	0	0	10.2	33.5	48.8	59	72.8	39.1	
1300	65	2734	0	0	0	1	0	10	29	24	1	0	0	0	0	0	0	0	17.2	33.4	41.3	54	83.1	37.1	
1400	68	2802	0	0	2	2	2	13	31	17	1	0	0	0	0	0	0	0	12.1	31.6	42.6	49	72.1	36	
1500	63	2865	0	0	0	1	1	3	35	20	3	0	0	0	0	0	0	0	15.3	33.9	41.9	58	92.1	37.4	
1600	52	2917	0	0	0	0	0	8	26	17	1	0	0	0	0	0	0	0	25.6	33.4	41.2	44	84.6	37.1	
1700	51	2968	0	0	0	0	1	8	27	12	3	0	0	0	0	0	0	0	24	33.1	41.8	42	82.4	36.7	
1800	40	3008	0	0	0	0	1	4	21	11	3	0	0	0	0	0	0	0	24.3	33.8	44.9	35	87.5	37.4	
1900	30	3038	0	0	0	0	0	11	9	8	2	0	0	0	0	0	0	0	25.4	32.3	42.8	19	63.3	37.4	
2000	22	3060	0	0	0	0	1	6	12	2	1	0	0	0	0	0	0	0	24.3	32.2	41.3	15	68.2	34.9	
2100	16	3076	0	0	0	0	4	1	6	1	4	0	0	0	0	0	0	0	22	32.9	44.2	11	68.8	40.9	
2200	20	3096	0	0	0	0	0	2	10	7	0	1	0	0	0	0	0	0	26.4	34.5	47.3	18	90	38.7	
2300	15	3111	0	0	0	0	0	1	7	7	0	0	0	0	0	0	0	0	28.1	34.3	39.2	14	93.3	37.4	
07-19	664	3111	0	1	6	6	10	114	325	165	35	2	0	0	0	0	0	0	9.9	33	48.8	527	79.4	37.1	
06-22	738	3111	0	1	6	6	15	132	354	177	45	2	0	0	0	0	0	0	9.9	33	48.8	578	78.3	37.4	
06-00	773	3111	0	1	6	6	15	135	371	191	45	3	0	0	0	0	0	0	9.9	33	48.8	610	78.9	37.4	
00-00	787	3111	0	1	6	6	15	137	374	197	47	4	0	0	0	0	0	0	9.9	33.1	48.8	622	79	37.6	

Loxwood Road ATC 2 (West)

Sun 23	November	2025	Eastbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80				30	30	85
0000	8	3119	0	0	0	0	0	0	6	0	1	0	1	0	0	0	0	0	32.1	36.5	51.6	8	100	-
0100	1	3120	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.1	29.1	29.1	0	0	-
0200	0	3120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	3120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	3120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	3122	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32.2	32.4	32.6	2	100	-
0600	1	3123	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.7	33.7	33.7	1	100	-
0700	12	3135	0	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0	25.1	33.6	38.5	11	91.7	37.1
0800	13	3148	0	0	0	0	0	2	5	5	0	1	0	0	0	0	0	0	26.3	35.2	48.3	11	84.6	38.5
0900	42	3190	0	0	0	1	1	5	20	9	5	1	0	0	0	0	0	0	18.9	34.1	45.5	35	83.3	38
1000	62	3252	0	1	1	0	1	6	35	18	0	0	0	0	0	0	0	0	7.6	32.7	39	53	85.5	36.7
1100	55	3307	0	2	1	0	0	14	23	14	1	0	0	0	0	0	0	0	9.4	31.9	42.1	38	69.1	37.1
1200	54	3361	0	0	0	0	0	9	30	12	3	0	0	0	0	0	0	0	25.1	33.3	43.5	45	83.3	37.6
1300	77	3438	0	0	0	1	1	10	37	22	5	1	0	0	0	0	0	0	19.6	33.7	46.7	65	84.4	38.3
1400	66	3504	0	0	1	1	1	20	22	18	3	0	0	0	0	0	0	0	14.2	32.3	41.2	43	65.2	36.9
1500	62	3566	0	1	0	0	0	14	22	18	6	1	0	0	0	0	0	0	8.7	33.5	46.3	47	75.8	38.5
1600	54	3620	0	0	0	0	2	6	28	16	2	0	0	0	0	0	0	0	24	33.6	42	46	85.2	37.6
1700	34	3654	0	0	0	0	0	8	14	9	3	0	0	0	0	0	0	0	27.3	33.9	42.1	26	76.5	38.3
1800	28	3682	0	0	0	0	0	8	9	7	4	0	0	0	0	0	0	0	25.2	33.8	44.7	20	71.4	39.8
1900	16	3698	0	0	0	0	0	3	8	5	0	0	0	0	0	0	0	0	27.6	32.9	38.3	13	81.3	35.3
2000	10	3708	0	0	0	0	0	0	4	3	2	1	0	0	0	0	0	0	31.5	37.4	45.7	10	100	-
2100	12	3720	0	0	0	0	0	1	3	4	4	0	0	0	0	0	0	0	28.1	37.5	44.9	11	91.7	40.9
2200	8	3728	0	0	0	0	1	2	1	1	1	2	0	0	0	0	0	0	23.8	35.7	47.2	5	62.5	-
2300	1	3729	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.3	27.3	27.3	0	0	-
07-19	559	3729	0	4	3	3	6	103	252	152	32	4	0	0	0	0	0	0	7.6	33.3	48.3	440	78.7	37.8
06-22	598	3729	0	4	3	3	6	107	268	164	38	5	0	0	0	0	0	0	7.6	33.4	48.3	475	79.4	37.8
06-00	607	3729	0	4	3	3	7	110	269	165	39	7	0	0	0	0	0	0	7.6	33.4	48.3	480	79.1	37.8
00-00	618	3729	0	4	3	3	7	111	277	165	40	7	1	0	0	0	0	0	7.6	33.5	51.6	490	79.3	37.8

Benchmark Data Collection

Mon 24	November	2025	Eastbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75							
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	2	3731	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	31.9	33.4	34.9	2	100	-	
0100	0	3731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	1	3732	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.9	27.9	27.9	0	0	-	
0300	0	3732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	3	3735	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	27.6	31.4	35.3	2	66.7	-	
0500	4	3739	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	33.9	38.1	43.4	4	100	-	
0600	11	3750	0	0	0	0	2	2	2	3	2	0	0	0	0	0	0	0	22.9	33	42	7	63.6	36.2	
0700	81	3831	0	0	0	0	0	20	33	21	7	0	0	0	0	0	0	0	25.2	33.5	43.8	61	75.3	38.7	
0800	81	3912	0	0	1	1	1	18	29	25	6	0	0	0	0	0	0	0	10.1	33.1	41.6	60	74.1	38	
0900	68	3980	0	0	0	0	1	19	31	12	5	0	0	0	0	0	0	0	24.5	32.7	42.5	48	70.6	37.6	
1000	62	4042	0	0	0	1	0	17	28	14	2	0	0	0	0	0	0	0	15	32.5	41.9	44	71	36	
1100	62	4104	0	0	0	0	2	16	22	20	2	0	0	0	0	0	0	0	24.2	32.8	40.4	44	71	36.5	
1200	65	4169	0	0	0	0	2	15	29	16	3	0	0	0	0	0	0	0	20.1	33.1	44.4	48	73.8	36.2	
1300	69	4238	0	0	0	0	1	16	31	12	9	0	0	0	0	0	0	0	20.5	33.3	43.7	52	75.4	39.8	
1400	73	4311	0	0	0	0	2	20	26	21	4	0	0	0	0	0	0	0	21.1	32.7	43.4	51	69.9	37.6	
1500	96	4407	0	0	0	1	4	28	41	13	6	2	0	1	0	0	0	0	18.6	32.7	55.1	63	65.6	37.6	
1600	100	4507	0	1	1	0	0	31	37	24	6	0	0	0	0	0	0	0	9.8	32.6	41.9	67	67	36.7	
1700	129	4636	0	0	0	1	4	15	71	33	5	0	0	0	0	0	0	0	19.3	33.1	44.3	109	84.5	36.5	
1800	61	4697	0	0	0	2	1	12	26	14	4	2	0	0	0	0	0	0	15.5	33	46.9	46	75.4	37.6	
1900	42	4739	0	0	0	0	1	8	18	12	3	0	0	0	0	0	0	0	21	33.4	43.8	33	78.6	38.3	
2000	23	4762	0	0	0	1	0	4	10	5	3	0	0	0	0	0	0	0	17.7	33.4	43.7	18	78.3	39.1	
2100	16	4778	0	0	0	0	1	4	4	5	2	0	0	0	0	0	0	0	21.8	33.4	40.9	11	68.8	38.7	
2200	11	4789	0	0	0	0	1	0	5	4	1	0	0	0	0	0	0	0	21.2	34.8	43.3	10	90.9	37.6	
2300	3	4792	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	31.9	34.5	38.8	3	100	-	
07-19	947	4792	0	1	2	6	18	227	404	225	59	4	0	1	0	0	0	0	9.8	32.9	55.1	693	73.2	37.6	
06-22	1039	4792	0	1	2	7	22	245	438	250	69	4	0	1	0	0	0	0	9.8	33	55.1	762	73.3	37.6	
06-00	1053	4792	0	1	2	7	23	245	445	255	70	4	0	1	0	0	0	0	9.8	33	55.1	775	73.6	37.6	
00-00	1063	4792	0	1	2	7	23	247	449	258	71	4	0	1	0	0	0	0	9.8	33	55.1	783	73.7	37.6	

Loxwood Road ATC 2 (West)

Tue 25 Time	November Total	2025 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	5	4797	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	31.2	37.5	42.9	5	100	-
0100	1	4798	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.8	25.8	25.8	0	0	-
0200	0	4798	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	4798	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	4799	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.7	39.7	39.7	1	100	-
0500	4	4803	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	27.9	38.6	48.1	3	75	-
0600	11	4814	0	0	0	0	0	2	3	4	2	0	0	0	0	0	0	0	27	35	41.3	9	81.8	38.7
0700	90	4904	0	0	0	1	1	20	39	22	6	1	0	0	0	0	0	0	15.8	33.2	45.4	68	75.6	37.1
0800	99	5003	0	0	0	1	6	22	32	30	6	1	0	1	0	0	0	0	15.8	33.5	55.1	70	70.7	38.5
0900	69	5072	0	0	1	0	2	8	29	17	10	2	0	0	0	0	0	0	14.2	34.4	48.3	58	84.1	40.7
1000	51	5123	0	0	2	1	0	13	20	10	4	1	0	0	0	0	0	0	13.4	32.2	45.4	35	68.6	38
1100	59	5182	0	0	0	0	4	13	21	15	4	2	0	0	0	0	0	0	22.8	33.1	46.1	42	71.2	38.3
1200	97	5279	0	0	0	1	6	19	41	24	5	0	1	0	0	0	0	0	19.9	32.7	50.4	71	73.2	37.4
1300	65	5344	0	0	2	1	1	11	25	17	5	3	0	0	0	0	0	0	13	33.4	48.1	50	76.9	38
1400	83	5427	0	0	0	2	1	19	37	17	6	0	1	0	0	0	0	0	16	32.8	50.6	61	73.5	37.1
1500	111	5538	0	0	1	1	1	29	44	26	7	1	1	0	0	0	0	0	13.7	33.1	51.1	79	71.2	37.4
1600	120	5658	0	0	0	0	5	24	48	35	6	2	0	0	0	0	0	0	20.9	33.3	49.4	91	75.8	38.5
1700	107	5765	0	0	1	3	0	13	47	33	6	4	0	0	0	0	0	0	13.7	33.8	47.3	90	84.1	38
1800	75	5840	0	0	1	0	1	12	29	25	6	1	0	0	0	0	0	0	13.2	34.1	48.1	61	81.3	38.7
1900	39	5879	0	0	0	0	2	5	14	12	4	2	0	0	0	0	0	0	23.6	34.7	46.3	32	82.1	39.6
2000	22	5901	0	0	0	0	0	5	3	10	2	2	0	0	0	0	0	0	27.9	35.8	45.9	17	77.3	40.3
2100	24	5925	0	0	0	0	0	5	12	6	1	0	0	0	0	0	0	0	29	34	43.5	19	79.2	38
2200	21	5946	0	0	0	0	0	3	7	6	4	1	0	0	0	0	0	0	28.6	35.8	47.9	18	85.7	41.8
2300	2	5948	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	36.2	37.3	38.4	2	100	-
07-19	1026	5948	0	0	8	11	28	203	412	271	71	18	3	1	0	0	0	0	13	33.3	55.1	776	75.6	38.3
06-22	1122	5948	0	0	8	11	30	220	444	303	80	22	3	1	0	0	0	0	13	33.4	55.1	853	76	38.5
06-00	1145	5948	0	0	8	11	30	223	451	311	84	23	3	1	0	0	0	0	13	33.5	55.1	873	76.2	38.5
00-00	1156	5948	0	0	8	11	30	225	452	316	86	24	3	1	0	0	0	0	13	33.5	55.1	882	76.3	38.5

Benchmark Data Collection

Wed 26	November	2025	Eastbound																							
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85		
0000	1	5949	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.2	27.2	27.2	0	0	-		
0100	2	5951	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	34.2	37.8	41.3	2	100	-		
0200	0	5951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0300	0	5951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0400	1	5952	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.9	28.9	28.9	0	0	-		
0500	3	5955	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	29.8	38.2	42.4	2	66.7	-		
0600	9	5964	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	26.1	34.3	39.3	8	88.9	-		
0700	78	6042	0	0	1	0	2	17	28	23	6	1	0	0	0	0	0	0	10.6	33.5	46.4	58	74.4	38.7		
0800	95	6137	0	1	0	0	0	25	39	28	2	0	0	0	0	0	0	0	8.5	32.7	41.9	69	72.6	36.7		
0900	64	6201	0	0	1	0	2	19	23	17	2	0	0	0	0	0	0	0	10.6	31.9	43	42	65.6	36		
1000	66	6267	0	0	1	3	1	9	24	24	4	0	0	0	0	0	0	0	13.9	33.4	42.5	52	78.8	38.3		
1100	76	6343	0	0	2	0	4	7	38	20	4	1	0	0	0	0	0	0	13.3	33.4	45.9	63	82.9	37.8		
1200	70	6413	0	0	0	1	1	15	27	20	5	1	0	0	0	0	0	0	17.7	33.6	45	53	75.7	38		
1300	66	6479	0	0	0	1	1	18	28	12	5	0	1	0	0	0	0	0	18.3	32.8	50.7	46	69.7	36.5		
1400	79	6558	0	0	1	1	0	16	34	24	2	1	0	0	0	0	0	0	13.2	33	45.7	61	77.2	37.4		
1500	90	6648	0	0	0	0	0	20	37	23	8	2	0	0	0	0	0	0	25.1	34	48.9	70	77.8	38.5		
1600	111	6759	0	0	0	0	6	24	45	34	2	0	0	0	0	0	0	0	23.1	32.7	44.8	81	73	36.7		
1700	103	6862	0	0	0	0	3	15	46	34	4	1	0	0	0	0	0	0	21.9	33.8	45.2	85	82.5	37.8		
1800	62	6924	0	0	0	0	0	6	29	22	5	0	0	0	0	0	0	0	27.5	34.5	44.2	56	90.3	38.7		
1900	40	6964	0	0	0	1	0	7	20	11	1	0	0	0	0	0	0	0	17.2	33	44.6	32	80	37.1		
2000	33	6997	0	0	0	0	0	0	11	13	9	0	0	0	0	0	0	0	30.2	37.2	43	33	100	40.9		
2100	28	7025	0	0	0	0	2	2	11	10	3	0	0	0	0	0	0	0	21.8	34.2	44.5	24	85.7	38.3		
2200	23	7048	0	0	0	0	1	1	5	9	6	1	0	0	0	0	0	0	20.7	36.7	48.3	21	91.3	41.2		
2300	9	7057	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	30.2	37.2	44.7	9	100	-		
07-19	960	7057	0	1	6	6	20	191	398	281	49	7	1	0	0	0	0	0	8.5	33.3	50.7	736	76.7	37.6		
06-22	1070	7057	0	1	6	7	22	201	444	319	62	7	1	0	0	0	0	0	8.5	33.4	50.7	833	77.9	37.8		
06-00	1102	7057	0	1	6	7	23	202	451	332	71	8	1	0	0	0	0	0	8.5	33.5	50.7	863	78.3	37.8		
00-00	1109	7057	0	1	6	7	23	205	452	332	74	8	1	0	0	0	0	0	8.5	33.5	50.7	867	78.2	37.8		
Summary	Eastbound																									
	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85		
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80								
	7057	7057	0	7	31	50	152	1321	2995	1923	488	77	9	4	0	0	0	0	0	7.6	33.4	58	5496	77.9	38	

SPEED & VOLUME SURVEY - ATC 1 (EAST) - LOXWOOD ROAD, BUCKS GREEN, WEST SUSSEX RH12 3DW.

DATASETS:

Site: [Loxwood] Loxwood Road ATC 1 East, Telegraph pole 1.
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 00:00 02 December 2025 => 00:00 09 December 2025
File: Loxwood09Dec2025.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*

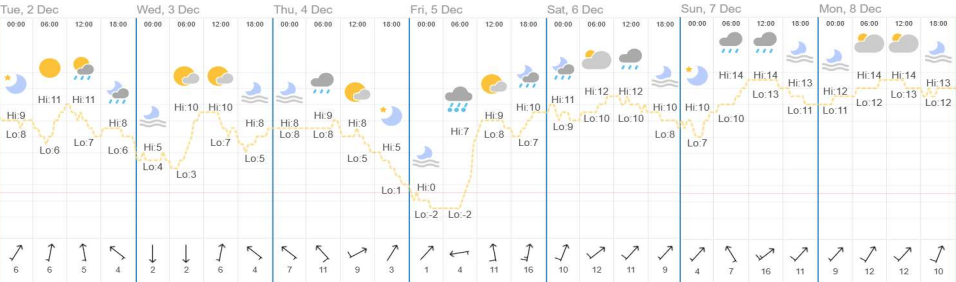
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax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

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).

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

Seven Day Weather Report



Benchmark Data Collection

Tue 02 Time	December Total	2025 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.7	39.7	39.7	1	100	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	6	7	0	0	0	0	0	0	0	2	1	2	0	1	0	0	0	0	35.9	44.7	55.2	6	100	-
0600	18	25	0	0	0	0	1	5	4	3	2	3	0	0	0	0	0	0	25	35.2	49.5	12	66.7	43.2
0700	97	122	0	0	0	0	0	16	32	35	13	0	1	0	0	0	0	0	25.3	35	50.1	81	83.5	39.6
0800	81	203	0	0	1	0	0	12	28	29	11	0	0	0	0	0	0	0	11	34.6	44.9	68	84	39.4
0900	89	292	0	0	0	1	2	15	26	31	11	2	0	1	0	0	0	0	17.2	34.8	56.4	71	79.8	40
1000	72	364	0	0	2	0	3	12	29	19	7	0	0	0	0	0	0	0	12.7	33.2	44.3	55	76.4	38.7
1100	68	432	0	0	0	0	0	11	29	23	4	1	0	0	0	0	0	0	25.4	33.9	45	57	83.8	37.6
1200	85	517	0	0	3	0	2	18	30	26	4	2	0	0	0	0	0	0	13	32.9	48.3	62	72.9	38.3
1300	81	598	0	0	1	1	3	16	25	25	10	0	0	0	0	0	0	0	13.8	33.8	44.5	60	74.1	38.5
1400	73	671	0	0	0	0	2	15	28	21	6	1	0	0	0	0	0	0	22.7	33.7	46	56	76.7	37.8
1500	108	779	0	0	0	0	1	19	45	35	4	4	0	0	0	0	0	0	20.1	34.2	46.7	88	81.5	38.7
1600	139	918	0	0	0	0	2	16	76	39	4	1	1	0	0	0	0	0	24.4	33.7	52.1	121	87.1	37.8
1700	122	1040	0	0	0	1	2	24	52	36	6	1	0	0	0	0	0	0	18.8	33.3	46.8	95	77.9	37.4
1800	83	1123	0	0	0	0	0	14	34	24	11	0	0	0	0	0	0	0	25.5	34.4	43.7	69	83.1	37.8
1900	39	1162	0	0	0	0	0	6	14	15	3	1	0	0	0	0	0	0	26.8	34.9	45.3	33	84.6	38.5
2000	17	1179	0	0	0	0	0	2	6	4	3	2	0	0	0	0	0	0	26.4	36.3	45.6	15	88.2	40.9
2100	19	1198	0	0	0	0	1	2	9	4	2	1	0	0	0	0	0	0	21.5	34.5	47.3	16	84.2	39.4
2200	18	1216	0	0	0	1	1	3	7	2	3	1	0	0	0	0	0	0	15.8	33.1	45.1	13	72.2	41.4
2300	3	1219	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	40.6	42.9	44.1	3	100	-
07-19	1098	1219	0	0	7	3	17	188	434	343	91	12	2	1	0	0	0	0	11	33.9	56.4	883	80.4	38.7
06-22	1191	1219	0	0	7	3	19	203	467	369	101	19	2	1	0	0	0	0	11	34	56.4	959	80.5	38.7
06-00	1212	1219	0	0	7	4	20	206	474	371	107	20	2	1	0	0	0	0	11	34	56.4	975	80.4	38.7
00-00	1219	1219	0	0	7	4	20	206	474	374	108	22	2	2	0	0	0	0	11	34.1	56.4	982	80.6	38.9

Benchmark Data Collection

Wed 03 Time	December Total	2025 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	4	1223	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	26.2	34	43.8	2	50	-	
0100	2	1225	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	30.7	31.1	31.5	2	100	-	
0200	0	1225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	0	1225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	0	1225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	6	1231	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	27.5	40	50.8	5	83.3	-	
0600	9	1240	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	27.3	34.3	42.8	7	77.8	-	
0700	77	1317	0	0	0	0	2	11	28	23	10	3	0	0	0	0	0	23	35.3	46.3	64	83.1	40.5	
0800	112	1429	0	0	1	0	1	17	40	41	11	1	0	0	0	0	0	11	34.4	48.5	93	83	39.6	
0900	72	1501	0	0	1	4	0	19	19	21	6	1	1	0	0	0	0	13.6	32.8	53.8	48	66.7	38.5	
1000	68	1569	0	1	0	0	1	9	25	26	4	2	0	0	0	0	0	9.7	34.2	47.5	57	83.8	38.7	
1100	76	1645	0	0	0	3	1	17	32	15	8	0	0	0	0	0	0	17.5	32.6	44	55	72.4	37.6	
1200	79	1724	0	0	0	1	0	14	32	23	7	2	0	0	0	0	0	16	34	46	64	81	37.6	
1300	81	1805	0	0	1	1	0	11	42	18	6	1	1	0	0	0	0	11.2	33.5	54	68	84	38	
1400	76	1881	0	0	0	0	0	17	36	20	3	0	0	0	0	0	0	26.4	32.9	41.9	59	77.6	36.9	
1500	107	1988	0	0	0	0	1	15	59	25	7	0	0	0	0	0	0	21.1	33.5	43.1	91	85	36.7	
1600	113	2101	0	0	0	0	4	9	55	33	7	4	0	1	0	0	0	21.9	34.7	59.2	100	88.5	38.3	
1700	128	2229	0	0	0	2	0	12	64	38	10	2	0	0	0	0	0	17.9	34.4	47	114	89.1	38.5	
1800	82	2311	0	0	0	0	0	14	35	25	5	3	0	0	0	0	0	26.6	34.3	49.4	68	82.9	39.4	
1900	42	2353	0	0	1	0	1	6	17	14	1	1	1	0	0	0	0	13.5	33.6	50.8	34	81	38.5	
2000	31	2384	0	0	0	0	1	3	13	8	5	1	0	0	0	0	0	22.4	35.4	45.8	27	87.1	41.2	
2100	26	2410	0	0	0	0	0	2	12	6	4	2	0	0	0	0	0	26.2	35.9	48	24	92.3	41.4	
2200	21	2431	0	0	0	0	0	1	8	8	2	0	1	1	0	0	0	29.5	37.4	58.9	20	95.2	40.5	
2300	9	2440	0	0	0	0	0	0	3	4	1	1	0	0	0	0	0	30.3	37.1	46.9	9	100	-	
07-19	1071	2440	0	1	3	11	10	165	467	308	84	19	2	1	0	0	0	9.7	33.9	59.2	881	82.3	38.7	
06-22	1179	2440	0	1	4	11	12	178	512	339	95	23	3	1	0	0	0	9.7	34	59.2	973	82.5	38.9	
06-00	1209	2440	0	1	4	11	12	179	523	351	98	24	4	2	0	0	0	9.7	34.1	59.2	1002	82.9	38.9	
00-00	1221	2440	0	1	4	11	12	182	525	354	101	24	5	2	0	0	0	9.7	34.1	59.2	1011	82.8	38.9	

Benchmark Data Collection

Thu 04 Time	December Total	2025 RunTot	Westbound															Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75							80
0000	4	2444	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	31.7	37.4	44.8	4	100	-
0100	0	2444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	2446	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	36.3	36.7	37.2	2	100	-
0300	0	2446	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2446	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	7	2453	0	0	0	0	0	0	1	0	2	1	1	2	0	0	0	0	29.7	42.3	51.1	6	85.7	-
0600	11	2464	0	0	0	0	0	0	0	3	6	1	0	1	0	0	0	0	30.1	37.4	50.6	11	100	39.4
0700	84	2548	0	0	0	2	0	13	37	24	7	1	0	0	0	0	0	0	16.3	33.8	46.3	69	82.1	38.5
0800	106	2654	0	0	0	0	1	17	42	37	9	0	0	0	0	0	0	0	22.3	34.2	44.9	88	83	38.7
0900	71	2725	0	0	0	0	0	6	31	23	9	1	1	0	0	0	0	0	25.7	35.6	51.6	65	91.5	39.6
1000	77	2802	0	0	0	0	2	14	35	22	2	2	0	0	0	0	0	0	23.1	33.3	46.9	61	79.2	38
1100	73	2875	0	0	0	2	2	11	37	15	5	1	0	0	0	0	0	0	15.2	33.1	49.9	58	79.5	37.8
1200	91	2966	0	0	0	1	0	14	46	18	11	1	0	0	0	0	0	0	15.4	34	49.3	76	83.5	38.9
1300	74	3040	0	0	0	0	0	16	35	17	6	0	0	0	0	0	0	0	26	33.6	44.7	58	78.4	37.4
1400	86	3126	0	0	0	1	3	16	26	26	11	3	0	0	0	0	0	0	16.9	34.5	48	66	76.7	40
1500	96	3222	0	0	2	0	2	17	40	25	10	0	0	0	0	0	0	0	10.6	33.5	44.8	75	78.1	38.5
1600	101	3323	0	0	0	0	1	14	47	30	6	2	1	0	0	0	0	0	24.4	34.2	53.3	86	85.1	38.9
1700	124	3447	0	0	0	1	4	36	49	22	11	1	0	0	0	0	0	0	16.5	32.4	46.6	83	66.9	38.3
1800	76	3523	0	0	0	0	1	4	28	33	8	2	0	0	0	0	0	0	24.2	35.5	45.8	71	93.4	39.6
1900	46	3569	0	0	0	0	2	6	14	15	7	2	0	0	0	0	0	0	23.4	35.4	46.9	38	82.6	40.5
2000	20	3589	0	0	0	0	0	3	7	5	4	1	0	0	0	0	0	0	28.6	35.8	49.6	17	85	41.6
2100	23	3612	0	0	0	0	0	5	7	8	3	0	0	0	0	0	0	0	28.7	34.8	41.8	18	78.3	38.9
2200	17	3629	0	0	0	0	0	5	4	5	3	0	0	0	0	0	0	0	25.3	34.1	44.9	12	70.6	36.7
2300	8	3637	0	0	0	0	0	1	2	2	3	0	0	0	0	0	0	0	29.2	36.5	43.4	7	87.5	-
07-19	1059	3637	0	0	2	7	16	178	453	292	95	14	2	0	0	0	0	0	10.6	33.9	53.3	856	80.8	38.9
06-22	1159	3637	0	0	2	7	18	192	484	326	110	17	3	0	0	0	0	0	10.6	34.1	53.3	940	81.1	38.9
06-00	1184	3637	0	0	2	7	18	198	490	333	116	17	3	0	0	0	0	0	10.6	34.1	53.3	959	81	39.1
00-00	1197	3637	0	0	2	7	18	199	491	339	118	18	5	0	0	0	0	0	10.6	34.1	53.3	971	81.1	39.1

Benchmark Data Collection

Fri 05	December	2025	Westbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Benchmark Data Collection

Sat 06	December	2025	Westbound																						
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	7	4869	0	0	0	0	0	2	0	3	1	1	0	0	0	0	0	0	26.9	37.2	45.5	5	71.4	-	
0100	1	4870	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.1	39.1	39.1	1	100	-	
0200	3	4873	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	35.1	38.8	43	3	100	-	
0300	0	4873	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	0	4873	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	2	4875	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	31.5	34.7	38	2	100	-	
0600	4	4879	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	35.7	45.1	53.7	4	100	-	
0700	11	4890	0	0	0	0	0	3	2	3	2	1	0	0	0	0	0	0	27.1	36	45	8	72.7	41.4	
0800	36	4926	0	0	0	0	1	3	15	9	7	0	1	0	0	0	0	0	24.1	35.1	54.6	32	88.9	40.3	
0900	54	4980	0	0	0	2	0	7	19	17	8	1	0	0	0	0	0	0	15.1	34.6	46.3	45	83.3	40.5	
1000	79	5059	0	0	0	1	1	15	34	19	9	0	0	0	0	0	0	0	17.6	33.6	43.8	62	78.5	38	
1100	76	5135	0	0	3	1	3	13	26	19	10	1	0	0	0	0	0	0	10.4	32.8	46.4	56	73.7	39.1	
1200	91	5226	0	0	2	0	1	11	37	29	9	2	0	0	0	0	0	0	12.6	34.2	49.3	77	84.6	38.3	
1300	68	5294	0	0	0	0	1	7	30	26	3	0	1	0	0	0	0	0	23.3	34.6	50.2	60	88.2	37.8	
1400	83	5377	0	0	0	5	1	15	34	24	3	1	0	0	0	0	0	0	17	32.3	45.2	62	74.7	37.6	
1500	119	5496	0	0	0	3	3	32	49	28	4	0	0	0	0	0	0	0	16.2	32.1	41.9	81	68.1	37.1	
1600	88	5584	0	0	0	0	3	15	41	21	4	4	0	0	0	0	0	0	22.2	33.6	47.6	70	79.5	39.1	
1700	44	5628	0	0	0	0	2	14	13	15	0	0	0	0	0	0	0	0	22.3	31.8	38.4	28	63.6	36.5	
1800	50	5678	0	0	0	0	1	7	19	13	6	3	0	0	1	0	0	0	21.7	35.9	62.4	42	84	41.4	
1900	44	5722	0	0	1	0	0	9	19	11	2	2	0	0	0	0	0	0	12	33.2	49.9	34	77.3	37.1	
2000	25	5747	0	0	0	0	0	1	7	15	1	1	0	0	0	0	0	0	27.9	36.5	47.7	24	96	39.4	
2100	14	5761	0	0	0	0	0	3	2	6	3	0	0	0	0	0	0	0	27.2	35.9	44.4	11	78.6	40.3	
2200	18	5779	0	0	0	0	0	3	9	2	2	2	0	0	0	0	0	0	26.2	35	49.2	15	83.3	40.5	
2300	16	5795	0	0	0	0	0	1	4	3	6	1	0	0	1	0	0	0	29.2	39.1	55.8	15	93.8	44.5	
07-19	799	5795	0	0	5	12	17	142	319	223	65	13	2	0	1	0	0	0	10.4	33.5	62.4	623	78	38.5	
06-22	886	5795	0	0	6	12	17	155	347	256	72	16	4	0	1	0	0	0	10.4	33.7	62.4	696	78.6	38.7	
06-00	920	5795	0	0	6	12	17	159	360	261	80	19	4	1	1	0	0	0	10.4	33.8	62.4	726	78.9	38.9	
00-00	933	5795	0	0	6	12	17	161	361	268	82	20	4	1	1	0	0	0	10.4	33.9	62.4	737	79	38.9	

Benchmark Data Collection

Sun 07 Time	December Total	2025 RunTot	Westbound															Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75							80
0000	11	5806	0	0	0	0	0	0	5	3	1	1	0	0	0	0	0	30	38.1	54.7	11	100	41.8	
0100	2	5808	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	32.9	35.2	37.4	2	100	-	
0200	1	5809	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	30.4	30.4	1	100	-	
0300	0	5809	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	0	5809	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	0	5809	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0600	4	5813	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	31.4	34.9	39.5	4	100	-	
0700	14	5827	0	0	0	0	0	3	6	4	1	0	0	0	0	0	0	25.5	33.6	43.6	11	78.6	37.8	
0800	21	5848	0	0	0	0	0	4	10	7	0	0	0	0	0	0	0	25.2	33.1	39.2	17	81	37.1	
0900	39	5887	0	0	1	1	1	2	13	17	3	1	0	0	0	0	0	10.5	34.5	45	34	87.2	39.4	
1000	44	5931	0	0	1	1	1	8	18	12	2	1	0	0	0	0	0	15	32.8	49.1	33	75	38.3	
1100	52	5983	0	0	2	3	0	15	11	11	10	0	0	0	0	0	0	11.7	32	43.6	32	61.5	40.3	
1200	71	6054	0	0	0	0	1	6	23	32	9	0	0	0	0	0	0	24.9	35.1	44.5	64	90.1	38.9	
1300	55	6109	0	0	0	0	0	8	25	10	12	0	0	0	0	0	0	26.7	34.8	44.7	47	85.5	40.3	
1400	57	6166	0	0	0	1	0	6	18	22	8	2	0	0	0	0	0	18.9	35.7	47.6	50	87.7	40	
1500	48	6214	0	0	0	0	0	9	22	12	3	2	0	0	0	0	0	26.6	34	48.7	39	81.3	37.1	
1600	46	6260	0	0	0	0	2	3	16	19	5	0	1	0	0	0	0	21.9	35.2	50.2	41	89.1	38.3	
1700	49	6309	0	0	0	0	1	7	21	13	5	1	1	0	0	0	0	23.9	34.7	53.5	41	83.7	39.4	
1800	29	6338	0	0	0	0	0	4	8	12	3	2	0	0	0	0	0	27.2	35.8	46.3	25	86.2	40.3	
1900	28	6366	0	0	0	0	0	1	12	10	4	1	0	0	0	0	0	29.1	35.9	49.9	27	96.4	40	
2000	12	6378	0	0	0	0	0	0	3	8	1	0	0	0	0	0	0	31.5	36.3	40.6	12	100	37.6	
2100	15	6393	0	0	0	0	0	4	5	5	1	0	0	0	0	0	0	27.3	34	43.7	11	73.3	38	
2200	12	6405	0	0	0	0	0	2	6	3	1	0	0	0	0	0	0	28.5	34.3	40.5	10	83.3	38.3	
2300	4	6409	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	29.3	38.2	46.3	3	75	-	
07-19	525	6409	0	0	4	6	6	75	191	171	61	9	2	0	0	0	0	10.5	34.4	53.5	434	82.7	39.4	
06-22	584	6409	0	0	4	6	6	80	213	196	67	10	2	0	0	0	0	10.5	34.5	53.5	488	83.6	39.4	
06-00	600	6409	0	0	4	6	6	83	219	200	69	11	2	0	0	0	0	10.5	34.5	53.5	501	83.5	39.4	
00-00	614	6409	0	0	4	6	6	83	226	204	70	12	3	0	0	0	0	10.5	34.6	54.7	515	83.9	39.6	

Benchmark Data Collection

Mon 08 Time	December	2025	Westbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	4	6413	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	36.6	42.3	48.3	4	100	-
0100	1	6414	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	35	35	1	100	-
0200	0	6414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	6415	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.1	29.1	29.1	0	0	-
0400	0	6415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	6417	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35.2	36.1	37	2	100	-
0600	12	6429	0	0	0	0	0	0	0	6	5	1	0	0	0	0	0	0	30.3	35.6	42.4	12	100	39.1
0700	83	6512	0	0	0	0	1	16	25	27	10	4	0	0	0	0	0	0	24.2	34.8	48.4	66	79.5	40
0800	84	6596	0	0	0	0	0	11	34	27	9	3	0	0	0	0	0	0	26.2	35	49.1	73	86.9	39.6
0900	80	6676	0	0	0	1	1	10	38	21	8	1	0	0	0	0	0	0	19.9	33.7	46.9	68	85	37.6
1000	68	6744	0	0	1	1	2	15	24	18	6	1	0	0	0	0	0	0	13	33.1	48.1	49	72.1	38.3
1100	74	6818	0	0	0	1	1	8	32	27	4	1	0	0	0	0	0	0	15.8	33.9	45.2	64	86.5	37.4
1200	75	6893	0	0	0	0	0	15	31	24	4	1	0	0	0	0	0	0	25.4	34.1	47.4	60	80	38.9
1300	76	6969	0	0	0	3	2	14	22	28	7	0	0	0	0	0	0	0	19.1	33.7	44.9	57	75	38.5
1400	67	7036	0	0	0	0	1	9	27	20	8	2	0	0	0	0	0	0	24.1	34.5	47.1	57	85.1	39.4
1500	100	7136	0	0	2	1	3	25	43	17	7	2	0	0	0	0	0	0	13.4	32.2	45.8	69	69	37.6
1600	106	7242	0	0	0	0	3	16	55	26	6	0	0	0	0	0	0	0	21.3	33.1	43.5	87	82.1	37.1
1700	117	7359	0	0	0	0	1	12	45	48	8	2	1	0	0	0	0	0	24.8	35.1	53.1	104	88.9	38.7
1800	81	7440	0	0	0	0	1	6	40	23	8	2	0	1	0	0	0	0	24.9	35.1	55.5	74	91.4	39.8
1900	38	7478	0	0	0	1	1	2	14	8	8	4	0	0	0	0	0	0	19.9	36.5	46.7	34	89.5	42.5
2000	23	7501	0	0	0	0	0	4	8	8	3	0	0	0	0	0	0	0	27.9	34.5	44	19	82.6	38.

Benchmark Data Collection

Tue 02 Time	December Total	2025 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80						
0000	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.9	37.9	37.9	1	100	-
0100	2	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	33.3	33.6	33.9	2	100	-
0200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.4	34.7	35.1	2	100	-
0400	4	9	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	29.3	40.1	48.8	3	75	-
0500	12	21	0	0	0	0	0	1	2	6	2	1	0	0	0	0	0	0	28.1	38	45.7	11	91.7	40.9
0600	25	46	0	0	0	1	1	6	6	5	4	2	0	0	0	0	0	0	18.7	34.3	49.5	17	68	40.7
0700	112	158	0	0	0	0	5	27	45	26	7	2	0	0	0	0	0	0	21.1	32.7	47.3	80	71.4	38.3
0800	164	322	0	0	0	0	1	33	58	54	16	2	0	0	0	0	0	0	23.7	34.5	48.4	130	79.3	39.1
0900	90	412	0	0	0	1	1	25	34	22	6	1	0	0	0	0	0	0	16.9	32.8	47.1	63	70	38.5
1000	74	486	0	0	0	1	5	18	23	21	5	0	1	0	0	0	0	0	17	32.7	50.7	50	67.6	38.3
1100	64	550	0	0	0	1	0	14	27	17	4	1	0	0	0	0	0	0	17.4	33.3	45.4	49	76.6	37.1
1200	73	623	0	0	0	0	1	21	37	13	1	0	0	0	0	0	0	0	24.7	32.1	41.1	51	69.9	36.2
1300	78	701	0	0	1	0	5	12	35	19	6	0	0	0	0	0	0	0	14.6	32.7	43.4	60	76.9	36.5
1400	63	764	0	0	0	0	4	16	26	13	4	0	0	0	0	0	0	0	22	32.1	43.7	43	68.3	36.9
1500	93	857	0	0	0	0	1	16	40	31	5	0	0	0	0	0	0	0	22.2	33.9	43.3	76	81.7	37.6
1600	101	958	0	0	0	1	3	25	46	19	7	0	0	0	0	0	0	0	16.1	32.6	44.6	72	71.3	36.5
1700	66	1024	0	0	0	0	2	22	26	13	3	0	0	0	0	0	0	0	23.8	31.7	44.6	42	63.6	35.6
1800	45	1069	0	0	0	0	1	14	17	12	1	0	0	0	0	0	0	0	24.7	32.2	40.3	30	66.7	35.8
1900	31	1100	0	0	0	0	4	9	10	6	2	0	0	0	0	0	0	0	20.4	31.6	43.3	18	58.1	37.8
2000	13	1113	0	0	0	0	1	6	5	0	1	0	0	0	0	0	0	0	24.7	31.5	44.4	6	46.2	33.1
2100	12	1125	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	0	25.4	32.2	38.4	9	75	37.4
2200	3	1128	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	26.7	34.7	43.6	2	66.7	-
2300	3	1131	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	29	34.6	40	2	66.7	-
07-19	1023	1131	0	0	1	4	29	243	414	260	65	6	1	0	0	0	0	0	14.6	33	50.7	746	72.9	38
06-22	1104	1131	0	0	1	5	35	267	440	275	72	8	1	0	0	0	0	0	14.6	32.9	50.7	796	72.1	38
06-00	1110	1131	0	0	1	5	35	269	442	276	73	8	1	0	0	0	0	0	14.6	32.9	50.7	800	72.1	38
00-00	1131	1131	0	0	1	5	35	271	447	285	76	10	1	0	0	0	0	0	14.6	33	50.7	819	72.4	38.3

Benchmark Data Collection

Wed 03	December	2025	Eastbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75							
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	0	1131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	0	1131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	1131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	1	1132	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.1	29.1	29.1	0	0	-	
0400	3	1135	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	35.6	41.6	49	3	100	-	
0500	14	1149	0	0	0	0	0	0	4	6	3	1	0	0	0	0	0	0	34	38.1	45.1	14	100	41.2	
0600	29	1178	0	0	0	1	1	4	12	7	4	0	0	0	0	0	0	0	18.8	33.8	44.5	23	79.3	38.9	
0700	107	1285	0	0	1	5	1	22	43	28	7	0	0	0	0	0	0	0	12.2	32.5	43.9	78	72.9	37.8	
0800	160	1445	0	0	1	1	8	34	60	47	9	0	0	0	0	0	0	0	14.5	32.7	42.4	116	72.5	37.4	
0900	72	1517	0	0	0	0	2	10	32	19	6	3	0	0	0	0	0	0	22.2	34.6	46.2	60	83.3	38.7	
1000	82	1599	0	0	1	5	4	19	30	20	3	0	0	0	0	0	0	0	11.5	31.5	44.3	53	64.6	37.1	
1100	60	1659	0	0	0	0	3	12	21	20	4	0	0	0	0	0	0	0	21.1	33.5	43.9	45	75	37.8	
1200	77	1736	0	0	0	1	1	17	33	14	7	4	0	0	0	0	0	0	15.4	33.7	49.8	58	75.3	38.9	
1300	70	1806	0	0	1	1	0	25	28	11	4	0	0	0	0	0	0	0	14.9	31.4	43	43	61.4	36.7	
1400	65	1871	0	0	2	2	3	22	24	9	3	0	0	0	0	0	0	0	13.3	30.8	43.1	36	55.4	35.3	
1500	89	1960	0	0	0	0	3	26	38	17	5	0	0	0	0	0	0	0	22.4	32	41	60	67.4	37.1	
1600	98	2058	0	0	0	2	3	30	41	18	4	0	0	0	0	0	0	0	19.2	31.8	44.2	63	64.3	37.1	
1700	81	2139	0	0	0	2	5	29	27	13	5	0	0	0	0	0	0	0	18.5	31.7	44.5	45	55.6	37.6	
1800	47	2186	0	0	0	2	7	6	20	11	1	0	0	0	0	0	0	0	19.5	31.3	42.5	32	68.1	36	
1900	29	2215	0	0	0	3	4	6	11	4	1	0	0	0	0	0	0	0	18.4	30.2	44.9	16	55.2	35.1	
2000	26	2241	0	0	0	1	3	4	4	9	4	1	0	0	0	0	0	0	16.9	33.7	45.9	18	69.2	40.5	
2100	12	2253	0	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	27.3	35	44.6	10	83.3	39.6	
2200	9	2262	0	0	0	0	2	4	1	0	2	0	0	0	0	0	0	0	22.6	31.1	44.4	3	33.3	-	
2300	2	2264	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.4	35.4	36.4	2	100	-	
07-19	1008	2264	0	0	6	21	40	252	397	227	58	7	0	0	0	0	0	0	11.5	32.3	49.8	689	68.4	37.6	
06-22	1104	2264	0	0	6	26	48	268	428	252	68	8	0	0	0	0	0	0	11.5	32.4	49.8	756	68.5	37.6	
06-00	1115	2264	0	0	6	26	50	272	430	253	70	8	0	0	0	0	0	0	11.5	32.4	49.8	761	68.3	37.6	
00-00	1133	2264	0	0	6	26	50	273	434	260	74	10	0	0	0	0	0	0	11.5	32.5	49.8	778	68.7	37.8	

Benchmark Data Collection

Thu 04	December	2025	Eastbound																					
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	2264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	2265	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.9	31.9	31.9	1	100	-
0200	2	2267	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35.3	36.4	37.6	2	100	-
0300	1	2268	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	44	44	44	1	100	-
0400	3	2271	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	30.6	37.6	49.9	3	100	-
0500	10	2281	0	0	0	0	0	2	0	6	2	0	0	0	0	0	0	0	27.8	36.6	41.4	8	80	-
0600	30	2311	0	0	0	0	1	3	10	9	6	1	0	0	0	0	0	0	23	35.3	45.7	26	86.7	40.5
0700	112	2423	0	0	0	2	1	31	56	17	5	0	0	0	0	0	0	0	16.3	32.2	43.8	78	69.6	36.9
0800	165	2588	0	0	0	0	13	41	71	30	9	1	0	0	0	0	0	0	20.6	32	46.9	111	67.3	36.9
0900	94	2682	0	0	0	1	7	18	47	17	3	1	0	0	0	0	0	0	17.9	32	45.2	68	72.3	36.7
1000	78	2760	0	0	0	1	4	9	42	17	5	0	0	0	0	0	0	0	19.6	32.7	43.5	64	82.1	36.2
1100	74	2834	0	0	0	0	2	18	43	10	1	0	0	0	0	0	0	0	23.5	31.6	40.6	54	73	34.7
1200	69	2903	0	0	2	0	2	26	19	16	4	0	0	0	0	0	0	0	10.7	31.1	42.9	39	56.5	36.9
1300	68	2971	0	0	0	1	1	21	31	12	2	0	0	0	0	0	0	0	19.9	31.6	41.3	45	66.2	35.3
1400	67	3038	0	0	0	0	0	17	23	20	5	1	1	0	0	0	0	0	26.9	34.2	54.2	50	74.6	38
1500	100	3138	0	0	0	0	4	24	41	23	7	1	0	0	0	0	0	0	21.5	32.7	45.3	72	72	37.8
1600	100	3238	0	0	0	0	6	28	38	21	6	1	0	0	0	0	0	0	20.6	32.4	45.4	66	66	37.1
1700	75	3313	0	1	1	1	4	24	35	8	1	0	0	0	0	0	0	0	7.5	30.1	42.3	44	58.7	34.2
1800	53	3366	0	0	0	0	4	15	22	9	3	0	0	0	0	0	0	0	22.2	31.6	42.2	34	64.2	35.8
1900	31	3397	0	0	0	0	1	9	8	11	2	0	0	0	0	0	0	0	24.9	33.1	40.9	21	67.7	38.7
2000	23	3420	0	0	0	0	1	5	9	2	5	1	0	0	0	0	0	0	24.4	34.8	45.6	17	73.9	43.8
2100	7	3427	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	31.5	34.9	36.9	7	100	-
2200	2	3429	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.8	29.5	32.2	1	50	-
2300	11	3440	0	0	0	0	1	1	6	3	0	0	0	0	0	0	0	0	23.2	32.6	36.1	9	81.8	35.1
07-19	1055	3440	0	1	3	6	48	272	468	200	51	5	1	0	0	0	0	0	7.5	32.1	54.2	725	68.7	36.9
06-22	1146	3440	0	1	3	6	51	289	498	226	64	7	1	0	0	0	0	0	7.5	32.2	54.2	796	69.5	37.1
06-00	1159	3440	0	1	3	6	52	291	505	229	64	7	1	0	0	0	0	0	7.5	32.2	54.2	806	69.5	36.9
00-00	1176	3440	0	1	3	6	52	293	508	237	67	8	1	0	0	0	0	0	7.5	32.3	54.2	821	69.8	37.1

Benchmark Data Collection

Fri 05	December	2025	Eastbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75								
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80								
0000	0	3440	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-		
0100	3	3443	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	30.2	34	40.1	3	100	-		
0200	1	3444	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.2	34.2	34.2	1	100	-		
0300	1	3445	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.6	32.6	32.6	1	100	-		
0400	1	3446	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.6	34.6	34.6	1	100	-		
0500	7	3453	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	31.5	37.8	44.2	7	100	-		
0600	22	3475	0	0	0	0	0	5	8	4	4	1	0	0	0	0	0	0	25.5	34.5	45.6	17	77.3	43.2		
0700	93	3568	0	0	0	0	1	26	45	17	3	1	0	0	0	0	0	0	24	32.7	47.1	66	71	35.6		
0800	138	3706	0	0	0	0	4	28	69	28	7	1	1	0	0	0	0	0	23.2	33.1	53.3	106	76.8	37.1		
0900	82	3788	0	0	0	4	2	27	25	16	7	1	0	0	0	0	0	0	16.7	31.9	47.5	49	59.8	38		
1000	85	3873	0	1	1	1	0	22	32	25	3	0	0	0	0	0	0	0	8.4	32.4	42.5	60	70.6	37.1		
1100	80	3953	0	0	0	1	5	18	29	21	6	0	0	0	0	0	0	0	17.7	32.7	43.7	56	70	38		
1200	87	4040	0	1	0	1	0	13	38	28	5	1	0	0	0	0	0	0	9.4	33.6	45.9	72	82.8	37.8		
1300	80	4120	0	1	0	1	2	21	18	26	8	3	0	0	0	0	0	0	6.8	33.6	47.4	55	68.8	38.9		
1400	78	4198	0	0	0	1	5	24	36	10	2	0	0	0	0	0	0	0	15.2	31.2	44.6	48	61.5	34.9		
1500	109	4307	0	0	0	0	3	19	49	31	4	3	0	0	0	0	0	0	23.4	33.5	49.5	87	79.8	37.1		
1600	100	4407	0	0	0	0	4	25	36	26	5	4	0	0	0	0	0	0	22.8	33.2	47.4	71	71	38.7		
1700	66	4473	0	0	0	0	4	14	33	11	3	1	0	0	0	0	0	0	21.9	32.3	49.4	48	72.7	36.5		
1800	56	4529	0	0	0	0	3	21	27	4	1	0	0	0	0	0	0	0	22.9	30.8	44	32	57.1	34		
1900	28	4557	0	0	0	0	2	10	9	5	2	0	0	0	0	0	0	0	22.9	31.8	44.7	16	57.1	37.8		
2000	18	4575	0	0	0	0	3	4	6	3	2	0	0	0	0	0	0	0	21.8	31.9	42.8	11	61.1	39.1		
2100	11	4586	0	0	0	0	0	5	1	2	3	0	0	0	0	0	0	0	25.1	33	44.8	6	54.5	40		
2200	13	4599	0	0	0	0	1	4	3	3	1	0	0	1	0	0	0	0	22.2	33.8	57.3	8	61.5	39.4		
2300	8	4607	0	0	0	0	0	1	4	2	0	1	0	0	0	0	0	0	27.9	35.4	47.3	7	87.5	-		
07-19	1054	4607	0	3	1	9	33	258	437	243	54	15	1	0	0	0	0	0	6.8	32.7	53.3	750	71.2	37.4		
06-22	1133	4607	0	3	1	9	38	282	461	257	65	16	1	0	0	0	0	0	6.8	32.7	53.3	800	70.6	37.6		
06-00	1154	4607	0	3	1	9	39	287	468	262	66	17	1	1	0	0	0	0	6.8	32.7	57.3	815	70.6	37.6		
00-00	1167	4607	0	3	1	9	39	287	475	265	69	17	1	1	0	0	0	0	6.8	32.8	57.3	828	71	37.8		

Loxwood Road ATC 1 (East)

Sat 06	December	2025	Eastbound																						
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
0000	3	4610	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	33.7	36.5	40.5	3	100	-	
0100	0	4610	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	2	4612	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	41.4	50.2	59.1	2	100	-	
0300	1	4613	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.6	35.6	35.6	1	100	-	
0400	3	4616	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	38.4	41.4	44	3	100	-	
0500	4	4620	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	24.4	30	37.2	2	50	-	
0600	12	4632	0	0	0	0	0	3	2	5	1	1	0	0	0	0	0	0	27.9	35.8	45.8	9	75	39.4	
0700	24	4656	0	0	0	0	0	2	9	10	3	0	0	0	0	0	0	0	29.1	35.7	42.5	22	91.7	39.6	
0800	46	4702	0	0	0	0	2	3	14	15	11	1	0	0	0	14	0	0	20.4	35.9	45.9	41	89.1	41.2	
0900	73	4775	0	0	0	0	1	11	21	24	14	0	2	0	0	0	0	0	24.3	35.4	53.7	61	83.6	40.3	
1000	82	4857	0	0	0	1	0	15	40	21	4	1	0	0	0	0	0	0	19.9	33.6	49.3	66	80.5	37.6	
1100	75	4932	0	0	0	1	7	17	29	17	3	1	0	0	0	0	0	0	17.2	32.3	45.7	50	66.7	36.7	
1200	97	5029	0	0	0	1	3	21	41	23	6	2	0	0	0	0	0	0	17.3	33	46.1	72	74.2	37.4	
1300	57	5086	0	0	1	3	1	16	19	13	2	2	0	0	0	0	0	0	14.7	31.9	46.7	36	63.2	36.2	
1400	53	5139	0	0	0	3	4	15	22	7	1	1	0	0	0	0	0	0	17.7	30.7	45.6	31	58.5	36	
1500	55	5194	0	0	2	2	7	20	19	5	0	0	0	0	0	0	0	0	14.1	28.5	38.7	24	43.6	32.7	
1600	37	5231	0	0	2	1	5	16	7	6	0	0	0	0	0	0	0	0	12.8	28	39.4	13	35.1	34.7	
1700	65	5296	0	0	0	0	4	31	24	5	0	1	0	0	0	0	0	0	21.6	30.3	48	30	46.2	33.6	
1800	66	5362	0	0	0	0	4	24	24	10	4	0	0	0	0	0	0	0	20.2	31.3	44.3	38	57.6	36.2	
1900	38	5400	0	0	0	0	4	11	16	6	0	1	0	0	0	0	0	0	23.1	31.4	47.4	23	60.5	36	
2000	20	5420	0	0	0	1	0	3	9	6	0	1	0	0	0	0	0	0	16.9	33.4	45.5	16	80	36.9	
2100	14	5434	0	0	0	0	0	5	5	1	3	0	0	0	0	0	0	0	26.5	33.1	40.9	9	64.3	40.7	
2200	11	5445	0	0	0	0	1	4	2	3	1	0	0	0	0	0	0	0	24.8	32.4	40.2	6	54.5	38.7	
2300	7	5452	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	24.5	33	38	6	85.7	-	
07-19	730	5452	0	0	5	12	38	191	269	156	48	9	2	0	0	0	0	0	12.8	32.3	53.7	484	66.3	37.4	
06-22	814	5452	0	0	5	13	42	213	301	174	52	12	2	0	0	0	0	0	12.8	32.3	53.7	541	66.5	37.4	
06-00	832	5452	0	0	5	13	44	217	306	180	53	12	2	0	0	0	0	0	12.8	32.3	53.7	553	66.5	37.6	
00-00	845	5452	0	0	5	13	45	218	308	184	57	12	2	1	0	0	0	0	12.8	32.4	59.1	564	66.7	37.6	

Benchmark Data Collection

Sun 07	December	2025	Eastbound																						
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
0000	7	5459	0	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	18.2	32.4	39.6	5	71.4	-	
0100	3	5462	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	26.4	30.5	33	2	66.7	-	
0200	0	5462	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	0	5462	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	2	5464	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	31.3	38.7	46.1	2	100	-	
0500	2	5466	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.7	40.6	41.6	2	100	-	
0600	8	5474	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	25.9	35.2	41.3	7	87.5	-	
0700	15	5489	0	0	0	0	2	0	8	5	0	0	0	0	0	0	0	0	24.5	32.6	38.8	13	86.7	36	
0800	15	5504	0	0	0	0	0	3	7	3	2	0	0	0	0	0	0	0	27.1	33.7	42	12	80	39.4	
0900	66	5570	0	0	0	0	2	11	23	23	5	1	1	0	0	0	0	0	22.8	34.5	50.9	53	80.3	38.9	
1000	64	5634	0	0	0	0	1	12	24	20	5	2	0	0	0	0	0	0	22	34	47.6	51	79.7	38.3	
1100	68	5702	0	0	0	1	2	10	29	20	6	0	0	0	0	0	0	0	18.9	33.5	42.2	55	80.9	38.3	
1200	54	5756	0	0	0	0	1	11	16	20	4	1	1	0	0	0	0	0	21.2	34.3	51.5	42	77.8	37.8	
1300	35	5791	0	0	0	0	0	2	10	15	7	1	0	0	0	0	0	0	26.4	36.5	47.2	33	94.3	40.7	
1400	48	5839	0	0	0	0	2	7	19	12	6	2	0	0	0	0	0	0	22.8	34	47.2	39	81.3	40	
1500	47	5886	0	0	0	1	2	7	16	16	4	1	0	0	0	0	0	0	17.6	34	47.6	37	78.7	39.1	
1600	56	5942	0	0	0	0	1	17	27	9	2	0	0	0	0	0	0	0	24.2	32.1	42.9	38	67.9	35.6	
1700	35	5977	0	0	0	0	0	11	12	10	2	0	0	0	0	0	0	0	25.8	32.6	44.4	24	68.6	36.7	
1800	23	6000	0	0	0	0	0	4	10	6	3	0	0	0	0	0	0	0	25.8	34.2	44.6	19	82.6	39.4	
1900	14	6014	0	0	0	0	1	0	4	4	4	0	1	0	0	0	0	0	21.9	37.2	52.6	13	92.9	43.2	
2000	6	6020	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	29.6	35.6	42.1	4	66.7	-	
2100	9	6029	0	0	0	0	2	1	3	2	1	0	0	0	0	0	0	0	24.6	32.2	42.7	6	66.7	-	
2200	7	6036	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	21	28.6	34.2	3	42.9	-	
2300	4	6040	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	32.9	38.8	50.3	4	100	-	
07-19	526	6040	0	0	0	2	13	95	201	159	46	8	2	0	0	0	0	0	17.6	33.8	51.5	416	79.1	38.5	
06-22	563	6040	0	0	0	2	16	99	210	172	53	8	3	0	0	0	0	0	17.6	33.9	52.6	446	79.2	38.9	
06-00	574	6040	0	0	0	2	18	101	214	174	53	8	4	0	0	0	0	0	17.6	33.9	52.6	453	78.9	38.9	
00-00	588	6040	0	0	0	3	18	103	219	178	54	9	4	0	0	0	0	0	17.6	33.9	52.6	464	78.9	39.1	

Benchmark Data Collection

Mon 08 Time	December	2025	Eastbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80						
0000	0	6040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	6042	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	24.8	25.5	26.2	0	0	-
0200	0	6042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	6042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	6	6048	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	33.5	40.1	47.7	6	100	-
0500	11	6059	0	0	0	0	0	0	0	2	5	2	2	0	0	0	0	0	32.6	39.7	48.5	11	100	42.9
0600	16	6075	0	0	0	0	0	0	3	5	5	3	0	0	0	0	0	0	27.2	34.9	43.4	13	81.3	39.8
0700	95	6170	0	0	0	0	0	0	19	47	21	8	0	0	0	0	0	0	25.7	33.7	44.9	76	80	37.6
0800	140	6310	0	0	0	0	0	0	22	68	37	10	1	1	0	0	0	0	25.3	34.2	55.7	118	84.3	38
0900	89	6399	0	0	0	0	3	19	45	14	5	3	0	0	0	0	0	0	21.7	33	46	67	75.3	37.8
1000	62	6461	0	0	0	0	2	17	23	14	5	1	0	0	0	0	0	0	23.5	33	47.1	43	69.4	37.8
1100	66	6527	0	0	0	1	3	14	27	18	3	0	0	0	0	0	0	0	18.6	32.7	45	48	72.7	37.6
1200	65	6592	0	0	0	1	1	16	16	22	8	1	0	0	0	0	0	0	15.3	34.1	46.8	47	72.3	39.6
1300	56	6648	0	0	0	0	0	17	26	10	2	1	0	0	0	0	0	0	25.4	32.5	46.7	39	69.6	36.5
1400	71	6719	0	0	1	0	2	17	23	21	3	3	1	0	0	0	0	0	13.3	33.7	50.5	51	71.8	38.9
1500	102	6821	0	0	1	2	3	22	39	32	3	0	0	0	0	0	0	0	15	32.4	44.9	74	72.5	36.9
1600	82	6903	0	0	0	0	4	20	38	16	4	0	0	0	0	0	0	0	20.5	32.3	44.6	58	70.7	36.7
1700	64	6967	0	0	0	0	1	16	38	8	0	1	0	0	0	0	0	0	24	31.9	46.9	47	73.4	34.7
1800	48	7015	0	0	0	0	2	14	22	8	2	0	0	0	0	0	0	0	23	32.1	40.5	32	66.7	36.2
1900	18	7033	0	0	0	0	0	3	11	3	1	0	0	0	0	0	0	0	27.4	32.7	42.3	15	83.3	35.1
2000	10	7043	0	0	0	0	1	1	6	1	1	0	0	0	0	0	0	0	24.4	33.2	42.9	8	80	-
2100	13	7056	0	0	0	1	3	6	2	1	0	0	0	0	0	0	0	0	15.9	27.6	36.4	3	23.1	32.2
2200	5	7061	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	21.6	30.6	37.5	2	40	-
2300	2	7063	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.1	35.6	37	2	100	-
07-19	940	7063	0	0	2	4	21	213	412	221	53	11	2	1	0	0	0	0	13.3	33.1	55.7	700	74.5	37.4
06-22	997	7063	0	0	2	5	25	226	436	231	58	11	2	1	0	0	0	0	13.3	33	55.7	739	74.1	37.6
06-00	1004	7063	0	0	2	5	26	228	437	234	58	11	2	1	0	0	0	0	13.3	33	55.7	743	74	37.4
00-00	1023	7063	0	0	2	5	27	229	440	241	62	14	2	1	0	0	0	0	13.3	33.1	55.7	760	74.3	37.6
Summary			Eastbound																					
	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	7063	7063	0	4	18	67	266	1674	2831	1650	459	80	11	3	0	0	0	0	6.8	32.8	59.1	5034	71.3	37.8

Appendix D

Proposed Access Arrangements

C:\Users\williammcaney\Motion\StaffSite - Grudg 2410089\Drawings\2410089-01A.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Visibility splay stopping sight distance 85th percentile speeds derived from 7-day Automated Traffic Counter data. Automated Traffic Counters placed from 20th November 2025 to 26th November 2025. The recorded speeds are as follows:

Eastbound 85th percentile speed - 38 miles per hour

Westbound 85th percentile speed - 38.9 miles per hour

Legend

- Highway Boundary
- Site Boundary
- Visibility Splay

A	Added Site Boundary	WMC	PB	PB	17/02/2026
-	First Issue	GL	PB	PB	12/12/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:



Project:

Loxwood Road, Rudgwick

Title:

Proposed Access Arrangements

Scale: 1:500 (@ A3)

Drawing:

2410089-01

Revision:

A

Appendix E

Swept Path Analysis

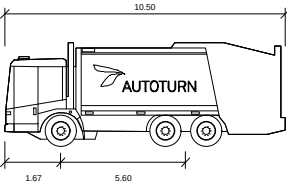
C:\Users\williammcaney\Motion\Staff\Site - Grudg 2410089\Drawings\2410089-TK01_TK02 & TK03 [Refuse Vehicle, Fire Tender And Delivery Vehicle].dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.

Legend



Horsham Refuse Vehicle

	metres
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 45.0

-	First Issue	JB	WMC	PB	28/04/2026
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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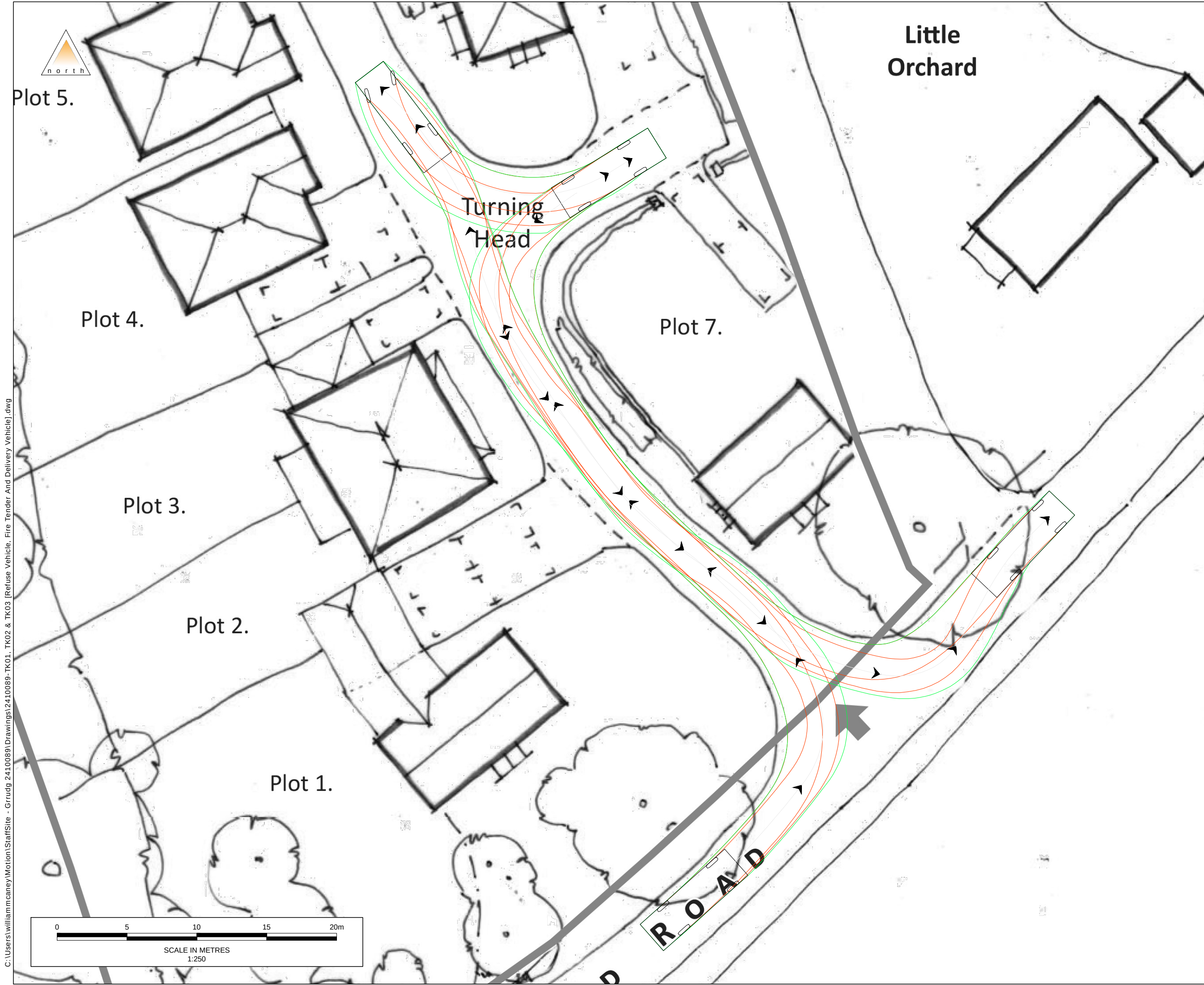
Client:
Greenplan Designer Homes

Project:
Loxwood Road, Rudgwick

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing: 2410089-TK01 Revision: -



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.

Legend

Fire Appliance
meters

Width	: 2.52	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 43.6

-	First Issue	JB	WMC	PB	28/04/2026
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

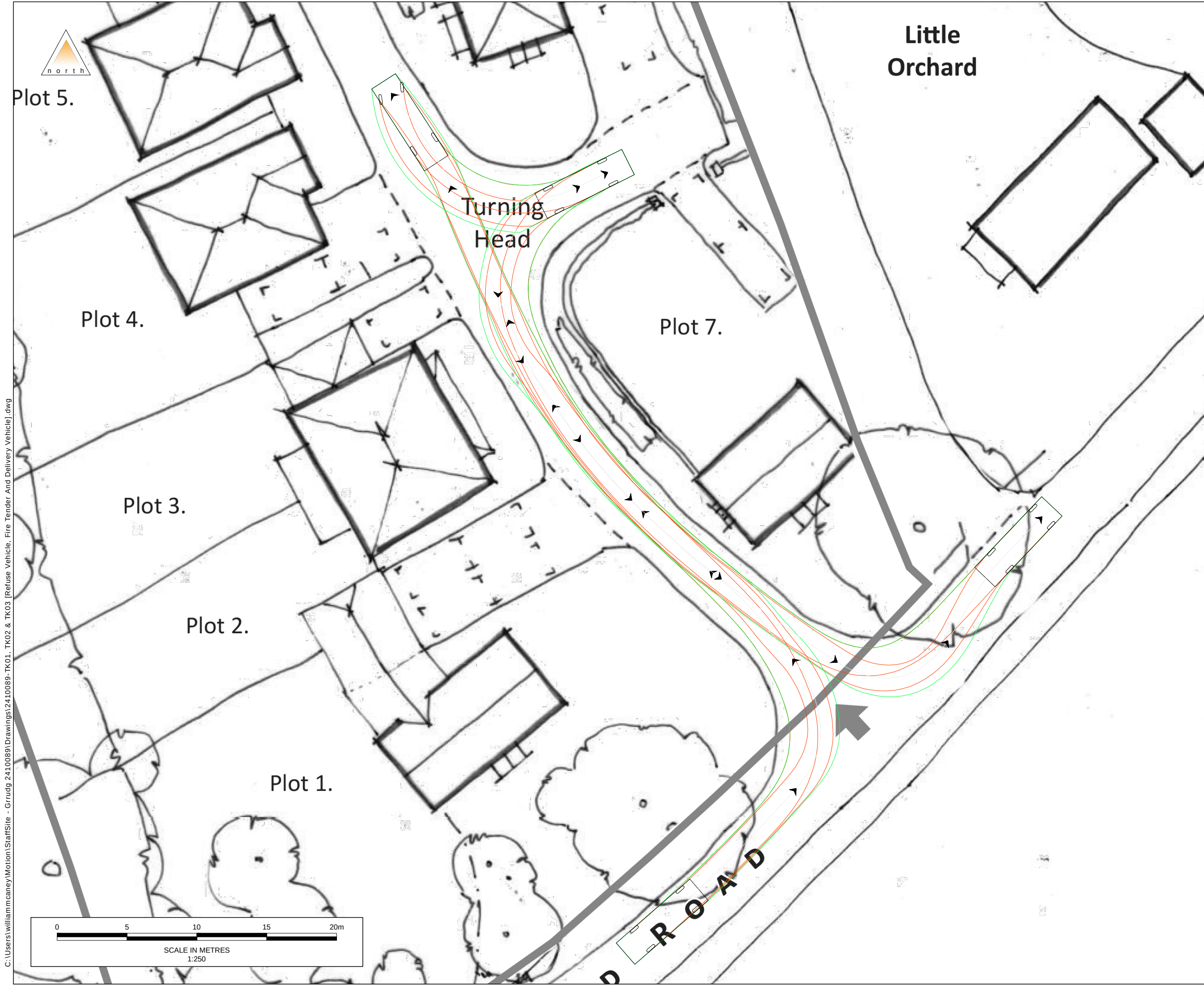
Client:
Greenplan Designer Homes

Project:
Loxwood Road, Rudgwick

Title:
Swept Path Analysis
Fire Tender

Scale: 1:250 (@ A3)

Drawing: 2410089-TK02 Revision: -



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.

Legend

Mercedes Sprinter

meters

Width	: 2.02
Track	: 1.99
Lock to Lock Time	: 5.0
Steering Angle	: 39.5

-	First Issue	JB	WMC	PB	28/04/2026
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:

Greenplan Designer Homes

Project:

Loxwood Road, Rudgwick

Title:

Swept Path Analysis
Delivery Van

Scale: 1:250 (@ A3)

Drawing:

2410089-TK03

Revision:

-

Appendix F

TRICS Output

Audit Code: 6bc0fd88-932f-4a79-a096-17687f5b98e7

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 5 - 30 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 30 DWELLS

Date Range: Minimum: 01/01/2017 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 750 5250

Days of the week selected:

Monday	3
Thursday	3
Tuesday	1
Wednesday	11

Main Location Types selected:

Edge of Town	11
Suburban Area	7

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	13
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

1,001 to 5,000	3
10,001 to 15,000	4
15,001 to 20,000	3
20,001 to 25,000	3
25,001 to 50,000	1
5,001 to 10,000	4

Audit Code: 6bc0fd88-932f-4a79-a096-17687f5b98e7

Population <5 Mile ranges selected:

125,001 to 250,000	4
25,001 to 50,000	4
250,001 to 500,000	3
5,000 or Less	1
5,001 to 25,000	1
50,001 to 75,000	3
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	13
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	18
-----------------	----

Audit Code: 6bc0fd88-932f-4a79-a096-17687f5b98e7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD
02	SOUTH EAST	
	BO	BEDFORD
	ES	EAST SUSSEX
	HF	HERTFORDSHIRE
	KC	KENT
	MW	MEDWAY
03	SOUTH WEST	
	DC	DORSET
	GS	GLOUCESTERSHIRE
04	EAST ANGLIA	
	NF	NORFOLK
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
10	WALES	
	VG	VALE OF GLAMORGAN
15	GREATER DUBLIN	
	DL	DUBLIN
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL

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

Audit Code: 6bc0fd88-932f-4a79-a096-17687f5b98e7

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 30 (units:DWELLS)
Range Selected by User:	5 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/17 to 30/06/25

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

Selected survey days:	
Monday	3 days
Thursday	3 days
Tuesday	1 days
Wednesday	11 days

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

Selected survey types:	
Manual count	17
Direction ATC Count	1

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

Selected Locations:	
Edge of Town	11 days
Suburban Area	7 days

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

Selected Location Sub Categories:	
Residential Zone	18 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	11 days

Audit Code: 6bc0fd88-932f-4a79-a096-17687f5b98e7

Secondary Filtering Selection:

Use Class:

C3	18 surveys
----	------------

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

Population within 500m Range:

750 - 5250

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	4 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	3 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	13 surveys
1.6 to 2.0	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	13 surveys
Yes	5 surveys

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

PTAL Rating:

1a (Low) - Very poor	1 surveys
No PTAL Present	17 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-04	Site area:	0.5 hect
Development Name:	TOWN HOUSES	Number of dwellings:	24 DWELLS
Location:	NORTHWICH	Housing density:	54.55
Postcode:	CW9 8RZ	Total Bedrooms:	92.00
Main Location Type:	Suburban Area	Survey Date:	06/06/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	BO-03-A-01	Site area:	4.230000019073486 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	30 DWELLS
Location:	BEDFORD	Housing density:	7.94
Postcode:	MK40 4BF	Total Bedrooms:	142.00
Main Location Type:	Edge of Town	Survey Date:	15/10/2020
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	DC-03-A-10	Site area:	1.399999976158142 hect
Development Name:	MIXED HOUSES	Number of dwellings:	26 DWELLS
Location:	GILLINGHAM	Housing density:	20.80
Postcode:	SP8 4JS	Total Bedrooms:	77.00
Main Location Type:	Edge of Town	Survey Date:	09/11/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 4:	DC-03-A-12	Site area:	0.82 hect
Development Name:	PRIVATELY OWNED HOUSES	Number of dwellings:	17 DWELLS
Location:	WEYMOUTH	Housing density:	141.67
Postcode:	DT4 9GJ	Total Bedrooms:	71.00
Main Location Type:	Suburban Area	Survey Date:	06/05/2025
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 5:	DL-03-A-11	Site area:	0.38999998569488525 hect
Development Name:	SEMI-DETACHED HOUSES	Number of dwellings:	19 DWELLS
Location:	DUBLIN	Housing density:	54.29
Postcode:		Total Bedrooms:	57.00
Main Location Type:	Suburban Area	Survey Date:	19/05/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 6:	DN-03-A-06	Site area:	1.0199999809265137 hect
Development Name:	DETACHED HOUSING	Number of dwellings:	6 DWELLS
Location:	BALLYBOFEY	Housing density:	7.14
Postcode:		Total Bedrooms:	30.00
Main Location Type:	Edge of Town	Survey Date:	10/10/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 7:	EN-03-A-02	Site area:	0.6700000166893005 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	9 DWELLS
Location:	HADLEY WOOD	Housing density:	13.43
Postcode:	EN4 0JA	Total Bedrooms:	43.00
Main Location Type:	Edge of Town	Survey Date:	14/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	1A		
Site 8:	ES-03-A-20	Site area:	0.51 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	13 DWELLS
Location:	HAILSHAM	Housing density:	39.39
Postcode:	BN27 4EW	Total Bedrooms:	41.00
Main Location Type:	Edge of Town	Survey Date:	06/11/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		

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Site 9:	GS-03-A-03	Site area:	1 hect
Development Name:	PRIVATLEY OWNED HOUSES	Number of dwellings:	24 DWELLS
Location:	TEWKESBURY	Housing density:	24.00
Postcode:	GL20 8SG	Total Bedrooms:	92.00
Main Location Type:	Suburban Area	Survey Date:	10/10/2024
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 10:	HF-03-A-05	Site area:	0.1899999976158142 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	8 DWELLS
Location:	WATFORD	Housing density:	44.44
Postcode:	WD19 7QY	Total Bedrooms:	24.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		
Site 11:	KC-03-A-09	Site area:	1.1100000143051147 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	14 DWELLS
Location:	FAVERSHAM	Housing density:	15.73
Postcode:	ME13 7FZ	Total Bedrooms:	44.00
Main Location Type:	Edge of Town	Survey Date:	09/06/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 12:	MW-03-A-02	Site area:	0.699999988079071 hect
Development Name:	MIXED HOUSES	Number of dwellings:	19 DWELLS
Location:	RAINHAM	Housing density:	32.20
Postcode:	ME8 8XU	Total Bedrooms:	56.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		
Site 13:	NF-03-A-10	Site area:	0.699999988079071 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	17 DWELLS
Location:	HUNSTANTON	Housing density:	30.91
Postcode:	PE36 5PS	Total Bedrooms:	41.00
Main Location Type:	Edge of Town	Survey Date:	12/09/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 14:	NY-03-A-13	Site area:	0.30000001192092896 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	10 DWELLS
Location:	CATTERICK GARRISON	Housing density:	33.33
Postcode:	DL9 4SB	Total Bedrooms:	32.00
Main Location Type:	Suburban Area	Survey Date:	10/05/2017
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 15:	ST-03-A-08	Site area:	0.800000011920929 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	26 DWELLS
Location:	STAFFORD	Housing density:	36.62
Postcode:	ST17 4JS	Total Bedrooms:	90.00
Main Location Type:	Edge of Town	Survey Date:	22/11/2017
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 16:	VG-03-A-01	Site area:	0.20999999344348907 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	12 DWELLS
Location:	BARRY	Housing density:	85.71
Postcode:	CF63 2RE	Total Bedrooms:	36.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		

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Site 17:	WK-03-A-03	Site area:	0.8500000238418579 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	23 DWELLS
Location:	WARWICK	Housing density:	31.94
Postcode:	CV34 5TT	Total Bedrooms:	77.00
Main Location Type:	Suburban Area	Survey Date:	25/09/2019
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 18:	WM-03-A-07	Site area:	0.7799999713897705 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	14 DWELLS
Location:	STOURBRIDGE	Housing density:	17.95
Postcode:	DY8 3DF	Total Bedrooms:	64.00
Main Location Type:	Suburban Area	Survey Date:	18/09/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	18	17	0.090	0.248	0.338
08:00-09:00	18	17	0.244	0.441	0.685
09:00-10:00	18	17	0.135	0.190	0.325
10:00-11:00	18	17	0.116	0.148	0.264
11:00-12:00	18	17	0.190	0.161	0.351
12:00-13:00	18	17	0.209	0.186	0.395
13:00-14:00	18	17	0.212	0.228	0.440
14:00-15:00	18	17	0.219	0.241	0.460
15:00-16:00	18	17	0.283	0.222	0.505
16:00-17:00	18	17	0.267	0.158	0.425
17:00-18:00	18	17	0.322	0.206	0.528
18:00-19:00	18	17	0.228	0.167	0.395
19:00-20:00	1	9	0.111	0.111	0.222
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.737	2.707	5.444

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

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

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Parameter Summary:

Trip rate parameter range selected:	5 - 30 (units: DWELLS)
Survey date date range:	08/05/2017 - 06/05/2025
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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