



Residential Development
Dairy Cottage, Heathlands Road, Wokingham

Transport Statement

For

Hall Hunter Partnership

Document Control Sheet

Residential Development

Dairy Cottage, Heathlands Road, Wokingham

Hall Hunter Partnership

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Assessment has been prepared on behalf of the Hall Hunter Partnership to accompany a planning application for a proposed residential development of three dwellings following the demolition of five dwellings on land at Dairy Cottage, to the west of Heathlands Road, Gardeners Green, Wokingham Without.
- 1.2 The site is located approximately 2.3 kilometres south east of Wokingham town centre, 3 kilometres north west of Crowthorne village centre and approximately 5 kilometres south west of Bracknell town centre, within the civil parish of Wokingham Without and the administrative boundaries of Wokingham Borough Council.
- 1.3 The proposal seeks to construct three 4-bed residential dwellings following the demolition of the existing Dairy Cottage and four 1-bed dwellings. Vehicular and pedestrian access to the application site will be achieved via an access from Heathlands Road.
- 1.4 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access to the application site can be achieved via Heathlands Road;
 - ▶ The proposals will make provision for car parking having regard to adopted local parking standards; and,
 - ▶ The levels of traffic associated with the proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.5 Following this introduction, this Transport Statement is split into 5 sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 sets out the existing use of the application site and description of the surrounding area and highway network;
 - ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and,
 - ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Policy Context

Introduction

- 2.1 This section summarises relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- ▶ National Planning Policy Framework (December 2023);
- ▶ Wokingham Borough Adopted Core Strategy (January 2010); and,
- ▶ Wokingham Borough Managing Development Delivery Plan (February 2014).

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 108 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

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

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 109 states that:

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

- 2.5 Off-street parking provision is referred to by Paragraph 111, which says that:

"In setting local parking standards for development, local planning authorities should take into account:

a) The accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

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

2.6 Paragraph 112 states:

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

2.7 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

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

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

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

2.8 A footnote to sub paragraph c states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.9 Paragraph 115 says that:

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

2.10 Paragraph 116 states:

"Within this context, applications for development should:

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

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

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

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

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

2.11 Paragraph 117 states:

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

2.12 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

Local Policy

Wokingham Borough Adopted Core Strategy

2.13 The Core Strategy sets out the council's vision for development within the borough, taking into account health, wellbeing and quality of life.

2.14 With regards to transport, Policy CP1 states

"Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6"

2.15 While Policy CP6 states that:

"Planning permission will be granted for schemes that:

a) Provide for sustainable forms of transport to allow choice;

b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;

c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;

d) Provide appropriate vehicular parking, having regard to car ownership;

e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;

f) Enhance road safety; and

g) Do not cause highway problems or lead to traffic related environmental problems."

Wokingham Borough Managing Development Delivery Plan (February 2014)

2.16 The Managing Development Delivery Local Plan (MDD) was adopted in February 2014 and adds detail to the Core Strategy. It is to be read alongside the Core Strategy.

2.17 Policy CC01 sets out a presumption in favour of sustainable development:

"Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise."

2.18 In relation to parking, Policy CC07 states:

"Planning permission will only be granted where the proposal demonstrates the following:

a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD

b) That the new scheme retains an appropriate overall level of off-street parking."

- 2.19 Appendix 2 of the MDD outlines WBC's adopted parking standards for houses within urban areas, which the parish of Wokingham Without is classified as and they are summarised in Table 2.1, below.

No of Habitable Rooms	Unallocated Demand			
	Allocated Spaces	0	1	2
	No of Bedrooms	Urban		
3 or less	1-2	1.1	0.3	
4	2	1.2	0.4	0.0
5	2-3	1.4	0.5	0.1
6	3	1.6	0.7	0.1
7	3-4	1.8	0.9	0.2
8 or more	4	2.1	1.1	0.3

Table 2.1 WBC Adopted Parking Standards for Houses, Urban Area

Summary

- 2.20 On the basis of the above review it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposed development. Furthermore, developers are required to provide appropriate levels of car parking and cycle parking. Similarly, developers are also required to provide access arrangements that are safe and suitable for all.
- 2.21 The following sections of this report therefore review the accessibility of the site and evaluate whether the development proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and current use of the site.

Site Details

- 3.2 The site is located approximately 2.3 kilometres south east of Wokingham town centre, 3 kilometres north west of Crowthorne village centre and approximately 5 kilometres south west of Bracknell town centre, to the west of Heathlands Road as detailed within Figure 3.1.

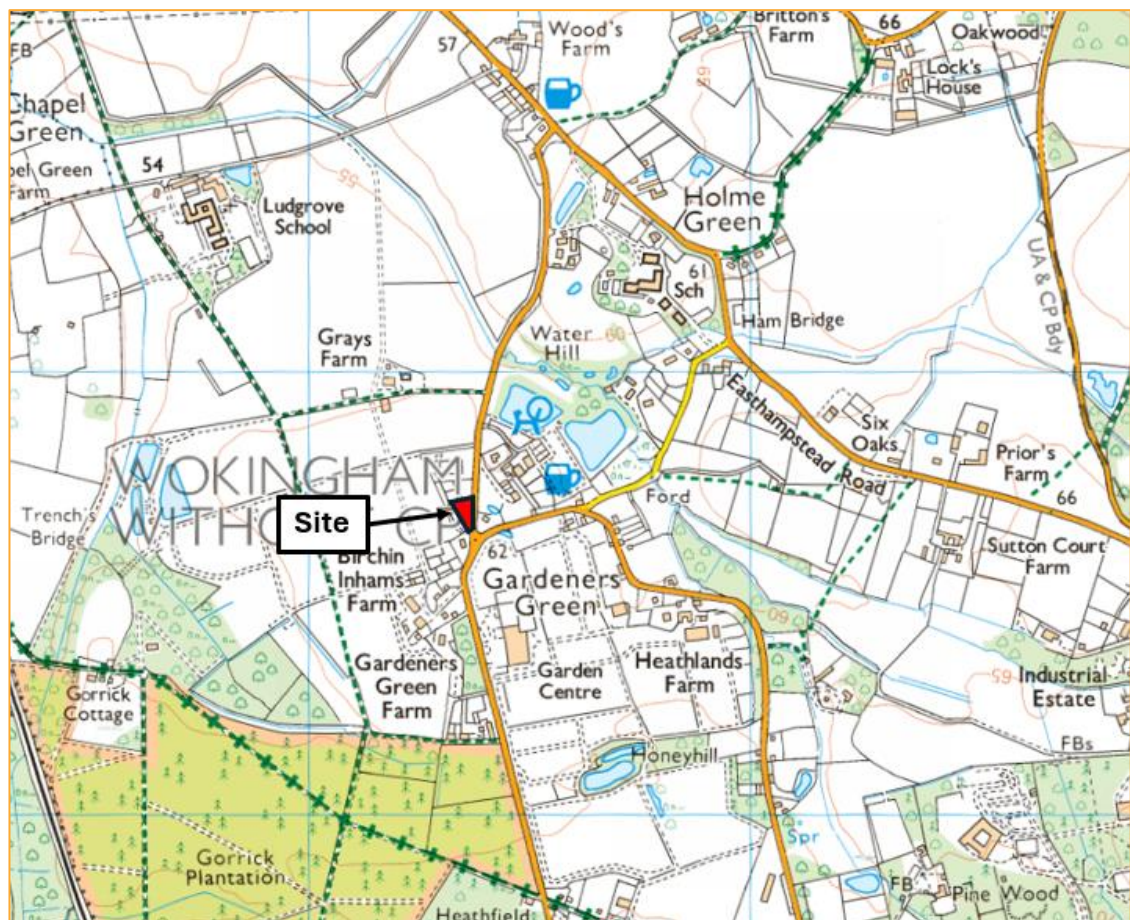


Figure 3.1 – Site Location

Highway Access

- 3.3 Heathlands Road runs along the eastern site boundary and is a 5.5 metre wide road, without footways and is subjected to a 60 miles per hour speed limit. Heathlands Road links Easthampstead Road to the north with Nine Mile Ride to the south and provides access to numerous commercial businesses including garden centres, specialist food stores and a craft village.
- 3.4 Nine Mile Road, which Heathlands Road joins 1.2 kilometres to the south of the site access at a signalised junction, is classified as the B3430 and connects the A321 at Finchampstead with the A3095 and A322 at Bracknell. Easthampstead Road to the north provides a connection into Wokingham town centre.

- 3.5 The existing site access is from Heathlands Road, 45 metres north of the junction with Honey Hill.
- 3.6 Automated Traffic Count (ATC) surveys were undertaken to the north and south of the site to determine vehicle volume and speeds between Thursday 25th January 2024 and Wednesday 31st January 2024, with the full results provided within **Appendix A** and summarised in Tables 3.1 to 3.4 below.

Direction	Annual Average Weekley Traffic (AAWT)	85 th Percentile Speed
Northbound	2746	42.9 mph
Southbound	2718	41.6 mph

Table 3.1 – ATC Results North of Site

Direction	Annual Average Weekley Traffic (AAWT)	85 th Percentile Speed
Northbound	2494	36.7 mph
Southbound	2494	34.3 mph

Table 3.2 – ATC Results South of Site

- 3.7 Tables 3.1 and 3.2 detail that the vehicle flows are not significantly high and within the capacity of Heathlands Road, which in accordance with the Traffic Signs Manual has a capacity of 2,500 vehicles per hour, while also detailing that vehicle speeds in both directions are significantly below the posted 60 miles per hour speed limit.

Sustainable Transport Accessibility

- 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. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) 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 suggested that:
- ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).
- 3.9 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles, respectively. In fact the National Travel Survey, 2022 details that 83% of all trips under one mile in length are undertaken on foot.

Accessibility by Foot and Cycle

- 3.10 Wokingham has an extensive network of cycle routes and quiet links suitable for cyclists with the Wokingham area cycle map provided within **Appendix B**. As detailed on the extract of the map within Figure 3.2 below, the site is 50 metres away from the identified cycle route to the centre of Crowthorne and 800 metres north of a cycle route providing direct links to Wokingham railway station.

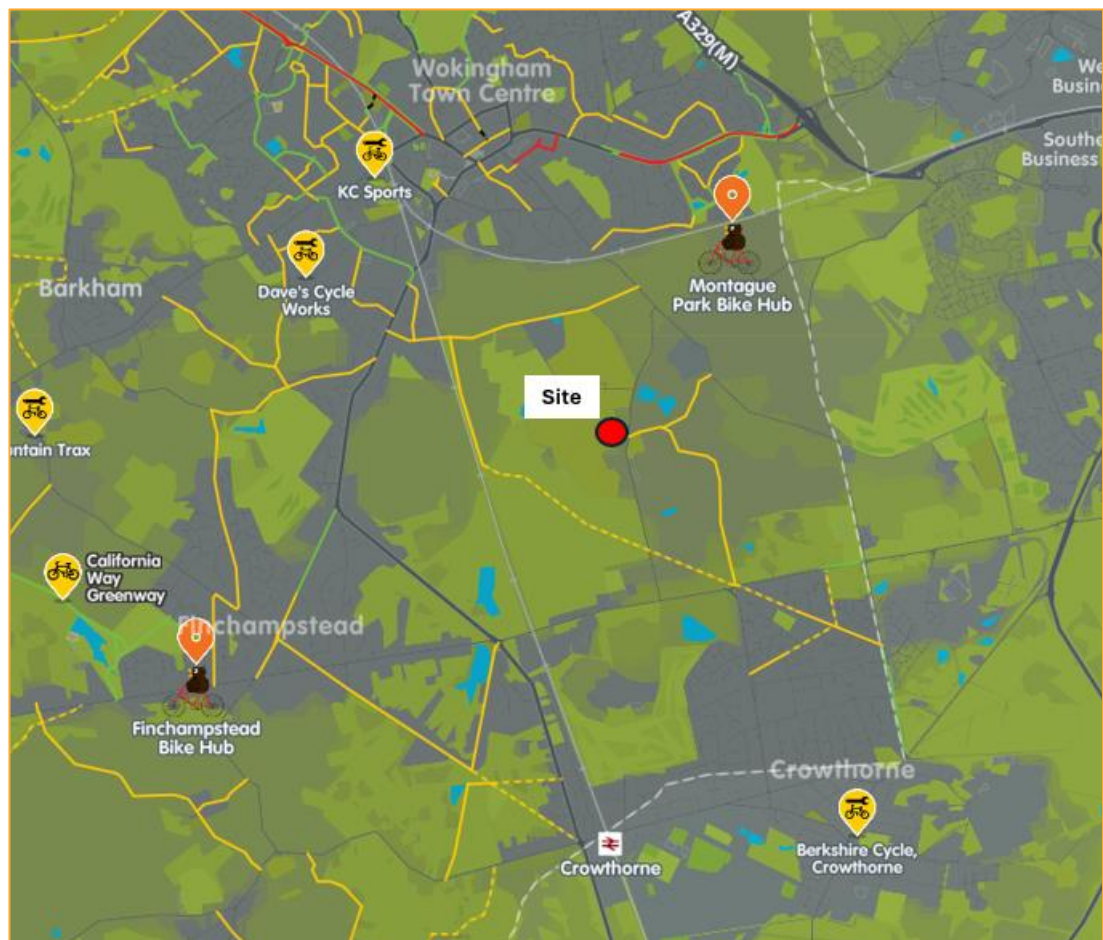


Figure 3.2 – Wokingham Cycle Network

- 3.11 The site is within 200 metres of Squires Garden Centre to the south, which has a large food hall selling a wide variety of produce, 200 metres from the Holme Grange shopping complex to the north, which contains a bakery, off licence and cafes and 300 metres west of The Crooked Billet public house. All these local amenities are within recommend walking distances.

Accessibility by Public Transport

- 3.12 Wokingham railway station is within 3.5 kilometres of the site and is served by two trains an hour to London Waterloo, two trains an hour to Guildford and Gatwick airport and four trains an hour to Reading. While not within walking distance, the station is within cycling distance of the site.
- 3.13 In addition Wokingham station has a large car park which enables linked trips to be undertaken with the majority of a long distance journey undertaken by train.
- 3.14 Crowthorne railway station is within 4.4 kilometres of the site, again within cycling distance and is served by two trains and hour serving Reading, Wokingham, Guildford and Gatwick airport.

Road Safety

- 3.15 To consider the existing standard of road safety on the local highway network Personal Injury Accident (PIA) data has been obtained for the last five year period for the length of Heathlands Road either side of the site access including the junction of Heathlands Road with Honey Hill.

- 3.16 The information indicated there was only one accident during the defined period which was a vehicle turning right out of Honey Hill in collision with a vehicle travelling north to south, with the full details within **Appendix C**.
- 3.17 The analysis of the collision data indicates that the accident involved the driver driving without due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.
- 3.18 On this basis, it is considered that the local highway network does not suffer from any significant safety problems that result in abnormally high accident rates, and that the number and severity of the accidents in this study area is not in excess of that for an area of highway in a location of this type. There is therefore no requirement for further investigation or mitigation at this location.

Summary of Baseline Conditions

- 3.19 The above review demonstrates that the Application Site is accessible by a variety of transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the Application Site accords with paragraph 104 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a real choice about how they travel.

4.0 Development Details

Overview

- 4.1 The following text outlines details of how the site is to be developed and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Development Proposals

- 4.2 The site currently consists of five dwellings which will be demolished and the existing housing schedule is detailed below within Table 4.1.

Unit	Number of Bedrooms	Planning
Dairy Cottage	5	
Unit 1	1	Certificate of Lawful Use Ref 230642
Unit 2	1	Certificate of Lawful Use Ref 230649
Unit 3	1	Certificate of Lawful Use Ref 230643
Unit 4	1	Certificate of Lawful Use Ref 230578

Table 4.1 – Existing Dwelling Schedule

- 4.3 The proposed development will consist of three 4-bed dwellings which will be accessed from a new access point to the north of the existing access, which will be stopped up. The proposed site plan is provided within **Appendix D**.

Access Arrangements

- 4.4 Vehicular access to the proposed development, as shown on drawing 2308099/01A within **Appendix E**, will be via a new access from Heathlands Road, 45 metres to the north of the existing access point.
- 4.5 Heathlands Road is subject to a 60 miles per hour speed limit, however the vehicle speeds are significantly below the posted speed limits with the 85th percentile vehicle speeds for southbound traffic approaching the site recorded at 41.6 miles per hour and the 85th percentile speeds for northbound traffic approaching the site at 36.7 miles per hour as detailed within Section 3.
- 4.6 Due to the southbound speeds being above 37 miles per hour the visibility splays have been calculated by using the desirable minimum Stopping Site Distances (SSD) used within the DMRB based on a driver perception-reaction time of 2 seconds and a deceleration rate of 2.45 m/s. This requires visibility splays from the access of 2.4 metres by 90 metres in the southerly direction and 2.4 metres by 116 metres in the northerly direction. These visibility splays are detailed on drawing 2308099/01A within **Appendix E**, with the calculations provided within **Appendix F**.
- 4.7 It is noteworthy that the new access provides a significant improvement over the available visibility to the south from the existing access, due to the relocation further north.

Car and Cycle Parking Arrangements

- 4.8 Car and cycle parking will be provided with reference to the standards included within the Wokingham Borough Managing Development Delivery Plan as detailed within Section 2.
- 4.9 Each property will consist of a double garage and two parking spaces in front, which is in accordance with the requirement for three vehicle spaces per dwelling. The double garage therefore allows sufficient area for cycles to be securely stored.
- 4.10 Swept path analysis of vehicles entering and leaving the site access and the individual plots is provided within **Appendix G**, which details that vehicles will be able to enter and leave the site in a forward gear.

Servicing and Deliveries

- 4.11 The site accesses have been designed to enable the delivery and service vehicles that are likely to enter and exit the site on a regular basis, to do so in a forward gear. Swept path analysis of a refuse vehicle entering and leaving the site is also provided within **Appendix G**.

5.0 Highway Impact Assessment

- 5.1 The section outlines the levels of trips that are likely to be generated by the proposed three 4 bed dwellings compared with the existing uses on the site. The assessment presented in this section outlines the traffic generation for the proposed uses during the peak traffic flow periods (i.e. peak hours of 08:00 to 09:00 and 17:00 to 18:00) and during a typical day (07:00 to 19:00)
- 5.2 The trip rates have been obtained from the TRICS database (Version 7.10.4), with the existing one bed units assessed using a trip rate for flats instead of detached dwellings given they are only one bed units. The full TRICS outputs are provided within **Appendix H**.

Existing Traffic Generation

- 5.3 Table 5.1 details the potential trip generation from the existing dwellings on the site.

Time Period	Trip Rates per Dwelling			Vehicle Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-Way
Four 1 bed dwellings						
AM Peak (08:00-09:00)	0.135	0.423	0.558	1	2	3
PM Peak (17:00-18:00)	0.423	0.077	0.500	2	0	2
Daily (07:00-19:00)	1.807	1.944	3.751	7	8	15
One 5 bed dwelling						
AM Peak (08:00-09:00)	0.073	0.364	0.437	0	0	0
PM Peak (17:00-18:00)	0.427	0.191	0.618	1	0	1
Daily (07:00-19:00)	2.437	2.655	5.092	2	3	5
Total						
AM Peak (08:00-09:00)				1	2	3
PM Peak (17:00-18:00)				3	0	3
Daily (07:00-19:00)				9	11	20

Table 5.1 – Existing Vehicle Trip Generation.

- 5.4 Table 5.1 indicates that the existing dwellings on the site could generate up to four vehicle movements in the morning peak period, three vehicle movements in the afternoon peak period and 20 vehicle movements across a typical day.

Proposed Traffic Generation

- 5.5 Table 5.2 details the potential trip generation from the proposed three 4 bed dwellings.

Time Period	Trip Rates per Dwelling			Vehicle Trips – Three Dwellings		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.073	0.364	0.437	0	1	1
PM Peak (17:00-18:00)	0.427	0.191	0.618	2	1	3
Daily (07:00-19:00)	2.437	2.655	5.092	7	8	15

Table 5.2 – Proposed Vehicle Generation

- 5.6 Table 5.2 indicates that the proposed dwellings on the site could generate up to one vehicle movement in the morning peak period, three vehicle movements in the afternoon peak period and 15 vehicle movements across a typical day.

Net Impact

- 5.7 Table 5.3 details the net impact in vehicle trips between the existing and proposed development.

Development	Two Way Movements		
	Am Peak (08:00-09:00)	Pm Peak (17:00-18:00)	Daily (07:00-19:00)
Existing Use	3	3	20
Proposed Use	1	3	15
Net Change	-2	0	-5

Table 5.3 – Net Difference in Trips

- 5.8 Table 5.3 details that the proposed dwellings will see a reduction in vehicle trips during the morning peak period and across a typical day.
- 5.9 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will lead to a decrease in vehicle movements associated with the site during the morning peak hours and across a typical day with no change during the evening peak period. As such, there is no requirement for further detailed junction assessment.

Summary

- 5.10 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in a decrease in vehicle trips.
- 5.11 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with the Local Plan. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of the Hall Hunter Partnership to accompany a planning application for a proposed residential development of three dwellings following the demolition of five dwellings on land at Dairy Cottage, to the west of Heathlands Road, Gardeners Green, Wokingham Without.
- 6.2 The site is located approximately 2.3 kilometres south east of Wokingham town centre, 3 kilometres north west of Crowthorne village centre and approximately 5 kilometres south west of Bracknell town centre, within the civil parish of Wokingham Without and the administrative boundaries of Wokingham Borough Council.
- 6.3 The proposal seeks to construct three 4 bed residential dwellings following the demolition of the existing dwellings with vehicular and pedestrian access to the application site achieved via a new access from Heathlands Road. The existing access will be stopped up.
- 6.4 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks. Indeed, the results of our various analyses indicate that the proposals will lead to a decrease in vehicle trips associated with the site. In this regard, the proposed development accords with the Local Plan.
- 6.5 In summary, this Transport Statement demonstrates that:
- ▶ Sufficient parking is provided on site and as such the development will not place any additional parking stress upon the local highway network and thus accords with Local Plan policies;
 - ▶ The proposed development will lead to a decrease in vehicle trips, and is thus in accordance with Local Plan Policy;
 - ▶ The provision of a new access with visibility splays commensurate with vehicle speeds, will provide a safer access point from the highway; and,
 - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network.
- 6.6 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Automated Traffic Count Results

VEHICLE SPEED AND VOLUME SURVEY – HEATHLANDS ROAD (NORTH), WOKINGHAM WITHOUT RG40 3AW.

DATASETS:

Site: [Wokingham] Heathlands Road (North), on bend sign post.
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 00:00 25 January 2024 => 00:00 01 February 2024
File: Wokingham02Feb2024.ECO (Plus)
Algorithm: Advanced.

PROFILE:

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



DEFINITIONS / ABBREVIATIONS*

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

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

VEHICLE CLASSES

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

Seven Day Weather Report



Benchmark Data Collection

Thu 25 Time	January Total	2024 RunTot	Northbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
0000	3	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	37.9	39.6	41.1	0	0	-
0100	5	8	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	39.7	45.8	51.9	0	0	-
0200	2	10	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	30.3	36.7	43.2	0	0	-
0300	5	15	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	23	36	49.1	0	0	-
0400	5	20	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	36.3	47.3	55	0	0	-
0500	17	37	0	0	0	0	0	0	0	4	7	5	1	0	0	0	0	0	36.3	43.6	51.3	0	0	45.6
0600	47	84	0	0	0	0	0	2	4	12	17	10	1	0	1	0	0	0	29.5	41.4	61.3	1	2.1	45.6
0700	241	325	0	0	0	2	0	7	35	119	66	10	2	0	0	0	0	0	19.3	38.1	51.6	0	0	42.1
0800	450	775	0	1	1	4	5	28	123	162	102	16	6	2	0	0	0	0	9.7	37	56.8	0	0	42.3
0900	222	997	0	0	0	1	2	7	44	97	51	15	3	2	0	0	0	0	16.1	38	59.1	0	0	42.7
1000	163	1160	0	0	0	1	10	11	47	59	28	4	1	2	0	0	0	0	19.2	36	58.5	0	0	40.7
1100	155	1315	0	0	0	1	0	5	37	60	43	6	2	1	0	0	0	0	18	38	56.7	0	0	42.5
1200	152	1467	0	0	0	1	4	7	35	58	43	3	1	0	0	0	0	0	19.3	37.1	52.8	0	0	42.1
1300	166	1633	1	1	1	4	6	14	39	60	29	10	1	0	0	0	0	0	2.7	35.6	52.9	0	0	41.8
1400	159	1792	0	0	0	1	4	21	37	50	33	10	2	1	0	0	0	0	19.4	36.5	55.4	0	0	42.5
1500	204	1996	0	0	0	0	1	16	49	80	39	15	3	1	0	0	0	0	20.6	37.4	59.1	0	0	42.7
1600	229	2225	0	0	0	1	1	3	49	107	54	10	3	1	0	0	0	0	19.2	38	56.8	0	0	41.6
1700	233	2458	0	0	0	1	2	19	69	78	49	11	3	0	1	0	0	0	16.3	36.8	64.1	1	0.4	42.3
1800	131	2589	0	0	0	1	0	1	21	54	40	8	4	2	0	0	0	0	15.6	39.2	58	0	0	43.4
1900	110	2699	0	0	0	1	2	7	23	47	19	8	3	0	0	0	0	0	17.5	37.2	52.7	0	0	42.1
2000	51	2750	0	0	0	0	0	0	4	16	19	7	3	1	0	1	0	0	32.5	42.4	69.6	1	2	47.2
2100	37	2787	0	0	0	0	1	1	10	13	6	3	2	1	0	0	0	0	25	38.6	55.9	0	0	44.3
2200	39	2826	0	0	0	0	0	1	11	9	5	9	2	1	1	0	0	0	29.2	40.3	64.7	1	2.6	47.2
2300	13	2839	0	0	0	0	0	1	2	3	5	1	1	0	0	0	0	0	26.9	40.2	53	0	0	44.7
07-19	2505	2839	1	2	2	18	35	139	585	984	577	118	31	12	1	0	0	0	2.7	37.3	64.1	1	0	42.3
06-22	2750	2839	1	2	2	19	38	149	626	1072	638	146	40	14	2	1	0	0	2.7	37.5	69.6	3	0.1	42.5
06-00	2802	2839	1	2	2	19	38	151	639	1084	648	156	43	15	3	1	0	0	2.7	37.5	69.6	4	0.1	42.7
00-00	2839	2839	1	2	2	19	39	152	640	1094	659	164	48	15	3	1	0	0	2.7	37.6	69.6	4	0.1	42.7

Benchmark Data Collection

Fri 26 Time	January Total	2024 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	5	2844	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	42.5	45.7	49.5	0	0	-
0100	6	2850	0	0	0	0	0	3	0	0	1	1	1	0	0	0	0	26.5	37	51.1	0	0	-
0200	1	2851	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.2	40.2	40.2	0	0	-
0300	5	2856	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	31.3	38.9	46.8	0	0	-
0400	5	2861	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	36.3	39.8	42.7	0	0	-
0500	15	2876	0	0	0	0	0	0	1	4	6	4	0	0	0	0	0	33.7	41.7	47.5	0	0	47
0600	38	2914	0	0	0	0	0	1	0	3	10	16	7	0	1	0	0	21.1	41.3	63.1	1	2.6	46.1
0700	211	3125	1	1	5	2	2	4	47	79	57	11	2	0	0	0	0	4	36.9	52.7	0	0	42.3
0800	368	3493	0	0	11	22	26	51	89	120	32	12	3	2	0	0	0	11.1	32.8	58.1	0	0	39.6
0900	193	3686	0	0	1	0	1	5	36	85	51	13	1	0	0	0	0	12.4	38.2	53.2	0	0	43.2
1000	174	3860	1	0	0	4	6	12	43	61	39	4	4	0	0	0	0	3.4	36.2	53.3	0	0	42.1
1100	169	4029	0	0	1	3	2	7	52	54	35	12	1	2	0	0	0	14.9	37.1	57.8	0	0	43.2
1200	195	4224	0	0	3	3	3	8	45	70	44	13	4	2	0	0	0	11.5	37.2	56.4	0	0	43.2
1300	168	4392	0	0	1	1	2	8	42	62	41	7	2	1	1	0	0	14.2	37.5	60.5	1	0.6	42.9
1400	198	4590	0	0	0	0	1	9	46	81	44	10	6	1	0	0	0	22.2	38	56.1	0	0	41.8
1500	230	4820	0	0	3	3	3	23	67	83	31	11	5	1	0	0	0	11.1	36	55.3	0	0	41.2
1600	263	5083	1	0	2	0	1	15	84	91	46	19	2	1	1	0	0	4.3	36.9	60.7	1	0.4	42.3
1700	216	5299	0	0	0	1	0	8	51	91	44	16	4	1	0	0	0	15.4	38	55.5	0	0	42.5
1800	115	5414	0	0	0	1	3	6	23	45	24	6	5	2	0	0	0	15.7	38.1	57.4	0	0	43.6
1900	96	5510	0	0	0	1	0	4	16	30	30	8	6	1	0	0	0	15.7	39.7	59.9	0	0	45
2000	59	5569	0	0	0	0	0	0	2	19	19	13	5	0	0	1	0	28.6	38.2	65	1	1.7	43.6
2100	44	5613	0	0	0	0	0	0	2	11	18	6	4	2	1	0	0	25.5	38.5	55	0	0	44.1
2200	27	5640	0	0	0	0	0	0	1	7	11	2	3	1	1	0	0	29.7	39.3	60.1	1	3.7	46.5
2300	16	5656	0	0	0	0	0	0	2	4	5	5	0	0	0	0	0	26.6	36.3	44.9	0	0	42.1
07-19	2500	5656	3	1	27	40	50	156	625	922	488	134	39	13	2	0	0	3.4	36.6	60.7	2	0.1	42.3
06-22	2737	5656	3	1	27	41	51	164	674	999	553	158	47	15	3	1	0	3.4	36.8	65	4	0.1	42.5
06-00	2780	5656	3	1	27	41	51	167	685	1015	560	161	48	16	4	1	0	3.4	36.8	65	5	0.2	42.5
00-00	2817	5656	3	1	27	41	51	170	688	1022	575	169	49	16	4	1	0	3.4	36.9	65	5	0.2	42.7

Benchmark Data Collection

Sat 27 Time	January Total	2024 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			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						
0000	10	5666	0	0	0	0	0	0	3	1	3	1	1	0	0	0	0	30.7	41.7	58.2	0	0	-
0100	3	5669	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	35.4	38.5	43.6	0	0	-
0200	1	5670	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	44.4	44.4	44.4	0	0	-
0300	8	5678	0	0	0	0	1	1	2	1	1	2	0	0	0	0	0	23.5	36.9	48	0	0	-
0400	6	5684	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	29.6	38.1	49.1	0	0	-
0500	11	5695	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	35.7	40.2	48.1	0	0	42.3
0600	12	5707	0	0	0	0	0	0	1	1	4	6	0	0	0	0	0	34.9	43.5	48.2	0	0	47.2
0700	57	5764	0	0	0	0	2	6	8	22	15	4	0	0	0	0	0	20.1	37.3	50	0	0	41.6
0800	90	5854	0	0	0	0	2	2	7	30	37	10	1	0	0	0	0	20.7	39.9	56	0	0	44.1
0900	169	6023	0	0	0	0	0	7	36	68	44	11	1	2	0	0	0	25.3	38.3	60	0	0	42.9
1000	221	6244	0	0	0	3	3	15	42	99	45	12	2	0	0	0	0	16.8	37.1	54.2	0	0	41.8
1100	223	6467	0	0	0	0	3	10	45	85	59	15	6	0	0	0	0	23.4	38.2	54.2	0	0	43.4
1200	235	6702	0	0	3	9	5	12	59	96	36	12	2	1	0	0	0	11.7	35.7	55.5	0	0	41.4
1300	193	6895	0	0	0	0	4	17	38	84	38	8	4	0	0	0	0	21.3	37.1	54.4	0	0	42.3
1400	224	7119	0	0	0	0	0	11	54	101	41	12	5	0	0	0	0	26.7	37.6	52.7	0	0	41.6
1500	164	7283	0	0	0	1	1	14	39	54	36	17	2	0	0	0	0	18.2	37.6	53.8	0	0	43.4
1600	171	7454	0	0	1	0	1	8	41	75	36	8	1	0	0	0	0	14.9	37.1	50.8	0	0	41.6
1700	128	7582	0	0	3	1	0	7	15	52	36	10	2	2	0	0	0	10.4	38.3	56.9	0	0	43.8
1800	80	7662	0	0	0	0	0	2	7	33	32	5	0	1	0	0	0	29.6	39.6	58.6	0	0	43.4
1900	55	7717	0	0	1	0	0	2	6	24	16	6	0	0	0	0	0	11.1	38.8	49.7	0	0	44.3
2000	58	7775	0	0	0	0	0	1	14	15	17	9	0	1	1	0	0	29.8	39.6	65	1	1.7	45.6
2100	33	7808	0	0	0	0	0	1	7	9	9	5	2	0	0	0	0	27.2	39.9	51.2	0	0	46.3
2200	18	7826	0	0	0	0	0	1	3	8	2	4	0	0	0	0	0	26.2	38.7	46.9	0	0	45.2
2300	18	7844	0	0	0	0	0	1	3	8	2	0	3	0	1	0	0	27.9	41	62.7	1	5.6	51.7
07-19	1955	7844	0	0	7	14	21	111	391	799	455	124	26	7	0	0	0	10.4	37.6	60	0	0	42.7
06-22	2113	7844	0	0	8	14	21	115	419	848	501	150	28	8	1	0	0	10.4	37.7	65	1	0	42.9
06-00	2149	7844	0	0	8	14	21	117	425	864	505	154	31	8	2	0	0	10.4	37.8	65	2	0.1	43.2
00-00	2188	7844	0	0	8	14	22	119	431	876	516	159	32	9	2	0	0	10.4	37.8	65	2	0.1	43.2

Benchmark Data Collection

Sun 28 Time	January Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	19	7863	0	0	0	0	0	3	4	6	4	1	0	1	0	0	0	0	25.3	37.9	59.7	0	0	41.8
0100	5	7868	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	41.1	44.3	48.4	0	0	-
0200	2	7870	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41.7	45.1	48.4	0	0	-
0300	4	7874	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	35.5	39.4	45	0	0	-
0400	5	7879	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	37.5	42.9	46.8	0	0	-
0500	3	7882	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	30.2	37.8	42.1	0	0	-
0600	10	7892	0	0	0	0	0	0	2	1	5	1	1	0	0	0	0	0	31.3	40.8	51.2	0	0	-
0700	36	7928	0	0	0	0	0	0	4	8	18	5	0	1	0	0	0	0	32.3	41.1	55.5	0	0	45
0800	38	7966	0	0	2	2	1	0	3	17	10	1	1	1	0	0	0	0	12.9	36.9	55	0	0	42.5
0900	105	8071	0	0	0	1	2	2	21	42	25	10	2	0	0	0	0	0	16.9	38.3	51.7	0	0	43.2
1000	123	8194	0	0	1	1	1	4	26	49	28	9	2	1	0	1	0	0	13.4	38.3	67.9	1	0.8	43.8
1100	170	8364	0	0	0	0	2	7	38	71	32	16	3	1	0	0	0	0	21.7	38	59.2	0	0	43.4
1200	180	8544	0	1	2	6	3	19	31	56	42	16	3	1	0	0	0	0	8.5	36.6	56.5	0	0	43.6
1300	143	8687	0	0	0	1	1	8	28	51	39	12	1	0	1	1	0	0	16.6	38.4	65.2	2	1.4	44.1
1400	183	8870	0	0	0	0	0	6	39	84	39	13	1	1	0	0	0	0	26.8	38.1	56.2	0	0	42.5
1500	114	8984	0	0	0	0	0	6	24	44	29	8	2	0	1	0	0	0	28.1	38.7	60.4	1	0.9	43.2
1600	137	9121	0	0	0	0	2	4	27	57	32	12	1	1	0	1	0	0	21	38.3	65.6	1	0.7	43.4
1700	90	9211	0	0	0	0	0	6	15	35	23	10	1	0	0	0	0	0	28.3	38.4	50.3	0	0	42.7
1800	70	9281	0	0	1	0	0	1	8	29	20	9	1	1	0	0	0	0	11.3	39.6	55.1	0	0	45.2
1900	39	9320	0	0	0	0	0	1	6	18	8	4	1	0	1	0	0	0	29.5	39.4	62.2	1	2.6	44.7
2000	49	9369	0	0	0	0	0	0	1	6	17	12	8	3	1	1	0	0	28.3	41.3	60.2	1	2	48.3
2100	43	9412	0	0	0	0	0	2	15	8	7	7	3	1	0	0	0	0	25.7	39.8	58.7	0	0	49.2
2200	9	9421	0	0	0	0	0	0	2	2	2	1	0	2	0	0	0	0	30.8	43	58.3	0	0	-
2300	12	9433	0	0	0	0	0	1	0	7	3	0	1	0	0	0	0	0	29.3	40.4	52.5	0	0	44.1
07-19	1389	9433	0	1	6	11	12	63	264	543	337	121	18	8	2	3	0	0	8.5	38.2	67.9	5	0.4	43.6
06-22	1530	9433	0	1	6	11	12	67	293	587	369	141	26	10	4	3	0	0	8.5	38.4	67.9	7	0.5	43.8
06-00	1551	9433	0	1	6	11	12	68	295	596	374	142	27	12	4	3	0	0	8.5	38.4	67.9	7	0.5	43.8
00-00	1589	9433	0	1	6	11	12	71	300	605	388	148	27	13	4	3	0	0	8.5	38.4	67.9	7	0.4	43.8

Benchmark Data Collection

Mon 29	January	2024	Northbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
0000	1	9434	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45	45	45	0	0	-
0100	1	9435	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41.9	41.9	41.9	0	0	-
0200	0	9435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	9437	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	36.7	40.8	44.8	0	0	-
0400	6	9443	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	37.3	43.4	52.7	0	0	-
0500	21	9464	0	0	0	0	0	0	2	9	5	2	2	1	0	0	0	0	31.3	41.3	56.8	0	0	47.9
0600	45	9509	0	0	0	0	0	0	6	13	17	7	2	0	0	0	0	0	30.4	41.1	53.2	0	0	45.4
0700	268	9777	0	0	4	9	2	9	45	118	66	10	3	2	0	0	0	0	12.7	37.2	58.7	0	0	42.3
0800	405	10182	7	68	16	15	15	36	94	101	40	10	3	0	0	0	0	0	3.2	28.5	54.5	0	0	39.4
0900	195	10377	0	0	1	2	0	7	37	97	35	14	2	0	0	0	0	0	14.6	37.6	50.5	0	0	42.5
1000	132	10599	0	0	1	1	2	4	27	59	28	7	1	2	0	0	0	0	12.5	37.4	57	0	0	42.1
1100	146	10655	0	0	0	3	0	8	30	68	28	8	0	0	1	0	0	0	15.1	37.3	63.9	1	0.7	42.7
1200	153	10808	0	0	1	1	1	6	32	61	41	9	1	0	0	0	0	0	11.2	37.7	52	0	0	42.7
1300	134	10942	0	0	1	0	0	10	37	48	31	5	2	0	0	0	0	0	14.3	36.9	52.9	0	0	41.6
1400	178	11120	0	0	1	1	3	13	51	58	35	14	2	0	0	0	0	0	12.7	36.6	53.9	0	0	42.3
1500	206	11326	0	0	0	2	0	7	35	85	62	7	6	1	1	0	0	0	17.2	38.6	62.9	1	0.5	43.4
1600	189	11515	0	0	0	2	0	10	63	60	41	8	4	1	0	0	0	0	16.5	37	55.5	0	0	42.3
1700	199	11714	0	0	0	0	0	5	50	95	35	10	4	0	0	0	0	0	26.7	37.8	53.6	0	0	41.8
1800	101	11815	0	0	0	6	0	0	9	44	29	10	2	1	0	0	0	0	15.1	38.7	55.5	0	0	44.7
1900	121	11936	0	0	0	0	1	8	27	40	32	12	1	0	0	0	0	0	23.1	37.8	51.6	0	0	42.9
2000	70	12006	0	0	1	0	0	1	8	28	21	8	2	1	0	0	0	0	14.5	39.9	56.5	0	0	45.2
2100	39	12045	0	0	0	0	0	1	7	15	9	2	2	2	0	1	0	0	28.2	40.3	67	1	2.6	45.4
2200	27	12072	0	0	0	0	0	0	1	7	5	9	3	1	0	1	0	0	27	40	61.5	1	3.7	46.1
2300	8	12080	0	0	0	0	0	1	1	4	0	1	0	0	0	1	0	0	28	40.3	69.9	1	12.5	-
07-19	2306	12080	7	68	25	42	23	115	510	894	471	112	30	7	2	0	0	0	3.2	35.9	63.9	2	0.1	42.3
06-22	2581	12080	7	68	26	42	24	125	558	990	550	141	37	10	2	1	0	0	3.2	36.3	67	3	0.1	42.5
06-00	2616	12080	7	68	26	42	24	127	566	999	559	145	38	10	3	2	0	0	3.2	36.3	69.9	5	0.2	42.7
00-00	2647	12080	7	68	26	42	24	127	568	1012	566	150	41	11	3	2	0	0	3.2	36.4	69.9	5	0.2	42.7

Benchmark Data Collection

Tue 30 Time	January Total	2024 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75							80
0000	4	12084	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	33.7	39.8	47.5	0	0	-	
0100	0	12084	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	12084	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	3	12087	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	37.4	40.8	43.9	0	0	-	
0400	5	12092	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	36.1	40.4	43.1	0	0	-	
0500	18	12110	0	0	0	0	0	0	0	2	4	7	3	1	0	0	1	31.1	42.3	66	1	5.6	45.2	
0600	42	12152	0	0	0	0	0	0	1	5	12	11	8	4	0	1	0	29.6	41.8	64.8	1	2.4	47	
0700	273	12425	0	0	2	8	9	7	37	100	84	18	7	1	0	0	0	12.9	38	55.8	0	0	42.9	
0800	421	12846	0	0	0	2	4	24	127	178	68	16	0	2	0	0	0	15.6	36.5	58	0	0	40.9	
0900	183	13029	0	0	1	0	4	17	34	59	54	10	3	1	0	0	0	13	37.5	56.5	0	0	42.5	
1000	168	13197	0	0	1	2	1	18	42	64	32	8	0	0	0	0	0	15	36	49.8	0	0	41.8	
1100	166	13363	0	0	1	1	0	16	70	53	19	5	0	1	0	0	0	14	35.2	57.8	0	0	39.8	
1200	170	13533	0	0	0	0	2	12	59	71	18	4	2	2	0	0	0	21.2	36	56.6	0	0	39.8	
1300	147	13680	0	0	1	3	0	17	37	62	20	6	1	0	0	0	0	13.2	35.7	50.5	0	0	40	
1400	161	13841	0	0	0	1	0	10	36	75	30	7	2	0	0	0	0	15.1	37	52.6	0	0	41.4	
1500	184	14025	0	0	0	1	4	6	61	79	28	5	0	0	0	0	0	17	36.1	48.8	0	0	40.3	
1600	211	14236	0	0	1	0	1	13	64	84	36	8	4	0	0	0	0	12.2	36.7	54.2	0	0	40.7	
1700	217	14453	0	0	0	2	1	7	56	104	42	4	0	1	0	0	0	16.8	36.7	55.8	0	0	40.5	
1800	126	14579	0	0	0	0	0	4	34	54	26	7	1	0	0	0	0	29.5	37.5	50.2	0	0	41.8	
1900	92	14671	0	0	0	0	0	5	16	34	23	10	3	1	0	0	0	26.6	39.3	55.7	0	0	44.7	
2000	50	14721	0	0	0	0	0	1	6	18	13	9	2	0	1	0	0	28.7	40.7	61.2	1	2	46.5	
2100	48	14769	0	0	0	0	0	1	4	8	17	11	4	1	2	0	0	24.4	38.6	56.9	0	0	44.5	
2200	17	14786	0	0	0	0	0	0	3	4	7	1	1	1	0	0	0	33.6	41.7	57.5	0	0	44.5	
2300	7	14793	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	30.9	42.5	48.2	0	0	-	
07-19	2427	14793	0	0	7	20	26	151	657	983	457	98	20	8	0	0	0	12.2	36.6	58	0	0	41.6	
06-22	2659	14793	0	0	7	20	27	162	692	1064	515	129	30	11	2	0	0	12.2	36.9	64.8	2	0.1	42.1	
06-00	2683	14793	0	0	7	20	27	162	696	1069	525	132	31	12	2	0	0	12.2	37	64.8	2	0.1	42.1	
00-00	2713	14793	0	0	7	20	27	162	699	1077	538	136	32	12	2	1	0	12.2	37	66	3	0.1	42.1	

Benchmark Data Collection

Wed 31 Time	January Total	2024 RunTot	Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	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						
0000	17	14810	0	0	0	0	0	0	1	5	5	4	1	1	0	0	0	0	34.3	42.8	55.5	0	0	47.6
0100	1	14811	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	48.9	48.9	48.9	0	0	-
0200	1	14812	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41.9	41.9	41.9	0	0	-
0300	1	14813	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.3	34.3	34.3	0	0	-
0400	5	14818	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	25.9	38.2	49.1	0	0	-
0500	20	14838	0	0	0	0	0	1	0	6	6	3	3	1	0	0	0	0	26.5	43.5	59.1	0	0	50.1
0600	46	14884	0	0	0	0	0	0	3	11	19	9	4	0	0	0	0	0	31.1	42.5	54.2	0	0	47.9
0700	272	15156	0	0	0	0	0	4	48	100	83	29	7	1	0	0	0	0	27	39.4	55.4	0	0	44.1
0800	384	15540	0	0	1	0	4	29	59	196	70	23	2	0	0	0	0	0	14	37.4	50.6	0	0	41.8
0900	201	15741	0	0	0	5	7	9	34	85	53	6	2	0	0	0	0	0	15.6	37.2	54.4	0	0	42.7
1000	152	15893	0	0	1	2	2	12	40	61	25	6	3	0	0	0	0	0	14.5	36.3	53.5	0	0	41.2
1100	153	16046	0	0	0	0	2	12	41	55	26	14	3	0	0	0	0	0	24.6	37.2	51.1	0	0	42.3
1200	158	16204	0	0	1	1	3	14	25	73	30	7	4	0	0	0	0	0	13.5	37.2	53.5	0	0	41.4
1300	164	16368	0	0	1	5	3	7	53	55	30	4	3	0	0	0	0	0	13.2	36.4	59.5	0	0	42.1
1400	157	16525	0	0	0	1	1	11	31	75	25	10	1	1	0	1	0	0	16.6	37.5	65.6	1	0.6	41.8
1500	228	16753	0	0	0	0	1	14	74	92	34	8	5	0	0	0	0	0	24.7	36.7	54.4	0	0	40.7
1600	215	16968	0	0	0	2	0	13	51	105	34	8	2	0	0	0	0	0	15.8	36.8	51.9	0	0	41.6
1700	229	17197	0	0	0	2	5	10	51	108	40	10	2	1	0	0	0	0	16.2	36.9	56.1	0	0	41.8
1800	109	17306	0	0	0	0	0	1	14	37	36	16	4	0	1	0	0	0	29.7	40.4	64.7	1	0.9	46.5
1900	75	17381	0	0	0	0	1	3	13	24	18	12	2	2	0	0	0	0	22.2	39.7	56.6	0	0	45.6
2000	60	17441	0	0	0	0	0	0	9	14	18	14	5	0	0	0	0	0	30.8	41.7	53.6	0	0	47.6
2100	39	17480	0	0	0	0	0	0	9	11	16	2	0	1	0	0	0	0	30.9	39.5	57.2	0	0	42.9
2200	19	17499	0	0	0	0	0	0	5	7	5	2	0	0	0	0	0	0	32.2	38.9	46	0	0	43.6
2300	7	17506	0	0	0	0	0	0	1	2	1	1	1	0	1	0	0	0	31.9	44.6	60.6	1	14.3	-
07-19	2422	17506	0	0	4	18	28	136	521	1042	486	141	38	6	1	1	0	0	13.2	37.4	65.6	2	0.1	42.3
06-22	2642	17506	0	0	4	18	29	139	555	1102	557	178	49	9	1	1	0	0	13.2	37.7	65.6	2	0.1	42.7
06-00	2668	17506	0	0	4	18	29	139	561	1111	563	181	50	9	2	1	0	0	13.2	37.7	65.6	3	0.1	42.9
00-00	2713	17506	0	0	4	18	29	141	563	1124	576	190	54	11	2	1	0	0	13.2	37.8	65.6	3	0.1	42.9
Summary			Northbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
Total	RunTot		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
			11	72	80	165	204	942	3889	6810	3818	1116	283	87	20	9	0	0	2.7	37.3	69.9	29	0.2	42.9

Benchmark Data Collection

Thu 25 Time	January Total	2024 RunTot	Southbound																	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80						
0000	9	9	0	0	0	0	0	0	1	2	1	1	0	2	0	0	2	0	0	27	45.8	66.8	2	22.2	-
0100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	3	12	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	29.9	39.8	53.4	0	0	-
0300	1	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.9	31.9	31.9	0	0	-
0400	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	12	25	0	0	0	0	0	0	1	4	3	3	1	0	0	0	0	0	0	29.3	37.4	49.5	0	0	43.2
0600	33	58	0	0	0	0	0	1	0	4	14	8	6	0	0	0	0	0	0	21.6	39.1	47.8	0	0	45.4
0700	130	188	0	1	1	1	0	2	32	54	24	7	4	4	0	0	0	0	0	7.8	38	57.2	0	0	43.2
0800	260	448	0	0	1	5	7	15	59	101	60	11	0	1	0	0	0	0	0	12.3	36.5	56.8	0	0	42.1
0900	174	622	0	0	1	0	3	8	57	63	30	10	2	0	0	0	0	0	0	12.8	36.5	53.7	0	0	42.1
1000	134	756	0	0	1	2	4	12	42	47	23	3	0	0	0	0	0	0	0	12.5	35.2	48.7	0	0	40.9
1100	137	893	0	0	0	2	3	17	39	45	26	4	1	0	0	0	0	0	0	16.7	35.7	52.2	0	0	42.1
1200	154	1047	0	0	0	3	4	19	46	49	27	6	0	0	0	0	0	0	0	15.1	35.3	49.3	0	0	40.9
1300	178	1225	0	1	4	1	1	24	52	64	22	9	0	0	0	0	0	0	0	7.7	34.7	49.9	0	0	40.3
1400	180	1405	0	0	0	0	4	40	46	51	32	4	3	0	0	0	0	0	0	21.9	35.1	52.6	0	0	40.9
1500	225	1630	0	0	2	1	0	25	71	68	43	12	2	1	0	0	0	0	0	13.3	36.4	56.3	0	0	42.1
1600	347	1977	0	0	1	0	11	40	104	123	48	17	3	0	0	0	0	0	0	14.1	35.5	53.9	0	0	41.2
1700	353	2330	0	0	0	0	4	42	139	129	26	11	2	0	0	0	0	0	0	20.2	35	52.9	0	0	38.9
1800	157	2487	0	0	1	0	2	7	45	51	39	10	1	1	0	0	0	0	0	14	37.3	57.5	0	0	42.5
1900	96	2583	0	0	0	0	5	11	24	37	15	1	2	1	0	0	0	0	0	20.6	35.9	55.8	0	0	42.5
2000	67	2650	0	0	0	0	1	4	17	27	14	2	2	0	0	0	0	0	0	22.6	37.1	52.4	0	0	41.2
2100	55	2705	0	0	0	0	0	2	15	26	8	1	1	0	0	1	0	0	0	28.8	38.5	80.5	2	3.6	41.6
2200	54	2759	0	0	0	0	0	8	20	17	7	1	1	0	0	0	0	0	0	27	35.3	51.6	0	0	40.5
2300	24	2783	0	0	0	0	0	3	3	6	10	1	0	1	0	0	0	0	0	26.8	38.7	57.3	0	0	43.2
07-19	2429	2783	0	2	12	15	43	251	732	845	400	104	18	7	0	0	0	0	0	7.7	35.8	57.5	0	0	41.4
06-22	2680	2783	0	2	12	15	50	268	792	949	445	114	23	8	0	1	0	0	0	7.7	36	80.5	2	0.1	41.6
06-00	2758	2783	0	2	12	15	50	279	815	972	462	116	24	9	0	1	0	0	0	7.7	36	80.5	2	0.1	41.6
00-00	2783	2783	0	2	12	15	50	282	822	977	466	117	27	9	0	3	0	0	0	7.7	36	80.5	4	0.1	41.6

Benchmark Data Collection

Fri 26 Time	January Total	2024 RunTot	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
0000	6	2789	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	27.7	37.7	57.5	0	0	-
0100	4	2793	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	31.2	41.5	57.7	0	0	-
0200	1	2794	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.8	38.8	38.8	0	0	-
0300	1	2795	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.1	40.1	40.1	0	0	-
0400	1	2796	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37	37	37	0	0	-
0500	7	2803	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	31.7	39.2	45.8	0	0	-
0600	20	2823	0	0	0	0	0	2	3	6	1	6	2	0	0	0	0	0	28.9	41	54.8	0	0	48.3
0700	107	2930	0	0	2	6	1	4	21	51	16	6	0	0	0	0	0	0	12.7	35.7	46.7	0	0	40.9
0800	282	3212	0	1	0	7	13	16	98	94	40	10	1	1	0	1	0	0	7.3	35.3	68.6	1	0.4	40.5
0900	161	3373	0	0	0	1	1	9	50	54	38	5	3	0	0	0	0	0	17.8	36.7	53	0	0	41.4
1000	148	3521	0	0	1	7	9	21	33	41	24	9	2	1	0	0	0	0	14.9	34.8	59.3	0	0	41.4
1100	165	3686	0	1	0	1	1	21	51	60	19	10	1	0	0	0	0	0	9	35.6	53.5	0	0	41.2
1200	199	3885	0	1	1	1	1	0	24	78	53	28	8	3	1	1	0	0	7.7	35.6	62.2	1	0.5	41.2
1300	188	4073	0	1	2	0	5	18	54	66	32	7	3	0	0	0	0	0	7.8	35.7	54.5	0	0	41.2
1400	172	4245	0	0	0	0	1	8	46	63	42	10	2	0	0	0	0	0	23.1	37.5	51	0	0	41.8
1500	337	4582	0	0	2	0	5	31	97	129	55	17	0	0	1	0	0	0	10.5	36.1	61.5	1	0.3	41.2
1600	361	4943	0	0	0	2	10	33	111	133	54	11	5	1	1	0	0	0	18.6	35.9	62.1	1	0.3	40.9
1700	272	5215	0	0	0	7	6	27	91	94	37	8	1	1	0	0	0	0	16.2	35.1	55.2	0	0	40.5
1800	146	5361	0	0	0	0	1	18	49	42	26	7	2	1	0	0	0	0	24.8	36.3	59.7	0	0	42.3
1900	91	5452	0	0	1	0	1	12	25	25	18	8	1	0	0	0	0	0	13	36.5	54	0	0	42.5
2000	83	5535	0	0	0	1	4	7	16	24	18	10	2	1	0	0	0	0	16.5	37.3	59.6	0	0	45.2
2100	44	5579	0	0	0	0	0	2	11	19	8	3	0	1	0	0	0	0	29.4	37.9	56.5	0	0	41.4
2200	26	5605	0	0	0	0	1	2	7	8	6	2	0	0	0	0	0	0	24.5	37	47.9	0	0	43.6
2300	12	5617	0	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	30.9	39.3	47.5	0	0	41.6
07-19	2538	5617	0	4	8	32	53	230	779	880	411	108	23	6	3	1	0	0	7.3	35.8	68.6	4	0.2	41.2
06-22	2776	5617	0	4	9	33	58	253	834	954	456	135	28	8	3	1	0	0	7.3	36	68.6	4	0.1	41.6
06-00	2814	5617	0	4	9	33	59	255	843	966	466	139	28	8	3	1	0	0	7.3	36	68.6	4	0.1	41.6
00-00	2834	5617	0	4	9	33	59	257	848	971	470	141	28	10	3	1	0	0	7.3	36	68.6	4	0.1	41.6

Benchmark Data Collection

Sat Time	January Total	2024 RunTot	Southbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70							75
0000	16	5633	0	0	0	0	0	2	0	3	4	4	0	2	1	0	0	0	26.7	44.2	64.9	1	6.3	57.5
0100	8	5641	0	0	0	0	0	0	3	1	0	2	1	1	0	0	0	0	33.4	43.1	57.3	0	0	-
0200	3	5644	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	27.9	40.2	60.8	1	33.3	-
0300	0	5644	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	3	5647	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	30.7	37.6	41.2	0	0	-
0500	1	5648	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	53.3	53.3	53.3	0	0	-
0600	14	5662	0	0	0	0	0	0	3	5	2	3	1	0	0	0	0	0	30.7	40	52.6	0	0	49
0700	32	5694	0	0	0	0	0	2	6	10	8	5	1	0	0	0	0	0	28.9	39.4	54.3	0	0	45.2
0800	86	5780	0	0	0	1	2	3	23	23	19	8	5	2	0	0	0	0	19.8	38.8	57.8	0	0	45.6
0900	122	5902	0	0	0	0	0	4	10	32	41	27	8	0	0	0	0	0	22.9	36.6	49.5	0	0	42.7
1000	179	6081	0	0	0	0	0	0	21	52	57	36	8	4	1	0	0	0	26.6	36.8	56.2	0	0	42.3
1100	240	6321	0	0	1	1	6	24	79	78	36	9	5	1	0	0	0	0	12	35.7	57.8	0	0	40.9
1200	253	6574	0	0	2	4	4	32	76	76	39	13	3	2	1	0	1	0	11.7	35.9	73.8	2	0.8	41.8
1300	280	6854	0	1	0	2	6	27	86	91	55	10	1	1	0	0	0	0	8.4	35.9	57.3	0	0	41.8
1400	241	7095	0	0	0	1	7	29	69	91	28	13	2	0	0	1	0	0	16.3	35.6	65.2	1	0.4	41.4
1500	193	7288	0	0	0	1	3	21	42	79	31	11	1	4	0	0	0	0	19.4	36.7	58.9	0	0	42.5
1600	194	7482	0	0	2	1	4	26	46	69	27	12	6	1	0	0	0	0	11	36.1	58	0	0	42.1
1700	163	7645	0	0	1	0	2	20	55	68	13	3	1	0	0	0	0	0	11.1	34.9	54.1	0	0	39.4
1800	98	7743	0	0	0	0	1	11	18	36	22	8	1	0	1	0	0	0	20.1	37.7	61	1	1	42.9
1900	49	7792	0	0	1	0	1	3	7	16	16	3	1	1	0	0	0	0	14.7	38.7	58.8	0	0	44.3
2000	48	7840	0	0	0	0	0	4	14	12	12	6	0	0	0	0	0	0	27.3	37.7	48.8	0	0	43.6
2100	35	7875	0	0	0	0	0	1	9	17	6	2	0	0	0	0	0	0	28	37.9	49.6	0	0	41.6
2200	28	7903	0	0	0	0	0	0	7	9	6	5	1	0	0	0	0	0	30.6	39.9	52.6	0	0	46.5
2300	16	7919	0	0	0	0	1	3	7	3	1	1	0	0	0	0	0	0	24.6	34.4	48.1	0	0	39.1
07-19	2081	7919	0	1	6	11	39	226	584	719	341	108	30	12	2	1	1	0	8.4	36.2	73.8	4	0.2	42.1
06-22	2227	7919	0	1	7	11	40	234	617	769	377	122	32	13	2	1	1	0	8.4	36.4	73.8	4	0.2	42.3
06-00	2271	7919	0	1	7	11	41	237	631	781	384	128	33	13	2	1	1	0	8.4	36.4	73.8	4	0.2	42.3
00-00	2302	7919	0	1	7	11	41	240	636	785	390	134	35	16	4	1	1	0	8.4	36.5	73.8	6	0.3	42.5

Benchmark Data Collection

Sun Time	January Total	2024 RunTot	Southbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin							
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70						
0000	8	7927	0	0	0	0	0	2	1	2	2	0	0	1	0	0	0	27.7	38.6	58.6	0	0	-
0100	8	7935	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	37.2	41.5	44.6	0	0	-
0200	2	7937	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31	33	35	0	0	-
0300	2	7939	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	29.8	33.6	37.4	0	0	-
0400	1	7940	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.8	40.8	40.8	0	0	-
0500	2	7942	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	35.2	40.8	46.4	0	0	-
0600	11	7953	0	0	0	0	1	0	1	3	5	0	1	0	0	0	0	20.8	39.1	52.1	0	0	42.9
0700	16	7969	0	0	0	1	0	1	5	4	2	3	0	0	0	0	0	16.3	36.5	49.9	0	0	46.5
0800	43	8012	0	0	0	0	0	0	1	6	16	13	5	0	1	1	0	26.2	40.3	62	1	2.3	46.3
0900	72	8084	0	0	0	0	3	0	5	16	30	11	6	1	0	0	0	17.1	36.8	53	0	0	42.5
1000	110	8194	0	0	2	1	3	7	27	41	22	6	0	0	0	1	0	12.2	36.5	67.6	1	0.9	42.7
1100	135	8329	0	1	3	3	7	22	39	38	16	6	0	0	0	0	0	9.2	33.5	48.3	0	0	40.3
1200	177	8506	0	3	7	8	2	25	36	63	18	9	5	1	0	0	0	8.2	34.1	55.1	0	0	40.9
1300	196	8702	0	0	2	4	6	21	67	57	28	10	1	0	0	0	0	12.6	34.8	50.7	0	0	40.9
1400	161	8863	0	0	1	0	2	15	49	51	32	6	5	0	0	0	0	14	36.7	54.5	0	0	41.8
1500	150	9013	0	1	1	1	6	16	25	59	29	9	2	1	0	0	0	9.6	36.3	55.9	0	0	42.5
1600	99	9112	0	0	0	2	3	3	27	41	15	8	0	0	0	0	0	15.9	36.6	48.7	0	0	42.3
1700	97	9209	0	0	0	0	0	2	9	39	29	9	4	3	1	1	0	23.8	36.4	64.5	1	1	41.4
1800	65	9274	0	0	0	0	1	11	14	13	19	5	2	0	0	0	0	23.8	37.1	51.9	0	0	44.5
1900	38	9312	0	1	0	0	0	0	0	6	14	9	5	1	1	0	1	9.3	40.1	67.4	1	2.6	45.9
2000	31	9343	0	0	0	0	0	0	3	5	9	9	4	1	0	0	0	25.2	39	51.7	0	0	43.8
2100	22	9365	0	0	0	0	0	0	1	8	7	3	3	0	0	0	0	26.3	36.9	49.2	0	0	43.2
2200	13	9378	0	0	0	0	0	0	1	4	2	4	1	1	0	0	0	26.5	38.3	50.6	0	0	42.7
2300	11	9389	0	0	0	0	0	0	0	3	4	2	2	0	0	0	0	31.1	39.2	48.2	0	0	43.2
07-19	1321	9389	0	5	16	23	32	136	350	442	214	77	19	4	2	1	0	8.2	35.8	67.6	3	0.2	41.8
06-22	1423	9389	0	6	16	23	33	140	370	475	240	89	22	5	2	2	0	8.2	36	67.6	4	0.3	42.3
06-00	1447	9389	0	6	16	23	33	141	377	481	246	92	23	5	2	2	0	8.2	36.1	67.6	4	0.3	42.3
00-00	1470	9389	0	6	16	23	33	144	380	488	254	93	23	6	2	2	0	8.2	36.1	67.6	4	0.3	42.5

Benchmark Data Collection

Mon 29	January	2024	Southbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				60	60	85	
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	2	9391	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	43.1	45	46.8	0	0	-	
0100	0	9391	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	9391	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	0	9391	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	2	9393	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	32	33.3	34.6	0	0	-	
0500	6	9399	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	35.6	40.4	49.6	0	0	-	
0600	20	9419	0	0	0	0	0	0	1	6	9	4	0	0	0	0	0	0	28.2	35.9	44.1	0	0	40.3	
0700	107	9526	0	0	1	0	0	5	18	48	23	9	3	0	0	0	0	0	12.7	38.3	52.3	0	0	43.8	
0800	283	9809	0	3	4	1	4	19	71	119	47	10	4	1	0	0	0	0	5.1	36	55.7	0	0	40.7	
0900	130	9939	0	0	0	0	6	6	22	55	31	10	0	0	0	0	0	0	20.5	37.5	48.1	0	0	42.9	
1000	103	10042	0	0	1	2	1	16	35	34	12	1	1	0	0	0	0	0	12.7	34.4	51.9	0	0	39.6	
1100	109	10151	0	1	0	0	4	11	32	39	15	7	0	0	0	0	0	0	7.7	35.5	47.8	0	0	41.2	
1200	144	10295	0	0	1	0	8	26	39	32	27	9	0	1	0	1	0	0	14.8	35.3	65.6	1	0.7	42.1	
1300	131	10426	0	0	2	2	5	13	50	41	12	5	1	0	0	0	0	0	12.3	34.3	53.7	0	0	39.1	
1400	173	10599	0	1	0	0	7	21	56	51	20	14	2	1	0	0	0	0	9	35.4	57.6	0	0	41.6	
1500	231	10830	0	0	0	0	6	25	55	80	46	18	1	0	0	0	0	0	23.3	36.6	51.9	0	0	42.3	
1600	358	11188	0	0	1	1	15	24	121	138	45	10	1	2	0	0	0	0	13.2	35.4	56.3	0	0	40	
1700	286	11474	0	0	0	0	1	26	87	110	46	12	0	1	2	1	0	0	21.2	36.6	68.4	3	1	41.2	
1800	142	11616	0	0	1	0	3	11	46	52	18	7	2	1	1	0	0	0	11.8	36.2	62.3	1	0.7	40.9	
1900	84	11700	0	0	0	0	0	7	23	33	14	5	1	1	0	0	0	0	25.3	37.2	55.2	0	0	42.1	
2000	65	11765	0	0	0	1	0	7	22	26	8	0	0	1	0	0	0	0	17	35.1	55.8	0	0	39.4	
2100	75	11840	0	0	0	0	0	3	30	18	20	3	0	1	0	0	0	0	28.7	37.2	56.1	0	0	42.7	
2200	30	11870	0	0	0	0	0	1	3	10	8	4	0	2	1	0	0	0	28.7	43.2	84.6	2	6.7	49.9	
2300	6	11876	0	0	0	0	0	1	0	0	2	1	0	2	0	0	0	0	29.6	46.2	58.3	0	0	-	
07-19	2197	11876	0	5	11	6	60	203	632	799	342	112	15	7	3	2	0	0	5.1	36	68.4	5	0.2	41.4	
06-22	2441	11876	0	5	11	7	60	221	713	885	388	120	16	10	3	2	0	0	5.1	36	68.4	5	0.2	41.4	
06-00	2477	11876	0	5	11	7	60	223	716	895	398	125	16	14	4	2	0	0	5.1	36.1	84.6	7	0.3	41.6	
00-00	2487	11876	0	5	11	7	60	223	718	899	400	127	16	14	4	2	0	0	5.1	36.1	84.6	7	0.3	41.6	

Benchmark Data Collection

Tue 30	January	2024	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				60	60	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	8	11884	0	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	28.5	36.7	47.2	0	0	-
0100	1	11885	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.7	24.7	24.7	0	0	-
0200	0	11885	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	11886	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	60.8	60.8	60.8	1	100	-
0400	4	11890	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	32.9	37.2	39.4	0	0	-
0500	7	11897	0	0	0	0	1	0	1	0	3	2	0	0	0	0	0	0	23.6	39.9	46.9	0	0	-
0600	29	11926	0	0	0	0	1	4	11	8	3	2	0	0	0	0	0	0	22.2	35.3	48.8	0	0	40
0700	138	12064	0	0	1	1	9	15	33	52	14	10	3	0	0	0	0	0	13.5	35.4	53.8	0	0	41.2
0800	301	12365	0	0	2	1	5	18	87	121	50	13	4	0	0	0	0	0	10.7	36.5	54.4	0	0	41.2
0900	121	12486	0	0	1	1	2	7	25	43	31	10	1	0	0	0	0	0	12.4	37.5	50.1	0	0	43.2
1000	133	12619	0	0	0	0	3	19	44	40	20	6	0	1	0	0	0	0	22.3	35.4	56.6	0	0	41.6
1100	153	12772	0	2	2	3	4	32	37	42	24	4	3	0	0	0	0	0	8.5	33.9	53.8	0	0	40.7
1200	201	12973	0	0	1	3	10	30	60	63	23	11	0	0	0	0	0	0	13	34.5	49.9	0	0	40.5
1300	189	13162	0	0	0	0	2	14	67	69	26	9	2	0	0	0	0	0	23.1	36	51.1	0	0	41.2
1400	175	13337	0	0	0	0	2	24	41	57	33	17	1	0	0	0	0	0	23.9	36.6	50.4	0	0	43.2
1500	279	13616	0	0	0	1	11	29	89	105	38	4	2	0	0	0	0	0	17	35.1	53.5	0	0	39.8
1600	318	13934	0	0	0	6	3	25	92	118	58	14	1	1	0	0	0	0	16.8	36.3	57.6	0	0	41.2
1700	345	14279	0	0	0	0	3	48	100	132	38	15	7	0	2	0	0	0	23.8	36	63.8	2	0.6	41.2
1800	133	14412	0	0	0	1	1	5	32	51	26	13	3	1	0	0	0	0	15.1	37.8	55.6	0	0	43.6
1900	67	14479	0	0	0	0	0	2	20	26	11	8	0	0	0	0	0	0	28.2	37.7	49.3	0	0	43.6
2000	73	14552	0	0	0	0	0	6	18	32	11	4	2	0	0	0	0	0	27	37.3	54.1	0	0	42.7
2100	45	14597	0	0	0	0	0	1	6	19	12	5	2	0	0	0	0	0	30	39.5	52.9	0	0	44.3
2200	22	14619	0	0	0	0	0	6	3	3	7	1	1	1	0	0	0	0	26.5	37.4	56.3	0	0	42.3
2300	7	14626	0	0	0	0	0	0	2	1	2	0	1	1	0	0	0	0	32.3	43.1	57.3	0	0	-
07-19	2486	14626	0	2	7	17	55	266	707	893	381	126	27	3	2	0	0	0	8.5	35.9	63.8	2	0.1	41.4
06-22	2700	14626	0	2	7	17	56	279	762	978	418	145	31	3	2	0	0	0	8.5	36	63.8	2	0.1	41.4
06-00	2729	14626	0	2	7	17	56	285	767	982	427	146	33	5	2	0	0	0	8.5	36.1	63.8	2	0.1	41.6
00-00	2750	14626	0	2	7	17	58	286	772	987	431	149	33	5	3	0	0	0	8.5	36.1	63.8	3	0.1	41.6

Benchmark Data Collection

Wed 31 Time	January Total	2024 RunTot	Southbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70							75
0000	22	14648	0	0	0	0	0	0	2	12	7	0	1	0	0	0	0	33.2	39.1	50.9	0	0	42.3	
0100	0	14648	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	2	14650	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	29.9	36.2	42.5	0	0	-	
0300	1	14651	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	23.2	23.2	23.2	0	0	-	
0400	2	14653	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	38.1	49.9	61.8	1	50	-	
0500	5	14658	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	34.1	39.5	46	0	0	-	
0600	22	14680	0	0	1	0	0	3	6	8	4	0	0	0	0	0	0	13.1	34.7	43.9	0	0	40.5	
0700	119	14799	0	1	1	1	0	2	29	41	32	8	3	0	1	0	0	7.3	38	61.6	1	0.8	43.2	
0800	273	15072	0	0	0	0	7	10	60	107	63	23	2	1	0	0	0	23.3	37.9	55.7	0	0	43.2	
0900	148	15220	0	0	0	1	5	12	36	49	31	11	2	1	0	0	0	16.6	36.8	55.3	0	0	42.3	
1000	167	15387	0	4	1	8	5	20	46	54	26	3	0	0	0	0	0	7	33.5	49	0	0	40.5	
1100	145	15532	0	0	1	2	7	24	44	42	20	3	1	1	0	0	0	10.4	34.4	55.2	0	0	40.5	
1200	194	15726	0	0	0	1	8	27	41	77	24	13	3	0	0	0	0	17	35.9	53.5	0	0	41.6	
1300	178	15904	0	0	0	0	5	18	62	52	31	8	2	0	0	0	0	20.1	35.9	54.4	0	0	42.3	
1400	172	16076	0	0	0	1	8	13	56	66	21	4	3	0	0	0	0	15.6	35.4	53.9	0	0	40	
1500	243	16319	0	0	2	5	13	34	53	79	46	9	1	1	0	0	0	10.4	34.9	60	0	0	41.6	
1600	348	16667	0	0	1	12	6	35	103	140	41	8	2	0	0	0	0	12.9	35	52.1	0	0	39.8	
1700	338	17005	0	0	0	0	2	27	119	143	31	10	3	2	0	1	0	24.2	36.1	65.1	1	0.3	39.6	
1800	135	17140	0	0	1	0	2	5	37	46	31	8	4	1	0	0	0	13.2	37.6	56.9	0	0	42.9	
1900	78	17218	0	0	0	0	0	2	17	27	22	8	2	0	0	0	0	28.1	38.6	51	0	0	43.8	
2000	52	17270	0	0	0	0	1	3	14	16	11	4	2	1	0	0	0	24.9	38.3	56.8	0	0	44.7	
2100	47	17317	0	0	1	0	0	1	12	19	6	5	3	0	0	0	0	14.3	38.1	53.9	0	0	46.1	
2200	32	17349	0	0	0	0	1	0	6	17	5	2	0	1	0	0	0	24.4	38	55.6	0	0	42.9	
2300	11	17360	0	0	0	0	0	2	1	3	0	2	1	1	1	0	0	25.3	42.5	64.4	1	9.1	50.6	
07-19	2460	17360	0	5	7	31	68	227	686	896	397	108	26	7	1	1	0	7	35.9	65.1	2	0.1	41.4	
06-22	2659	17360	0	5	9	31	69	236	735	966	440	125	33	8	1	1	0	7	36	65.1	2	0.1	41.6	
06-00	2702	17360	0	5	9	31	70	238	742	986	445	129	34	10	2	1	0	7	36.1	65.1	3	0.1	41.6	
00-00	2734	17360	0	5	9	31	71	239	745	1001	454	130	35	10	3	1	0	7	36.1	65.1	4	0.1	41.6	
Summary	Total	RunTot	Southbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			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						
			0	25	71	137	372	1671	4921	6108	2865	891	197	70	19	10	1	0	5.1	36.1	84.6	32	0.2	41.8

VEHICLE SPEED AND VOLUME SURVEY – HEATHLANDS ROAD (SOUTH), WOKINGHAM WITHOUT RG40 3AW.

DATASETS:

Site: [Wokingham] Heathlands Road (South), on T. Pole
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 00:00 25 January 2024 => 00:00 01 February 2024
File: Wokinghamsouth02Feb2024.EC0 (Plus)
Algorithm: Advanced.

PROFILE:

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



DEFINITIONS / ABBREVIATIONS*

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

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

VEHICLE CLASSES

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

Seven Day Weather Report



Benchmark Data Collection

Thu 25 Time	January Total	2024 RunTot	Northbound																	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	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	3	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	28.2	33.6	43	0	0	-	
0100	4	7	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	30	34.5	38	0	0	-	
0200	2	9	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	23.9	29.4	35	0	0	-	
0300	5	14	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	25.1	32	37.2	0	0	-	
0400	4	18	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	31.1	37.8	44.4	0	0	-	
0500	16	34	0	0	0	0	0	1	5	6	4	0	0	0	0	0	0	0	29.9	36.4	42.2	0	0	40.3	
0600	44	78	0	0	0	0	0	5	23	12	3	1	0	0	0	0	0	0	26	34.4	46.3	0	0	39.1	
0700	223	301	0	0	0	1	3	29	130	55	5	0	0	0	0	0	0	0	19.6	33.1	42.3	0	0	36	
0800	393	694	0	0	0	2	6	88	206	78	11	2	0	0	0	0	0	0	16.9	32.7	47.6	0	0	36.2	
0900	200	894	0	0	0	0	3	23	111	51	12	0	0	0	0	0	0	0	20.2	33.5	44.8	0	0	37.4	
1000	145	1039	0	0	3	1	13	25	75	24	1	3	0	0	0	0	0	0	12.2	31.6	49.9	0	0	35.3	
1100	140	1179	0	0	0	5	4	24	65	38	2	2	0	0	0	0	0	0	15.4	32.5	46.6	0	0	37.1	
1200	146	1325	0	1	0	2	9	39	67	27	1	0	0	0	0	0	0	0	7.1	31.2	42.3	0	0	35.6	
1300	150	1475	0	1	0	5	12	32	72	25	2	1	0	0	0	0	0	0	9.1	30.9	48.4	0	0	35.6	
1400	145	1620	0	0	0	1	10	40	49	35	9	1	0	0	0	0	0	0	19.3	32.3	48.6	0	0	37.4	
1500	183	1803	0	0	0	0	5	49	86	39	4	0	0	0	0	0	0	0	21.3	32.2	43.3	0	0	36	
1600	208	2011	0	0	0	5	11	39	107	41	4	1	0	0	0	0	0	0	16.1	32	45.7	0	0	36.5	
1700	221	2232	0	0	1	11	23	68	89	26	3	0	0	0	0	0	0	0	12	29.7	41.4	0	0	34.4	
1800	107	2339	0	0	0	1	6	24	42	26	7	1	0	0	0	0	0	0	19.7	32.5	48.7	0	0	36.9	
1900	99	2438	0	0	0	3	7	29	40	16	3	1	0	0	0	0	0	0	15.2	31.4	45.6	0	0	36	
2000	46	2484	0	0	0	0	2	9	18	15	1	0	1	0	0	0	0	0	22.1	33.3	51.1	0	0	37.4	
2100	34	2518	0	0	0	0	3	12	10	5	3	0	1	0	0	0	0	0	20.7	31.9	51.4	0	0	36.7	
2200	29	2547	0	0	0	1	2	2	11	10	2	1	0	0	0	0	0	0	19.3	33.9	47.7	0	0	39.4	
2300	8	2555	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	26.7	32.4	40	0	0	-	
07-19	2261	2555	0	2	4	34	105	480	1099	465	61	11	0	0	0	0	0	0	7.1	32.1	49.9	0	0	36.2	
06-22	2484	2555	0	2	4	37	117	535	1190	513	71	13	2	0	0	0	0	0	7.1	32.1	51.4	0	0	36.5	
06-00	2521	2555	0	2	4	38	119	540	1204	524	74	14	2	0	0	0	0	0	7.1	32.1	51.4	0	0	36.5	
00-00	2555	2555	0	2	4	38	120	546	1214	534	81	14	2	0	0	0	0	0	7.1	32.2	51.4	0	0	36.7	

Benchmark Data Collection

Fri 26 Time	January Total	2024 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin							
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70						
0000	5	2560	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	30	36.4	40.6	0	0	-
0100	6	2566	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	23.1	27.6	33.1	0	0	-
0200	2	2568	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	20.9	25.3	29.7	0	0	-
0300	4	2572	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	21.5	32.1	37.8	0	0	-
0400	4	2576	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	27.4	31.4	34.6	0	0	-
0500	15	2591	0	0	0	1	0	4	5	5	0	0	0	0	0	0	0	19.2	32.4	39	0	0	36
0600	36	2627	0	0	0	1	0	5	13	14	3	0	0	0	0	0	0	16.9	34.3	43.3	0	0	38.5
0700	200	2827	0	0	0	7	12	42	83	51	5	0	0	0	0	0	0	16	31.9	41.8	0	0	36.7
0800	324	3151	0	3	11	3	7	74	151	65	7	0	0	1	2	0	0	7.8	31.6	63.4	2	0.6	35.6
0900	172	3323	0	0	2	1	6	21	79	59	4	0	0	0	0	0	0	10.8	33	44.8	0	0	36.7
1000	157	3480	0	0	3	4	10	29	73	29	9	0	0	0	0	0	0	12.5	31.7	42.5	0	0	36.2
1100	148	3628	0	0	0	5	8	29	61	39	3	2	0	0	1	0	0	16.7	32.4	60.5	1	0.7	37.1
1200	181	3809	0	0	2	2	19	35	74	40	8	1	0	0	0	0	0	10.4	31.7	45.1	0	0	36.9
1300	151	3960	0	0	0	2	6	30	71	35	5	2	0	0	0	0	0	18.1	32.7	49.8	0	0	36.7
1400	189	4149	0	0	1	4	8	44	65	52	10	4	1	0	0	0	0	14.3	32.6	51.3	0	0	37.6
1500	215	4364	0	0	0	3	10	45	103	46	4	3	1	0	0	0	0	16.4	32.4	54.1	0	0	36
1600	248	4612	0	0	1	1	9	65	111	52	7	2	0	0	0	0	0	13.3	32.1	47.2	0	0	36
1700	198	4810	0	0	1	6	10	52	83	36	9	1	0	0	0	0	0	13.7	31.7	46.6	0	0	36.9
1800	95	4905	0	0	0	1	9	26	41	12	6	0	0	0	0	0	0	19.8	31.4	44.2	0	0	36.2
1900	82	4987	0	0	0	0	7	23	32	15	4	1	0	0	0	0	0	20.8	31.9	45.9	0	0	37.1
2000	57	5044	0	0	0	0	5	17	23	7	5	0	0	0	0	0	0	20.7	31.9	43.4	0	0	36
2100	38	5082	0	0	0	0	2	18	9	9	0	0	0	0	0	0	0	23	31	39.5	0	0	36.7
2200	21	5103	0	0	0	0	1	5	10	4	0	1	0	0	0	0	0	22.6	32.4	49.3	0	0	36.7
2300	9	5112	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	26.4	30.1	35.1	0	0	-
07-19	2278	5112	0	3	21	39	114	492	995	516	77	15	2	1	3	0	0	7.8	32.1	63.4	3	0.1	36.7
06-22	2491	5112	0	3	21	40	128	555	1072	561	89	16	2	1	3	0	0	7.8	32.1	63.4	3	0.1	36.7
06-00	2521	5112	0	3	21	40	129	565	1085	566	89	17	2	1	3	0	0	7.8	32.1	63.4	3	0.1	36.7
00-00	2557	5112	0	3	21	41	134	571	1099	574	91	17	2	1	3	0	0	7.8	32.1	63.4	3	0.1	36.7

Benchmark Data Collection

Sat 27 Time	January Total	2024 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70							75
0000	10	5122	0	0	0	0	0	2	5	1	2	0	0	0	0	0	0	0	25.3	33.1	41.9	0	0	-
0100	1	5123	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.3	35.3	35.3	0	0	-
0200	1	5124	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32	32	32	0	0	-
0300	5	5129	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	28.7	34.3	41.7	0	0	-
0400	5	5134	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	29.7	32.2	37.5	0	0	-
0500	11	5145	0	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	25.9	33.9	42.1	0	0	36.2
0600	10	5155	0	0	0	0	0	0	5	3	1	1	0	0	0	0	0	0	31.9	36.9	45.4	0	0	-
0700	51	5206	0	0	0	0	4	10	24	12	1	0	0	0	0	0	0	0	20.7	31.8	40.2	0	0	36.2
0800	92	5298	0	1	0	0	9	6	40	31	2	3	0	0	0	0	0	0	8.1	33.5	47.5	0	0	37.4
0900	159	5457	0	0	0	0	4	23	66	57	9	0	0	0	0	0	0	0	22.2	33.8	45	0	0	37.8
1000	204	5661	0	0	0	0	12	28	105	53	6	0	0	0	0	0	0	0	20.8	32.9	43.3	0	0	36.9
1100	218	5879	0	0	0	4	18	52	93	41	9	1	0	0	0	0	0	0	15.1	31.8	49.7	0	0	36.9
1200	227	6106	0	0	2	9	25	55	97	36	2	1	0	0	0	0	0	0	12.5	30.4	45.3	0	0	35.3
1300	193	6299	0	0	1	4	8	24	101	44	8	3	0	0	0	0	0	0	11.7	32.7	49.7	0	0	36.9
1400	194	6493	0	0	0	2	10	43	85	41	11	2	0	0	0	0	0	0	16.1	32.5	49.8	0	0	36.7
1500	153	6646	0	0	0	3	7	41	57	38	7	0	0	0	0	0	0	0	18.7	32.3	44.8	0	0	36.9
1600	160	6806	0	0	1	4	10	31	71	38	4	0	0	1	0	0	0	0	13.3	31.9	56.6	0	0	36.5
1700	119	6925	0	0	1	3	10	29	45	28	3	0	0	0	0	0	0	0	14.6	31.4	42.5	0	0	36.5
1800	71	6996	0	0	0	1	7	12	32	16	3	0	0	0	0	0	0	0	17.6	31.8	41.3	0	0	36.2
1900	47	7043	0	0	0	0	3	6	25	12	1	0	0	0	0	0	0	0	22.3	32.7	41.1	0	0	36.2
2000	48	7091	0	0	0	0	0	12	22	11	2	1	0	0	0	0	0	0	25.7	33.2	46.5	0	0	37.1
2100	33	7124	0	0	0	1	2	11	8	7	3	1	0	0	0	0	0	0	19.2	31.8	45.5	0	0	36.9
2200	14	7138	0	0	0	1	1	2	9	1	0	0	0	0	0	0	0	0	17	30.7	39.9	0	0	33.3
2300	14	7152	0	0	0	0	1	3	3	3	3	0	1	0	0	0	0	0	24.9	36	54	0	0	40.5
07-19	1841	7152	0	1	5	30	124	354	816	435	65	10	0	1	0	0	0	0	8.1	32.2	56.6	0	0	36.9
06-22	1979	7152	0	1	5	31	129	383	876	468	72	13	0	1	0	0	0	0	8.1	32.3	56.6	0	0	36.9
06-00	2007	7152	0	1	5	32	131	388	888	472	75	13	1	1	0	0	0	0	8.1	32.3	56.6	0	0	36.9
00-00	2040	7152	0	1	5	32	131	395	903	479	79	13	1	1	0	0	0	0	8.1	32.3	56.6	0	0	36.9

Benchmark Data Collection

Sun 28	January	2024	Northbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	60	60	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
0000	17	7169	0	0	0	0	1	5	7	2	2	0	0	0	0	0	0	22.3	32.3	44.4	0	0	36
0100	5	7174	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	30.4	32.5	35	0	0	-
0200	2	7176	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	31.7	36.2	40.6	0	0	-
0300	3	7179	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	29.8	33.1	38.9	0	0	-
0400	5	7184	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	28.5	33.5	36.4	0	0	-
0500	2	7186	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	30.6	32.6	34.5	0	0	-
0600	10	7196	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	25.7	34.1	44.4	0	0	-
0700	33	7229	0	0	1	0	1	2	13	12	4	0	0	0	0	0	0	12.8	34.1	42.8	0	0	38.7
0800	31	7260	0	0	0	0	1	1	17	10	2	0	0	0	0	0	0	23.2	34.7	45	0	0	37.6
0900	97	7357	0	0	0	2	1	11	42	38	3	0	0	0	0	0	0	18.3	33.9	43.3	0	0	38
1000	119	7476	0	1	1	1	5	15	59	27	8	1	1	0	0	0	0	8.8	33	51.6	0	0	37.6
1100	163	7639	0	0	0	1	10	44	67	33	5	3	0	0	0	0	0	16.3	32.2	47.6	0	0	36.7
1200	176	7815	0	0	2	2	11	33	83	35	9	1	0	0	0	0	0	14.3	32.1	45.3	0	0	36.9
1300	133	7948	0	0	0	2	8	26	57	30	7	1	2	0	0	0	0	16.2	32.7	51.5	0	0	37.6
1400	171	8119	0	0	0	0	14	37	81	33	5	0	1	0	0	0	0	20.2	31.6	52	0	0	35.8
1500	117	8236	0	0	0	4	6	23	50	29	3	1	1	0	0	0	0	15.5	32.1	51.8	0	0	36
1600	120	8356	0	0	0	0	9	20	55	27	7	1	1	0	0	0	0	21.2	32.7	50.4	0	0	37.1
1700	84	8440	0	0	0	0	6	21	31	17	8	0	0	0	0	1	0	23.4	32.7	66.3	1	1.2	38.3
1800	53	8493	0	0	0	0	2	9	22	14	6	0	0	0	0	0	0	23.6	33.5	43.6	0	0	37.6
1900	33	8526	0	0	0	0	0	6	19	5	2	1	0	0	0	0	0	26	33.4	45.8	0	0	36.2
2000	45	8571	0	0	0	0	1	13	17	7	5	1	1	0	0	0	0	20.2	33.5	50	0	0	39.4
2100	33	8604	0	0	0	0	1	10	12	6	4	0	0	0	0	0	0	24.2	32.4	42.2	0	0	39.6
2200	8	8612	0	0	0	0	0	2	3	1	2	0	0	0	0	0	0	26.2	34.4	44.3	0	0	-
2300	10	8622	0	0	0	0	1	0	7	2	0	0	0	0	0	0	0	24.5	31.9	37.6	0	0	-
07-19	1297	8622	0	1	4	12	74	242	577	305	67	8	6	0	0	1	0	8.8	32.6	66.3	1	0.1	37.4
06-22	1418	8622	0	1	4	12	76	274	628	326	79	10	7	0	0	1	0	8.8	32.7	66.3	1	0.1	37.4
06-00	1436	8622	0	1	4	12	77	276	638	329	81	10	7	0	0	1	0	8.8	32.7	66.3	1	0.1	37.4
00-00	1470	8622	0	1	4	12	78	283	655	335	84	10	7	0	0	1	0	8.8	32.7	66.3	1	0.1	37.4

Benchmark Data Collection

Mon 29 Time	January Total	2024 RunTot	Northbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75					
0000	1	8623	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.4	40.4	40.4	0	0	-
0100	1	8624	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.4	34.4	34.4	0	0	-
0200	0	8624	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	8626	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	22.4	29.6	36.7	0	0	-
0400	5	8631	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	30.4	38.9	45.5	0	0	-
0500	21	8652	0	0	1	0	0	4	9	4	2	1	0	0	0	0	0	10.9	33.2	45.4	0	0	38.5
0600	41	8693	0	0	0	0	0	9	16	12	4	0	0	0	0	0	0	25.9	33.9	43.5	0	0	37.6
0700	244	8937	0	0	1	8	6	29	135	57	6	2	0	0	0	0	0	13.7	32.6	47.5	0	0	36.2
0800	354	9291	0	0	0	3	14	92	171	70	4	0	0	0	0	0	0	15.3	31.9	41	0	0	35.6
0900	166	9457	0	1	1	4	5	24	81	45	5	0	0	0	0	0	0	8	32.4	42.9	0	0	36.7
1000	121	9578	0	0	0	0	0	18	72	22	6	2	1	0	0	0	0	26.7	33.5	50.8	0	0	36.9
1100	137	9715	0	0	0	1	10	32	65	24	4	0	0	1	0	0	0	16.5	32	56.3	0	0	36.2
1200	136	9851	0	0	0	0	6	25	57	43	5	0	0	0	0	0	0	20.3	33.1	44.2	0	0	37.4
1300	117	9968	0	0	0	0	8	31	49	26	3	0	0	0	0	0	0	22	32.2	43.2	0	0	36.5
1400	155	10123	0	0	0	5	13	22	73	34	7	1	0	0	0	0	0	15.4	31.8	46	0	0	36.2
1500	187	10310	0	0	0	2	3	23	96	51	11	1	0	0	0	0	0	16.5	33.5	46.2	0	0	37.4
1600	182	10492	0	1	1	5	13	44	79	33	5	0	1	0	0	0	0	9.1	31	51.4	0	0	35.6
1700	188	10680	0	0	0	2	10	43	97	30	5	0	0	0	0	0	1	19.1	32.1	72.6	1	0.5	35.6
1800	99	10779	0	0	0	2	4	20	45	24	3	1	0	0	0	0	0	16.2	32.5	45.4	0	0	37.4
1900	109	10888	0	0	0	2	7	22	51	21	6	0	0	0	0	0	0	15.8	32	44	0	0	36.2
2000	67	10955	0	0	0	1	1	14	32	16	3	0	0	0	0	0	0	17.6	32.7	44.3	0	0	36.7
2100	29	10984	0	0	0	0	1	4	13	8	1	1	1	0	0	0	0	23.6	34.5	52.5	0	0	39.6
2200	22	11006	0	0	0	0	1	6	7	6	2	0	0	0	0	0	0	23.9	32.7	44.8	0	0	38.5
2300	7	11013	0	0	0	0	0	3	2	0	1	0	0	1	0	0	0	28.9	36.1	57.1	0	0	-
07-19	2086	11013	0	2	3	32	92	403	1020	459	64	7	2	1	0	0	1	8	32.3	72.6	1	0	36.2
06-22	2332	11013	0	2	3	35	101	452	1132	516	78	8	3	1	0	0	1	8	32.4	72.6	1	0	36.5
06-00	2361	11013	0	2	3	35	102	461	1141	522	81	8	3	2	0	0	1	8	32.4	72.6	1	0	36.5
00-00	2391	11013	0	2	4	35	103	465	1153	527	86	10	3	2	0	0	1	8	32.4	72.6	1	0	36.5

Benchmark Data Collection

Tue 30 Time	January Total	2024 RunTot	Northbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
0000	3	11016	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	30.5	33.2	36.5	0	0	-
0100	0	11016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	11016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	3	11019	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	32.9	34.9	37.3	0	0	-
0400	4	11023	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	30.2	32.5	35.7	0	0	-
0500	17	11040	0	0	0	0	2	1	7	4	2	0	1	0	0	0	0	0	24.2	35.3	52.2	0	0	39.6
0600	47	11087	0	0	1	1	1	9	17	11	4	3	0	0	0	0	0	0	13.7	33.5	46.9	0	0	39.1
0700	251	11338	0	0	0	0	14	37	109	79	12	0	0	0	0	0	0	0	21	33.3	43.9	0	0	37.1
0800	375	11713	0	1	1	1	13	64	207	78	6	2	1	1	0	0	0	0	7.9	32.6	57.4	0	0	35.8
0900	165	11878	0	0	0	2	8	23	69	53	9	1	0	0	0	0	0	0	18.6	33.3	46.3	0	0	37.6
1000	154	12032	0	0	0	2	9	40	68	29	6	0	0	0	0	0	0	0	15.4	31.5	44.8	0	0	36.2
1100	153	12185	0	0	2	1	15	44	71	17	3	0	0	0	0	0	0	0	12	30.3	42.3	0	0	34.7
1200	165	12350	0	0	0	4	14	53	77	14	3	0	0	0	0	0	0	0	17.9	30.5	44.4	0	0	34
1300	133	12483	0	0	1	3	9	46	60	12	2	0	0	0	0	0	0	0	14.2	30.2	40.9	0	0	34.2
1400	146	12629	0	0	1	0	10	39	70	23	2	1	0	0	0	0	0	0	14.7	31.4	48.2	0	0	35.6
1500	174	12803	0	0	1	3	14	51	90	15	0	0	0	0	0	0	0	0	13.4	30.2	39.1	0	0	34
1600	197	13000	0	0	0	1	18	69	72	30	5	2	0	0	0	0	0	0	19.9	30.9	49.2	0	0	35.6
1700	193	13193	0	0	0	5	21	61	94	8	3	1	0	0	0	0	0	0	15.6	29.9	48.1	0	0	33.8
1800	112	13305	0	0	0	5	12	28	56	10	1	0	0	0	0	0	0	0	17.4	30	40.3	0	0	33.8
1900	76	13381	0	0	0	1	1	20	41	8	5	0	0	0	0	0	0	0	19.2	32.1	41.7	0	0	35.6
2000	45	13426	0	0	0	0	0	8	21	14	2	0	0	0	0	0	0	0	26.7	33.6	43.6	0	0	36.9
2100	41	13467	0	0	0	0	6	9	18	5	3	0	0	0	0	0	0	0	21.2	31.5	43.3	0	0	35.8
2200	15	13482	0	0	0	0	0	5	5	3	2	0	0	0	0	0	0	0	26.8	33.5	44.3	0	0	38.3
2300	6	13488	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	29.8	34.3	37.1	0	0	-
07-19	2218	13488	0	1	6	27	157	555	1043	368	52	7	1	1	0	0	0	0	7.9	31.4	57.4	0	0	35.6
06-22	2427	13488	0	1	7	29	165	601	1140	406	66	10	1	1	0	0	0	0	7.9	31.5	57.4	0	0	35.6
06-00	2448	13488	0	1	7	29	165	607	1146	413	68	10	1	1	0	0	0	0	7.9	31.5	57.4	0	0	35.8
00-00	2475	13488	0	1	7	29	167	608	1160	420	70	10	2	1	0	0	0	0	7.9	31.6	57.4	0	0	35.8

Benchmark Data Collection

Wed 31 Time	January Total	2024 RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75							80
0000	15	13503	0	0	0	0	0	0	7	7	1	0	0	0	0	0	0	30.3	35.4	43.8	0	0	38.3	
0100	1	13504	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.6	40.6	40.6	0	0	-	
0200	2	13506	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	23.2	29.1	35.1	0	0	-	
0300	0	13506	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	4	13510	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	30.1	34.1	43.3	0	0	-	
0500	20	13530	0	0	0	0	0	2	0	6	5	6	1	0	0	0	0	22.2	35.9	45.7	0	0	41.8	
0600	43	13573	0	0	0	0	0	0	7	12	19	4	1	0	0	0	0	26.3	35.4	46.9	0	0	39.1	
0700	249	13822	0	0	1	1	4	26	116	79	17	3	2	0	0	0	0	13.1	34.2	52.2	0	0	38	
0800	340	14162	0	1	1	6	23	55	154	90	10	0	0	0	0	0	0	8.9	32.3	42.4	0	0	36.9	
0900	195	14357	0	0	2	2	18	38	77	44	12	1	1	0	0	0	0	11.3	32.2	50.9	0	0	36.9	
1000	143	14500	0	0	0	3	3	36	65	30	6	0	0	0	0	0	0	18	32.3	42.7	0	0	36.7	
1100	138	14638	0	0	0	2	9	34	51	31	11	0	0	0	0	0	0	18.1	32.3	44.3	0	0	36.9	
1200	144	14782	0	0	0	2	7	27	58	42	7	0	0	0	0	0	0	16.5	33.1	92.1	1	0.7	36.9	
1300	161	14943	0	0	1	5	16	43	61	26	6	2	1	0	0	0	0	13.7	31	50.7	0	0	36.7	
1400	149	15092	0	0	0	2	9	36	72	24	5	0	0	1	0	0	0	17.7	32	59.5	0	0	36	
1500	205	15297	0	0	1	3	6	50	92	44	7	2	0	0	0	0	0	14.9	32.2	49.2	0	0	36.5	
1600	195	15492	1	0	3	3	9	51	90	32	6	0	0	0	0	0	0	4.9	31.2	43.5	0	0	35.8	
1700	221	15713	0	0	0	8	19	75	82	28	7	2	0	0	0	0	0	16.5	30.6	47.8	0	0	35.3	
1800	103	15816	0	0	0	3	6	22	43	24	4	0	0	0	1	0	0	15.3	32.2	62	1	1	36.7	
1900	66	15882	0	0	0	0	6	10	29	18	1	2	0	0	0	0	0	20.7	33	46.2	0	0	38	
2000	49	15931	0	0	0	0	2	13	16	15	3	0	0	0	0	0	0	20.8	33	42	0	0	37.4	
2100	34	15965	0	0	0	0	1	7	17	9	0	0	0	0	0	0	0	24.2	32.3	38.8	0	0	36.7	
2200	10	15975	0	0	0	0	1	4	4	1	0	0	0	0	0	0	0	21.5	29.3	35.7	0	0	-	
2300	4	15979	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	26.2	35.3	39.7	0	0	-	
07-19	2243	15979	1	1	9	40	129	493	961	494	98	10	4	1	1	0	0	4.9	32.2	92.1	2	0.1	36.7	
06-22	2435	15979	1	1	9	40	138	530	1035	555	106	13	4	1	1	0	0	4.9	32.3	92.1	2	0.1	36.9	
06-00	2449	15979	1	1	9	40	139	535	1039	559	106	13	4	1	1	0	0	4.9	32.3	92.1	2	0.1	36.9	
00-00	2491	15979	1	1	9	40	142	535	1055	572	115	14	4	1	1	0	0	4.9	32.3	92.1	2	0.1	36.9	
Summary	Total	RunTot	Northbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75							80
	15979	15979	1	11	54	227	875	3403	7239	3441	606	88	21	6	4	1	1	0	4.9	32.2	92.1	7	0	36.7

Benchmark Data Collection

Thu 25 Time	January Total	2024 RunTot	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80						
0000	7	7	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	27.9	36.1	45.6	0	0	-
0100	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	3	10	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	28.5	35.2	47.3	0	0	-
0300	1	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	18.7	18.7	0	0	-
0400	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	11	22	0	0	0	1	1	4	3	0	2	0	0	0	0	0	0	0	0	19.4	29.7	40.4	0	0	34.7
0600	31	53	0	0	0	2	3	7	14	5	0	0	0	0	0	0	0	0	0	16	30.2	38.9	0	0	33.1
0700	128	181	0	0	0	1	14	45	53	13	2	0	0	0	0	0	0	0	0	18.6	30.4	41.2	0	0	34.4
0800	228	409	0	2	0	12	7	78	102	22	4	1	0	0	0	0	0	0	0	7	30.1	48.2	0	0	34
0900	152	561	0	0	0	0	5	43	86	17	1	0	0	0	0	0	0	0	0	22.6	31.2	41	0	0	34
1000	117	678	0	0	1	4	3	43	53	12	1	0	0	0	0	0	0	0	0	12.2	30.1	42.4	0	0	34.2
1100	123	801	0	0	0	2	4	45	54	16	2	0	0	0	0	0	0	0	0	16.6	30.8	42.6	0	0	34.9
1200	137	938	0	0	1	5	18	52	53	7	1	0	0	0	0	0	0	0	0	14.7	29.2	41.5	0	0	33.3
1300	173	1111	0	1	3	8	14	66	62	19	0	0	0	0	0	0	0	0	0	8	29.3	39.2	0	0	33.6
1400	166	1277	0	0	0	4	12	60	66	21	3	0	0	0	0	0	0	0	0	17.4	30.2	42.6	0	0	34.4
1500	206	1483	0	0	2	6	10	81	81	24	2	0	0	0	0	0	0	0	0	14	30.1	42.2	0	0	34.4
1600	309	1792	0	0	0	5	24	121	130	24	5	0	0	0	0	0	0	0	0	15.3	30.1	42.3	0	0	33.8
1700	290	2082	0	1	0	5	23	139	110	12	0	0	0	0	0	0	0	0	0	5.9	29.1	38.6	0	0	32.7
1800	135	2217	0	0	0	3	7	59	49	16	1	0	0	0	0	0	0	0	0	15.9	30.2	41.3	0	0	34
1900	87	2304	0	0	0	1	8	33	37	7	1	0	0	0	0	0	0	0	0	19.4	30.1	40	0	0	34.2
2000	56	2360	0	0	0	1	2	22	21	10	0	0	0	0	0	0	0	0	0	15.7	30.9	39.6	0	0	35.6
2100	46	2406	0	0	0	0	2	17	17	7	0	2	0	1	0	0	0	0	0	24.3	31.9	55.4	0	0	37.1
2200	51	2457	0	0	0	1	3	22	22	3	0	0	0	0	0	0	0	0	0	17.7	29.3	36.2	0	0	32.2
2300	22	2479	0	0	0	1	5	4	7	5	0	0	0	0	0	0	0	0	0	18.5	30.2	38.8	0	0	36.5
07-19	2164	2479	0	4	7	55	141	832	899	203	22	1	0	0	0	0	0	0	0	5.9	30	48.2	0	0	34
06-22	2384	2479	0	4	7	59	156	911	988	232	23	3	0	1	0	0	0	0	0	5.9	30.1	55.4	0	0	34
06-00	2457	2479	0	4	7	61	164	937	1017	240	23	3	0	1	0	0	0	0	0	5.9	30	55.4	0	0	34
00-00	2479	2479	0	4	7	63	165	945	1021	242	26	5	0	1	0	0	0	0	0	5.9	30.1	55.4	0	0	34

Benchmark Data Collection

Fri 26 Time	January Total	2024 RunTot	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
0000	6	2485	0	0	0	0	1	3	1	0	0	1	0	0	0	0	0	0	21.5	31.3	48.2	0	0	-
0100	3	2488	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	27.2	31	38.2	0	0	-
0200	1	2489	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.8	25.8	25.8	0	0	-
0300	1	2490	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.2	31.2	31.2	0	0	-
0400	2	2492	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	29.4	29.4	29.4	0	0	-
0500	7	2499	0	0	0	1	1	3	0	2	0	0	0	0	0	0	0	0	17	28.2	39.1	0	0	-
0600	19	2518	0	0	0	0	3	7	6	3	0	0	0	0	0	0	0	0	21.2	29.5	37.6	0	0	34.9
0700	108	2626	0	0	0	3	11	49	37	8	0	0	0	0	0	0	0	0	16	29.3	38.1	0	0	33.3
0800	247	2873	0	0	0	4	28	85	99	27	2	0	0	1	1	0	0	0	16.2	30.3	63.4	1	0.4	34.2
0900	138	3011	0	0	0	0	7	36	74	20	1	0	0	0	0	0	0	0	21.6	31.6	43.8	0	0	34.9
1000	126	3137	0	3	1	12	14	42	43	9	1	1	0	0	0	0	0	0	7.9	28.2	46.9	0	0	33.1
1100	148	3285	0	0	0	2	7	63	59	13	3	0	0	0	1	0	0	0	15.5	30.3	60.5	1	0.7	33.8
1200	183	3468	0	2	0	4	20	66	69	19	2	1	0	0	0	0	0	0	7.2	29.6	46.9	0	0	34.2
1300	177	3645	0	0	2	5	19	63	71	13	4	0	0	0	0	0	0	0	12.8	29.5	44	0	0	33.6
1400	161	3806	0	0	0	7	10	52	71	21	0	0	0	0	0	0	0	0	17.2	30.3	39.4	0	0	34.4
1500	300	4106	0	0	0	4	24	130	113	26	3	0	0	0	0	0	0	0	17.1	29.8	44	0	0	33.6
1600	300	4406	0	0	1	2	13	117	139	24	4	0	0	0	0	0	0	0	14	30.4	44.7	0	0	34.2
1700	222	4628	0	0	0	2	20	89	94	14	3	0	0	0	0	0	0	0	15.8	29.8	44.4	0	0	33.3
1800	127	4755	0	0	1	4	9	52	43	17	0	1	0	0	0	0	0	0	13.8	30	48.1	0	0	34.7
1900	84	4839	0	0	0	3	8	29	29	13	2	0	0	0	0	0	0	0	18.6	30.5	43.7	0	0	35.3
2000	74	4913	0	0	0	2	11	25	26	9	1	0	0	0	0	0	0	0	18.2	29.7	40.6	0	0	34.7
2100	36	4949	0	0	0	0	4	10	17	5	0	0	0	0	0	0	0	0	21.3	30.3	37.4	0	0	33.3
2200	17	4966	0	0	0	0	1	3	6	5	2	0	0	0	0	0	0	0	22.5	33.4	44.7	0	0	36.2
2300	11	4977	0	0	0	1	1	0	4	5	0	0	0	0	0	0	0	0	18.3	32.2	37.9	0	0	36.9
07-19	2237	4977	0	5	5	49	182	844	912	211	23	3	0	1	2	0	0	0	7.2	30	63.4	2	0.1	34
06-22	2450	4977	0	5	5	54	208	915	990	241	26	3	0	1	2	0	0	0	7.2	30	63.4	2	0.1	34
06-00	2478	4977	0	5	5	55	210	918	1000	251	28	3	0	1	2	0	0	0	7.2	30	63.4	2	0.1	34.2
00-00	2498	4977	0	5	5	56	212	929	1002	254	28	4	0	1	2	0	0	0	7.2	30	63.4	2	0.1	34.2

Benchmark Data Collection

Sat 27	January	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
0000	12	4989	0	0	0	0	0	2	5	4	0	1	0	0	0	0	0	0	28.3	34.2	45.7	0	0	36.9
0100	6	4995	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	25.8	33.3	39.3	0	0	-
0200	0	4995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	4995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	3	4998	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	29.2	31.8	33.7	0	0	-
0500	1	4999	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.4	39.4	39.4	0	0	-
0600	13	5012	0	0	0	1	1	2	6	3	0	0	0	0	0	0	0	0	19.7	31.2	38.9	0	0	35.6
0700	32	5044	0	0	0	0	2	10	14	6	0	0	0	0	0	0	0	0	24.1	31	39.2	0	0	35.3
0800	78	5122	0	1	0	1	5	23	29	16	3	0	0	0	0	0	0	0	5.9	31.5	44.3	0	0	36
0900	120	5242	0	0	0	7	16	34	47	13	3	0	0	0	0	0	0	0	15.8	29.7	41.6	0	0	34.4
1000	170	5412	0	1	0	2	12	65	62	25	2	1	0	0	0	0	0	0	9.7	30.5	46.4	0	0	34.9
1100	222	5634	0	0	1	7	10	73	103	24	3	1	0	0	0	0	0	0	13.2	30.5	46.5	0	0	34.4
1200	241	5875	0	0	5	4	11	96	89	33	3	0	0	0	0	0	0	0	10.4	30.2	43.3	0	0	34.9
1300	267	6142	0	0	0	7	18	98	106	36	2	0	0	0	0	0	0	0	15.4	30.4	44.6	0	0	34.7
1400	227	6369	0	0	0	6	12	75	110	19	3	0	1	1	0	0	0	0	15.8	30.5	58	0	0	34
1500	175	6544	0	0	0	4	12	55	80	21	2	1	0	0	0	0	0	0	15.5	30.5	46.1	0	0	34.7
1600	175	6719	0	0	1	1	15	57	89	11	1	0	0	0	0	0	0	0	12	30.1	41.1	0	0	33.6
1700	150	6869	0	0	0	4	14	55	58	18	1	0	0	0	0	0	0	0	15.6	30	41.4	0	0	33.6
1800	82	6951	0	0	1	1	5	25	31	18	1	0	0	0	0	0	0	0	11.7	31.1	40	0	0	35.6
1900	41	6992	0	0	0	0	1	5	28	5	2	0	0	0	0	0	0	0	24.9	33	42.9	0	0	35.8
2000	44	7036	0	0	0	0	3	14	13	12	2	0	0	0	0	0	0	0	23.4	32.1	43.7	0	0	36
2100	34	7070	0	0	0	2	1	9	20	2	0	0	0	0	0	0	0	0	18.8	30.3	36.5	0	0	34.4
2200	21	7091	0	0	0	0	0	6	7	8	0	0	0	0	0	0	0	0	27.4	33	39.8	0	0	37.4
2300	13	7104	0	0	0	0	1	8	2	1	0	0	1	0	0	0	0	0	24.8	31.4	54.8	0	0	32.9
07-19	1939	7104	0	2	8	44	132	666	818	240	24	3	1	1	0	0	0	0	5.9	30.4	58	0	0	34.7
06-22	2071	7104	0	2	8	47	138	696	885	262	28	3	1	1	0	0	0	0	5.9	30.5	58	0	0	34.7
06-00	2105	7104	0	2	8	47	139	710	894	271	28	3	2	1	0	0	0	0	5.9	30.5	58	0	0	34.7
00-00	2127	7104	0	2	8	47	139	715	902	279	28	4	2	1	0	0	0	0	5.9	30.6	58	0	0	34.9

Benchmark Data Collection

Sun 28	January	2024	Southbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	60	60	85	
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
0000	6	7110	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	27.6	32.3	36.7	0	0	-
0100	8	7118	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	30.4	33.7	37.2	0	0	-
0200	1	7119	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	24.6	24.6	0	0	-
0300	1	7120	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.5	28.5	28.5	0	0	-
0400	1	7121	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.9	29.9	29.9	0	0	-
0500	2	7123	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	30.5	30.5	30.6	0	0	-
0600	11	7134	0	0	0	0	1	1	1	4	4	0	0	0	0	0	0	0	16.1	31.7	37.3	0	0	36.5
0700	15	7149	0	0	0	0	1	1	5	6	1	1	0	0	0	0	0	0	19.6	30.7	42.5	0	0	34.7
0800	42	7191	0	0	0	0	1	1	12	16	8	4	0	0	0	0	0	0	19.8	32.5	41.6	0	0	38.3
0900	71	7262	0	0	3	1	4	24	31	5	3	0	0	0	0	0	0	0	10.7	29.6	41.6	0	0	33.8
1000	104	7366	0	0	2	0	6	33	45	16	2	0	0	0	0	0	0	0	12.6	30.7	43.5	0	0	35.1
1100	116	7482	0	2	0	4	16	42	42	10	0	0	0	0	0	0	0	0	7.8	29	40	0	0	33.8
1200	157	7639	0	0	0	3	17	54	61	16	4	2	0	0	0	0	0	0	17.1	30.3	46.4	0	0	34.7
1300	172	7811	0	0	5	5	14	51	80	16	1	0	0	0	0	0	0	0	11.5	29.7	41.2	0	0	34.2
1400	153	7964	0	0	2	8	15	55	58	15	0	0	0	0	0	0	0	0	13.1	29.2	39.6	0	0	33.3
1500	129	8093	0	0	1	7	17	43	45	15	1	0	0	0	0	0	0	0	14.6	29.4	41.3	0	0	34.2
1600	95	8188	0	0	1	5	9	36	31	12	1	0	0	0	0	0	0	0	13.4	29.4	40.6	0	0	34.4
1700	89	8277	0	0	0	0	9	35	35	7	0	3	0	0	0	0	0	0	20.2	30.6	49.2	0	0	33.6
1800	50	8327	0	0	0	0	1	7	16	19	7	0	0	0	0	0	0	0	19.3	30.2	38.1	0	0	34.9
1900	35	8362	0	0	0	2	1	6	18	7	0	1	0	0	0	0	0	0	17.5	32.1	47.6	0	0	37.4
2000	28	8390	0	0	0	0	2	8	15	2	1	0	0	0	0	0	0	0	24	31.1	40.8	0	0	33.6
2100	19	8409	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0	0	24.4	30	38.1	0	0	32.9
2200	12	8421	0	0	0	0	1	5	3	3	0	0	0	0	0	0	0	0	20.1	30.9	39	0	0	36.2
2300	12	8433	0	1	0	0	0	6	2	1	2	0	0	0	0	0	0	0	8.9	30.1	41.9	0	0	36
07-19	1193	8433	0	2	14	36	116	406	469	128	17	5	0	0	0	0	0	0	7.8	29.9	49.2	0	0	34.4
06-22	1286	8433	0	2	14	39	121	429	514	143	18	6	0	0	0	0	0	0	7.8	30	49.2	0	0	34.4
06-00	1310	8433	0	3	14	39	122	440	519	147	20	6	0	0	0	0	0	0	7.8	30	49.2	0	0	34.4
00-00	1329	8433	0	3	14	39	123	445	526	153	20	6	0	0	0	0	0	0	7.8	30	49.2	0	0	34.7

Benchmark Data Collection

Mon 29 Time	January Total	2024 RunTot	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			0 5	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	2	8435	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.8	34.2	37.7	0	0	-
0100	0	8435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	8435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	8435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	8437	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.3	25.5	27.7	0	0	-
0500	5	8442	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	30.8	35.1	37.3	0	0	-
0600	19	8461	0	0	0	0	1	6	12	0	0	0	0	0	0	0	0	0	24.8	29.9	34.7	0	0	32
0700	102	8563	0	0	0	1	5	32	52	12	0	0	0	0	0	0	0	0	19.4	30.9	39.9	0	0	33.8
0800	255	8818	0	0	0	6	11	82	128	26	2	0	0	0	0	0	0	0	16.6	30.6	42.7	0	0	33.8
0900	116	8934	0	0	0	3	6	33	55	16	3	0	0	0	0	0	0	0	16.2	30.8	41	0	0	35.1
1000	102	9036	0	0	2	2	12	38	38	8	1	0	1	0	0	0	0	0	14	29.7	50.8	0	0	33.8
1100	99	9135	0	0	1	2	9	37	37	13	0	0	0	0	0	0	0	0	14.9	29.9	39.3	0	0	34.9
1200	131	9266	1	0	0	8	11	52	42	15	1	1	0	0	0	0	0	0	3.9	29.2	46.1	0	0	34.2
1300	119	9385	0	0	0	3	4	50	56	6	0	0	0	0	0	0	0	0	16.7	30.1	39.6	0	0	33.3
1400	152	9537	0	0	0	3	17	53	57	20	2	0	0	0	0	0	0	0	17.1	30.1	43.7	0	0	34.7
1500	208	9745	0	0	0	7	21	56	95	27	2	0	0	0	0	0	0	0	17.7	30.5	42	0	0	34.4
1600	315	10060	0	0	2	5	22	132	128	25	1	0	0	0	0	0	0	0	14.3	29.8	42.4	0	0	33.3
1700	227	10287	0	0	0	4	12	89	101	17	2	2	0	0	0	0	0	0	16.2	30.4	47.6	0	0	33.8
1800	125	10412	0	0	4	3	7	48	50	12	1	0	0	0	0	0	0	0	11.3	29.4	41.9	0	0	33.3
1900	79	10491	0	0	0	4	6	26	31	12	0	0	0	0	0	0	0	0	17.6	30.3	39.7	0	0	34.7
2000	65	10556	0	0	0	0	6	26	31	0	2	0	0	0	0	0	0	0	20.1	30	43.2	0	0	32.7
2100	70	10626	0	0	0	4	7	28	22	9	0	0	0	0	0	0	0	0	15.2	29.2	38.8	0	0	34
2200	24	10650	0	0	0	0	3	3	11	4	2	0	0	1	0	0	0	0	21.8	33.2	58.5	0	0	35.8
2300	6	10656	0	0	0	0	1	1	0	3	1	0	0	0	0	0	0	0	21	34.1	43.3	0	0	-
07-19	1951	10656	1	0	9	47	137	702	839	197	15	3	1	0	0	0	0	0	3.9	30.2	50.8	0	0	34
06-22	2184	10656	1	0	9	55	157	788	935	218	17	3	1	0	0	0	0	0	3.9	30.1	50.8	0	0	34
06-00	2214	10656	1	0	9	55	161	792	946	225	20	3	1	1	0	0	0	0	3.9	30.2	58.5	0	0	34
00-00	2223	10656	1	0	9	55	162	793	949	229	20	3	1	1	0	0	0	0	3.9	30.2	58.5	0	0	34

Benchmark Data Collection

Tue 30	January	2024	Southbound		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				60	60	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	7	10663	0	0	0	0	1	2	2	1	0	1	0	0	0	0	0	0	24	32	45.1	0	0	-
0100	0	10663	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	10663	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	10664	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	47.9	47.9	47.9	0	0	-
0400	4	10668	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	24.1	29.7	33.7	0	0	-
0500	7	10675	0	0	0	1	0	1	3	2	0	0	0	0	0	0	0	0	15.2	31.1	38	0	0	-
0600	26	10701	0	0	0	2	3	12	4	3	0	2	0	0	0	0	0	0	16.4	29.5	46.9	0	0	36
0700	134	10835	0	0	0	2	12	50	55	14	1	0	0	0	0	0	0	0	16.7	30.2	44.6	0	0	34.2
0800	267	11102	0	0	3	8	18	96	110	30	2	0	0	0	0	0	0	0	12.4	30	41.3	0	0	34.2
0900	110	11212	0	0	1	0	4	38	54	12	1	0	0	0	0	0	0	0	12.1	31	44.3	0	0	34.4
1000	124	11336	0	0	0	3	6	49	56	10	0	0	0	0	0	0	0	0	15.5	30.1	39.6	0	0	33.8
1100	146	11482	0	0	0	6	14	48	60	16	2	0	0	0	0	0	0	0	15.2	29.6	42.1	0	0	34
1200	173	11655	0	0	1	7	15	65	67	16	2	0	0	0	0	0	0	0	14.8	29.6	41	0	0	33.6
1300	176	11831	0	0	0	3	10	84	70	8	1	0	0	0	0	0	0	0	16.6	29.8	41.9	0	0	33.1
1400	166	11997	0	1	1	5	13	55	69	22	0	0	0	0	0	0	0	0	9	30.1	39.8	0	0	34.7
1500	259	12256	0	0	0	1	25	121	97	15	0	0	0	0	0	0	0	0	19.4	29.3	39.8	0	0	32.7
1600	280	12536	0	0	0	3	20	93	132	30	2	0	0	0	0	0	0	0	19.3	30.5	44.9	0	0	34
1700	290	12826	0	0	0	2	27	117	112	26	5	0	1	0	0	0	0	0	19.6	30.1	52.9	0	0	34
1800	116	12942	0	0	1	1	8	33	52	20	1	0	0	0	0	0	0	0	14.3	30.9	40.1	0	0	35.1
1900	54	12996	0	0	0	1	1	16	26	10	0	0	0	0	0	0	0	0	18.8	31.3	39	0	0	35.1
2000	69	13065	0	0	0	2	4	22	26	13	2	0	0	0	0	0	0	0	17.4	31	41.2	0	0	35.6
2100	36	13101	0	0	0	0	2	6	18	8	2	0	0	0	0	0	0	0	22.5	32.8	42.2	0	0	37.6
2200	24	13125	0	0	0	3	3	6	8	4	0	0	0	0	0	0	0	0	16.4	28.7	39.5	0	0	34
2300	6	13131	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	24.1	30.1	37.2	0	0	-
07-19	2241	13131	0	1	7	41	172	849	934	219	17	0	1	0	0	0	0	0	9	30	52.9	0	0	34
06-22	2426	13131	0	1	7	46	182	905	1008	253	21	2	1	0	0	0	0	0	9	30.1	52.9	0	0	34.2
06-00	2456	13131	0	1	7	49	186	913	1017	259	21	2	1	0	0	0	0	0	9	30.1	52.9	0	0	34.2
00-00	2475	13131	0	1	7	50	188	916	1025	262	21	4	1	0	0	0	0	0	9	30.1	52.9	0	0	34.2

Benchmark Data Collection

Wed 31 Time	January Total	2024 RunTot	Southbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70							75
0000	17	13148	0	0	0	0	0	3	12	2	0	0	0	0	0	0	0	27.7	31.9	37.3	0	0	33.6	
0100	0	13148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	2	13150	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	23.7	31.2	38.6	0	0	-	
0300	1	13151	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23	23	23	0	0	-	
0400	2	13153	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	32.9	41.8	50.8	0	0	-	
0500	5	13158	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	26.5	32.5	37.7	0	0	-	
0600	20	13178	0	0	0	0	1	9	6	4	0	0	0	0	0	0	0	24.1	30.1	38.7	0	0	35.3	
0700	110	13288	0	0	0	3	1	42	48	13	3	0	0	0	0	0	0	18	31.1	42.3	0	0	34.7	
0800	242	13530	0	0	0	6	17	81	103	33	2	0	0	0	0	0	0	15.7	30.5	43.4	0	0	34.7	
0900	138	13668	0	1	0	4	11	45	58	18	1	0	0	0	0	0	0	8.4	30.2	40.3	0	0	34.7	
1000	157	13825	0	8	1	4	13	60	53	17	1	0	0	0	0	0	0	7.8	28.6	40.8	0	0	33.6	
1100	153	13978	0	0	1	9	19	71	38	14	1	0	0	0	0	0	0	13.1	28.4	41.7	0	0	33.1	
1200	179	14157	0	0	1	3	17	66	70	18	3	1	0	0	0	0	0	13.7	30.1	45.8	0	0	34	
1300	176	14333	0	0	2	5	16	61	75	16	1	0	0	0	0	0	0	14.5	29.6	40.1	0	0	34	
1400	165	14498	0	0	0	10	17	57	70	11	0	0	0	0	0	0	0	16.1	29.2	38.5	0	0	33.1	
1500	234	14732	0	3	7	15	22	74	86	22	4	1	0	0	0	0	0	8.7	28.8	45.6	0	0	34.2	
1600	308	15040	1	4	3	11	24	120	123	18	4	0	0	0	0	0	0	4.9	29	44.7	0	0	33.3	
1700	277	15317	0	0	0	8	15	125	115	11	2	1	0	0	0	0	0	16.3	29.7	48.7	0	0	32.9	
1800	126	15443	0	0	0	3	8	48	51	16	0	0	0	0	0	0	0	17.1	30.3	40	0	0	34.7	
1900	73	15516	0	0	0	0	3	24	38	7	1	0	0	0	0	0	0	20.6	31	40.3	0	0	34.2	
2000	48	15564	0	0	0	2	4	17	17	7	1	0	0	0	0	0	0	18.5	30.4	42.7	0	0	34.9	
2100	37	15601	0	0	0	0	2	15	14	5	0	1	0	0	0	0	0	22.5	31.1	47.7	0	0	34.4	
2200	27	15628	0	0	0	2	2	8	12	3	0	0	0	0	0	0	0	15.5	29.7	37.7	0	0	34	
2300	7	15635	0	0	0	1	0	1	2	3	0	0	0	0	0	0	0	18.9	32.3	38.6	0	0	-	
07-19	2265	15635	1	16	15	81	180	850	890	207	22	3	0	0	0	0	0	4.9	29.6	48.7	0	0	34	
06-22	2443	15635	1	16	15	83	190	915	965	230	24	4	0	0	0	0	0	4.9	29.6	48.7	0	0	34	
06-00	2477	15635	1	16	15	86	192	924	979	236	24	4	0	0	0	0	0	4.9	29.7	48.7	0	0	34	
00-00	2504	15635	1	16	15	86	194	928	994	241	24	4	1	0	0	0	0	4.9	29.7	50.8	0	0	34	
Summary	Total	RunTot	Southbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin								
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70							75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	15635	15635	2	31	65	396	1183	5671	6419	1660	167	30	5	4	2	0	0	0	3.9	30.1	63.4	2	0	34.2

Appendix B

Wokingham Cycle Map

My Journey Wokingham is a behaviour change campaign promoting active and sustainable travel.

Cycling is a low impact exercise, which can be built into a daily routine, saves you money, improves your health and helps the local environment. A 30 minute ride a day, 5 days a week, is the best way to build your cardiovascular fitness, reducing the risk of heart disease and stroke.



Keep yourself safe when cycling

- Follow the highway code www.highwaycodeuk.co.uk
- Ride positively, decisively and position yourself well clear of the kerb
- Cycle training is a good option if you're new or returning to cycling - see www.myjourneywokingham.com/events
- Consider wearing a helmet
- Keep your bike roadworthy
- Don't forget, lights are necessary after dark and hi-vis clothing or accessories will help you be seen
- Never undertake large vehicles, especially near junctions
- When cycling on routes shared with pedestrians, always warn others of your presence by use of a bell, adjust your speed accordingly, and avoid cycling too closely. Some pedestrians may be visually or hearing impaired so please take extra care.

Cycle hubs

- Finchampstead (FBC Centre)** - A local location for regular term-time cycle training, with the advantage of a cycle track, café, library and children's play area.
- Montague Park (Floreat Montague Park Primary School)** - A local location for cycle training during school holidays.
- Woodford Park Bike Hub** - A local location for regular term-time cycle training.
- Shinfield St Mary's Junior School** - A local location for cycle training during school holidays.

Signs for cyclists



Shared-use path:

A shared-use path is one which can be used by cyclists as well as pedestrians. On such paths cyclists must give way to pedestrians.



Segregated shared-use paths:

A segregated shared-use path is one which has some form of physical separation distinguishing the cyclist and pedestrian areas, usually a delineator white line, a raised white line or a kerb.



Cycle route:

For cyclists only.



Recommended for Cyclists:
Route ahead recommended for cyclists.



No cycling:

Cycling is NOT permitted on the path or in the areas marked by these signs.

Wokingham Area Cycle Maps

Off-Carriageway Routes

These routes are considered to be suitable for cycling all year round and are separated from the carriageway.

On-Carriageway Routes

These routes are dedicated cycle routes on the carriageway.

Quiet Links

These are routes which are lightly trafficked or traffic free routes which are considered suitable all year round.

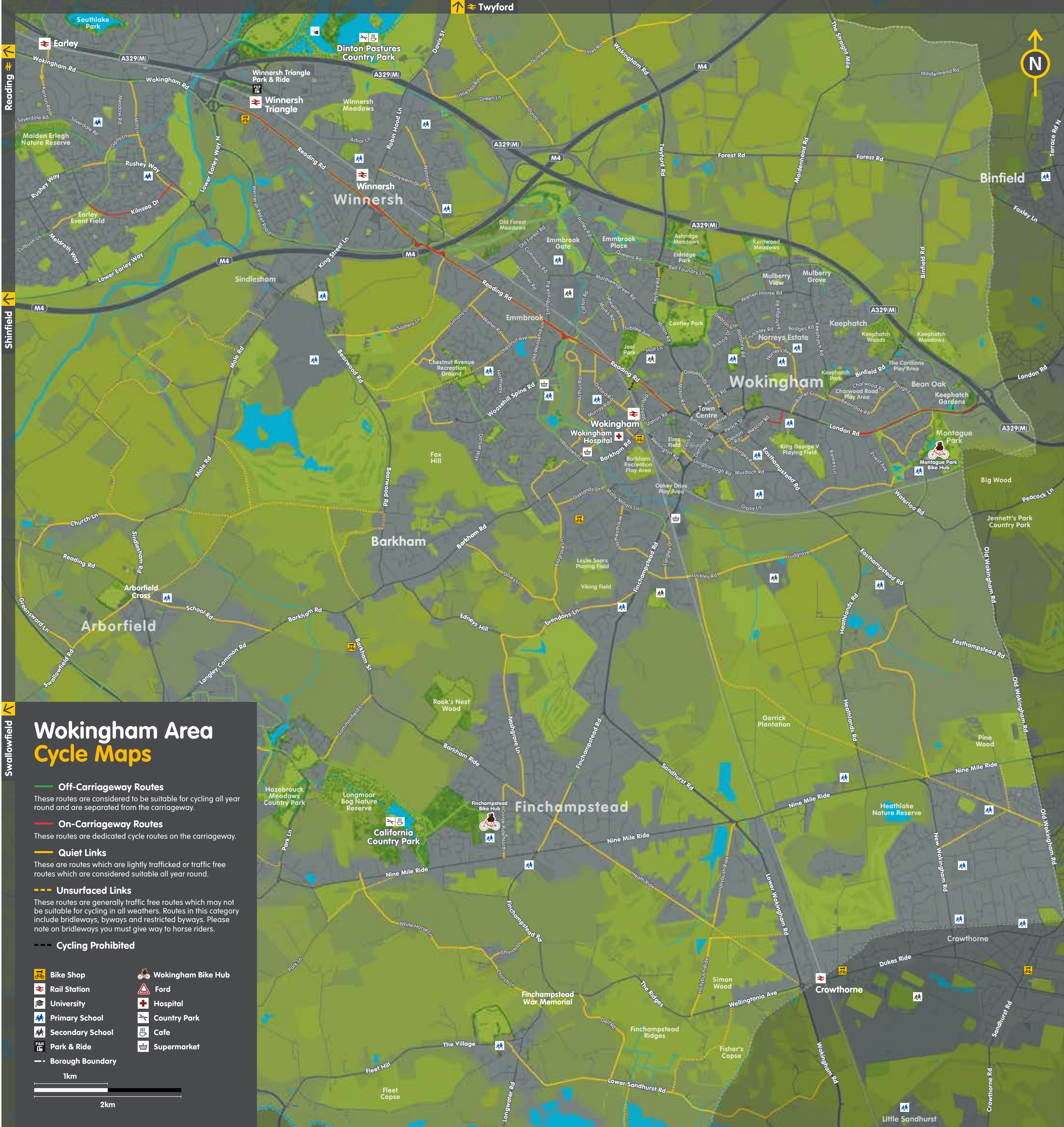
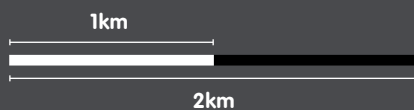
Unsurfaced Links

These routes are generally traffic free routes which may not be suitable for cycling in all weathers. Routes in this category include bridleways, byways and restricted byways. Please note on bridleways you must give way to horse riders.

Cycling Prohibited

- Bike Shop
- Rail Station
- University
- Primary School
- Secondary School
- Park & Ride
- Borough Boundary

- Wokingham Bike Hub
- Ford
- Hospital
- Country Park
- Cafe
- Supermarket



Avonit Cycling www.avonitcycling.co.uk - getting more people onto bikes by teaching little people how to cycle in traffic, by giving adults confidence to ride and by helping organisations implement sustainable transport policies

Sprockets www.sprockets.club - British Cycling Go-Ride Club for 3 - 17 year olds, to improve cycling skills, confidence and ability

Wokingham Cycle Club www.wokinghamcc.org.uk - for cycling on road together with club rides and other cycling related and social events

National rail enquiries - cycling www.nationalrail.co.uk/stations_destinations/cyclists.aspx

Cycling UK www.cyclinguk.org

British Cycling www.britishcycling.org.uk

Bikeability www.bikeability.org.uk

Sustrans www.sustrans.org.uk

Wokingham Borough Council www.wokingham.gov.uk

My Journey Website www.myjourneywokingham.com

Useful Links

Steve Johnson - Cycle Services (mobile cycle repair and servicing)
07879494345

Gary Neilson - Dr Bike 07882 021814

Dr Bike: Alongside being mobile mechanics, Dr Bikes also attend some of our My Journey events and carry out bike checks.

Bia Cycling shop and cafe - www.biacycling.com

KC Sports - www.freewebs.com/kcsport/cycles

Mountain Trax - www.mountain-trax.com

Rotec Cycles - www.rotetcyclesberkshires.com

Berkshire Cycle Co - www.berkshiresbikes.com

Cycle Shops: cycle maintenance can be carried out at these shops

Cycle Maintenance

Cycle Hubs: Cycle training for adults and children is usually carried out at one of our four cycle hubs.

Bikeability: Bikeability is the Department for Transport's national award scheme for cycle training in England primarily for children and young people. Bikeability Levels 1, 2 and 3 are offered to Wokingham schools every year, particularly targeting Year 5/6 pupils. Our cycle training provider is Avonit Cycling.

Bikeability Levels 1, 2 and 3 holiday courses are also run at one of our four cycle hubs.

Cycle Training



CYCLE MAP WOKINGHAM AREA 2022

- Barkham
- Crowthorne
- Emmbrook
- Finchampstead
- Winnersh



WOKINGHAM BOROUGH COUNCIL



Wokingham Borough Cycle Routes

www.myjourneywokingham.com



- CR1** — Cycling Route 1
- CR2** — Cycling Route 2
- CR3** — Cycling Route 3 (NCN422)
- CR4** — Cycling Route 4 (NCN4/NCN 23)
- CR5** — Cycling Route 5

- Bike Shop
- Rail Station
- University
- Primary School
- Park & Ride
- - - Borough Boundary
- Wokingham Bike Hub
- Ford
- Hospital
- Country Park
- Cafe
- Supermarket

ROYAL BOROUGH OF WINDSOR & MAIDENHEAD



HAMPSHIRE



Appendix C

Accident Data

Authority (highway):	Wokingham	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	60	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

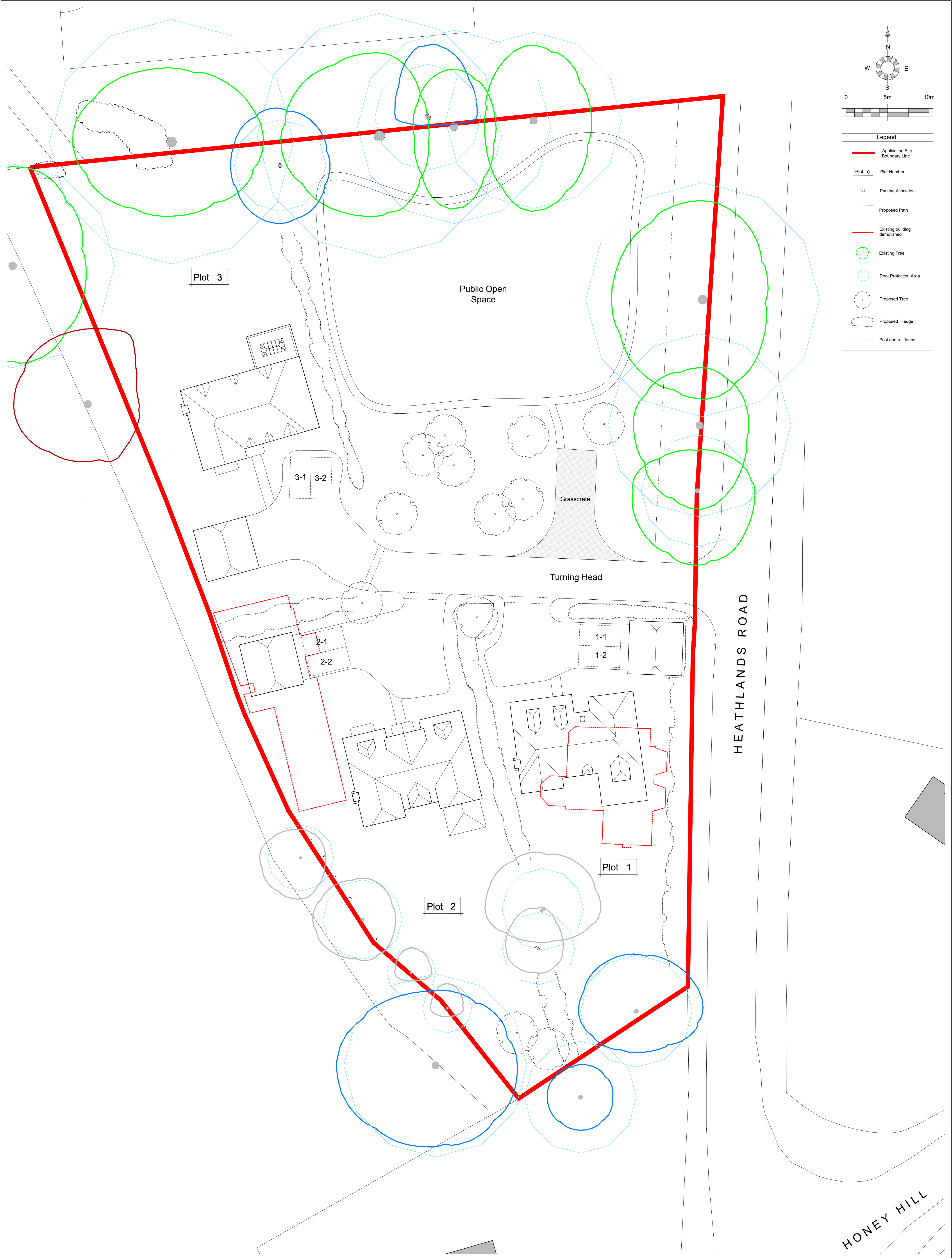
Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Turning right	Going ahead
Direction of travel:	Northeast to north	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering main road	Mid junction, on roundabout/main road
First point of impact:	Offside	Front
Driver sex & age:	Male, 36	Male, 46
Engine capacity (cc):	2998	1390
Propulsion:	Hybrid electric	Petrol
Age of vehicle:	2	20
Generic make/model:	BMW X5	VOLKSWAGEN LUPO

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 46

Appendix D

Proposed Site Plan



REV	DATE	REVISIONS:	BY	REV	DATE	REVISIONS:	BY	STATUS:	CLIENT:	PROJECT:	DRAWING:	
A	29/01/24	Entrance access revised	RPO						Hall Hunter Partnership	Dairy Cottage, Heathlands Road, Wokingham RG40 3AN	Proposed Site Plan	
Planning									SCALE: 1:200 (A1 ORIGINAL)			
									DRAWN: AL	23011	P201	B
									DATE: 21/08/23			

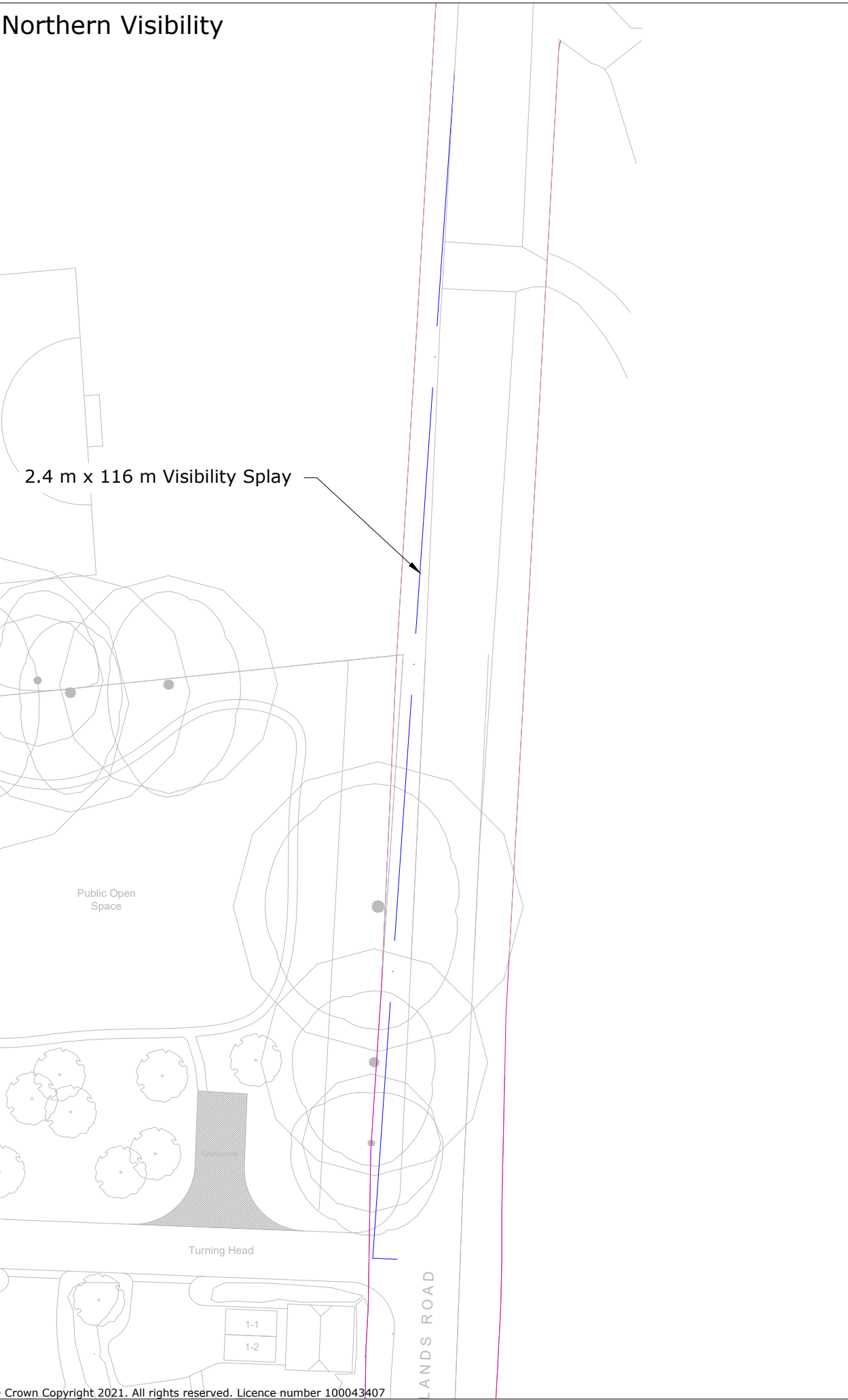


architecture planning masterplanning
Broadmeade House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878

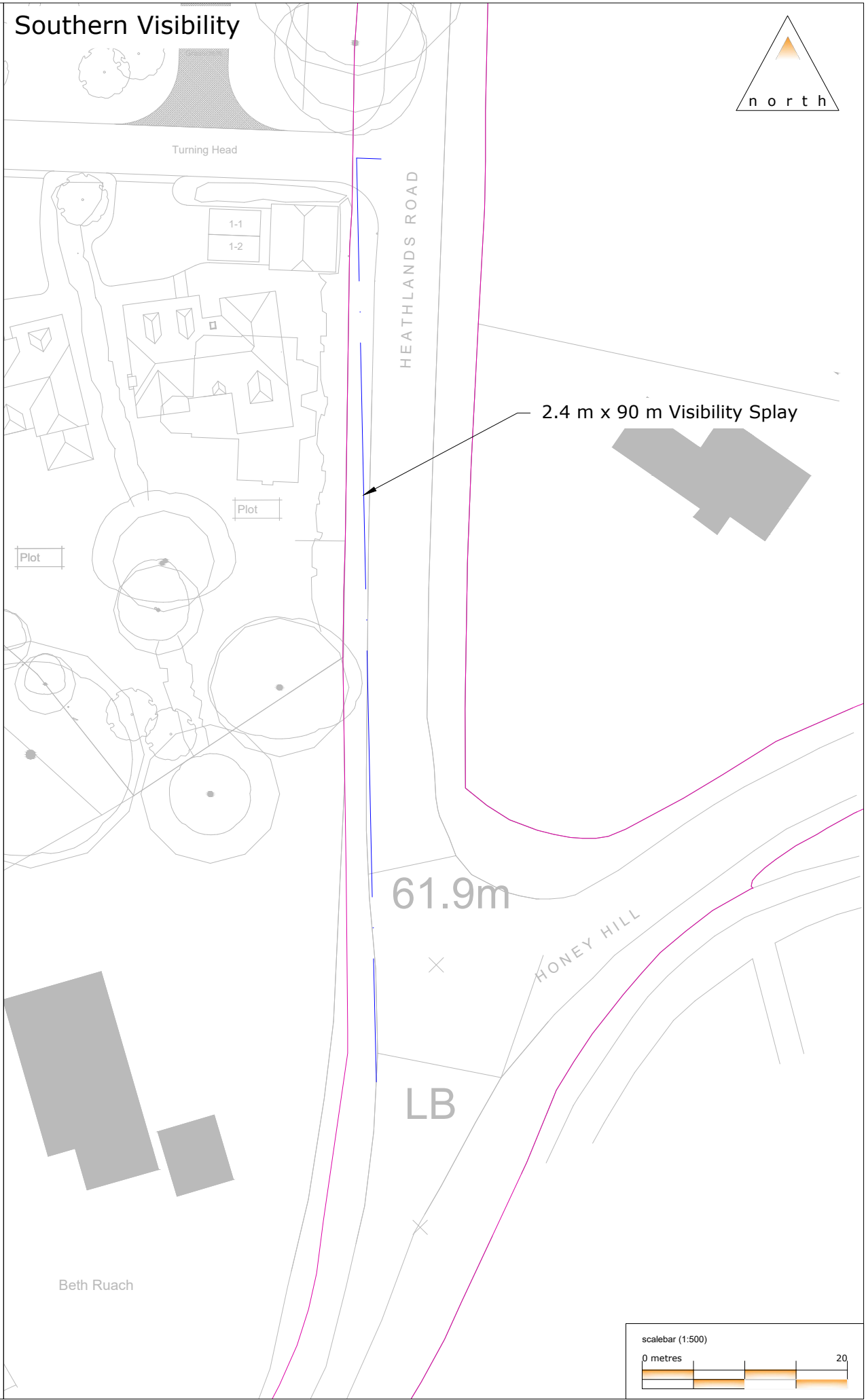
Appendix E

Visibility Splays and Access Drawing

Northern Visibility



Southern Visibility



Rev:	Description:	Date:	Rev By:	Chk'd:
A	Updated Site Layout	02/05/24	DR	CS

KEY

Highway Boundary



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

Project:
Heathlands Road, Wokingham

Title:
Visibility Splays
at Site Access

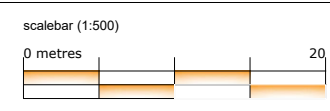
Client:
OSP Architecture

Drawing Status:

Scale: 1:500 (@ A3) Date: 08/02/24

Drawn: DR Checked: CS Approved: CS

Drawing: 2308099-01 Revision: A



Appendix F

Visibility Splay Calculations

Visibility Splay Calculator (Northbound DMRB)

Speed (miles per hour) 36.7

Speed (metres per second) 16.40

Perception-reaction time (seconds) 2

Deceleration rate (g) 0.25

0.25g = 2.45 m/s², 0.45g = 4.41m/s² 0.375g = 3.677m/s²

Gradient (%) 0

(enter either '+' or '-' or '0' if level)

Deceleration rate including Gradient (m/s²) 2.45

SSD (m) 87.66

SSD asjusted for bonnet length (m) 90.06

Visibility Splay Calculator (Southbound DMRB)

Speed (miles per hour)	41.9
Speed (metres per second)	18.73
Perception-reaction time (seconds)	2
Deceleration rate (g)	0.25
Gradient (%)	0
Deceleration rate including Gradient (m/s ²)	2.45
SSD (m)	108.95
SSD asjusted for bonnet length (m)	111.35

0.25g = 2.45 m/s², 0.45g = 4.41m/s²

0.375g = 3.677m/s²

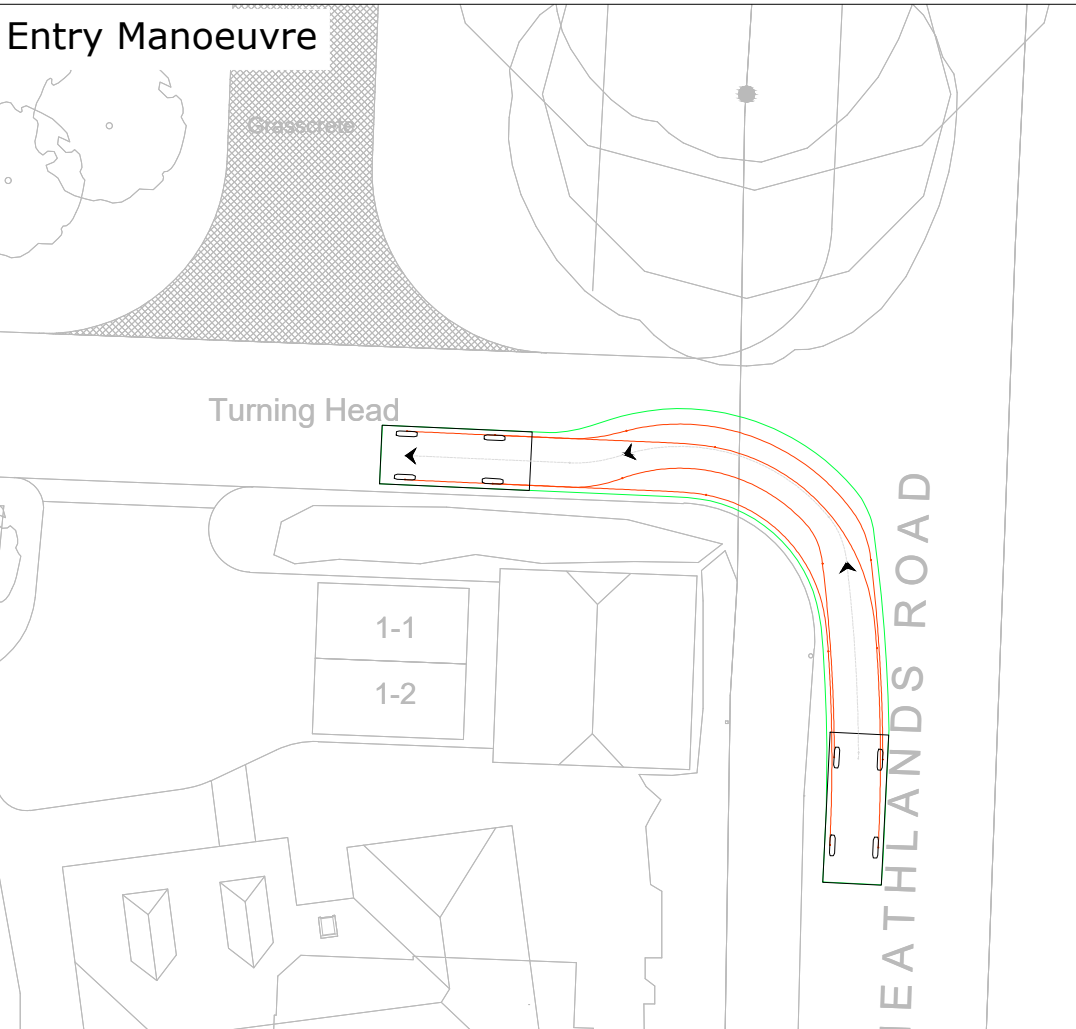
(enter either '+' or '-' or '0' if level)

Appendix G

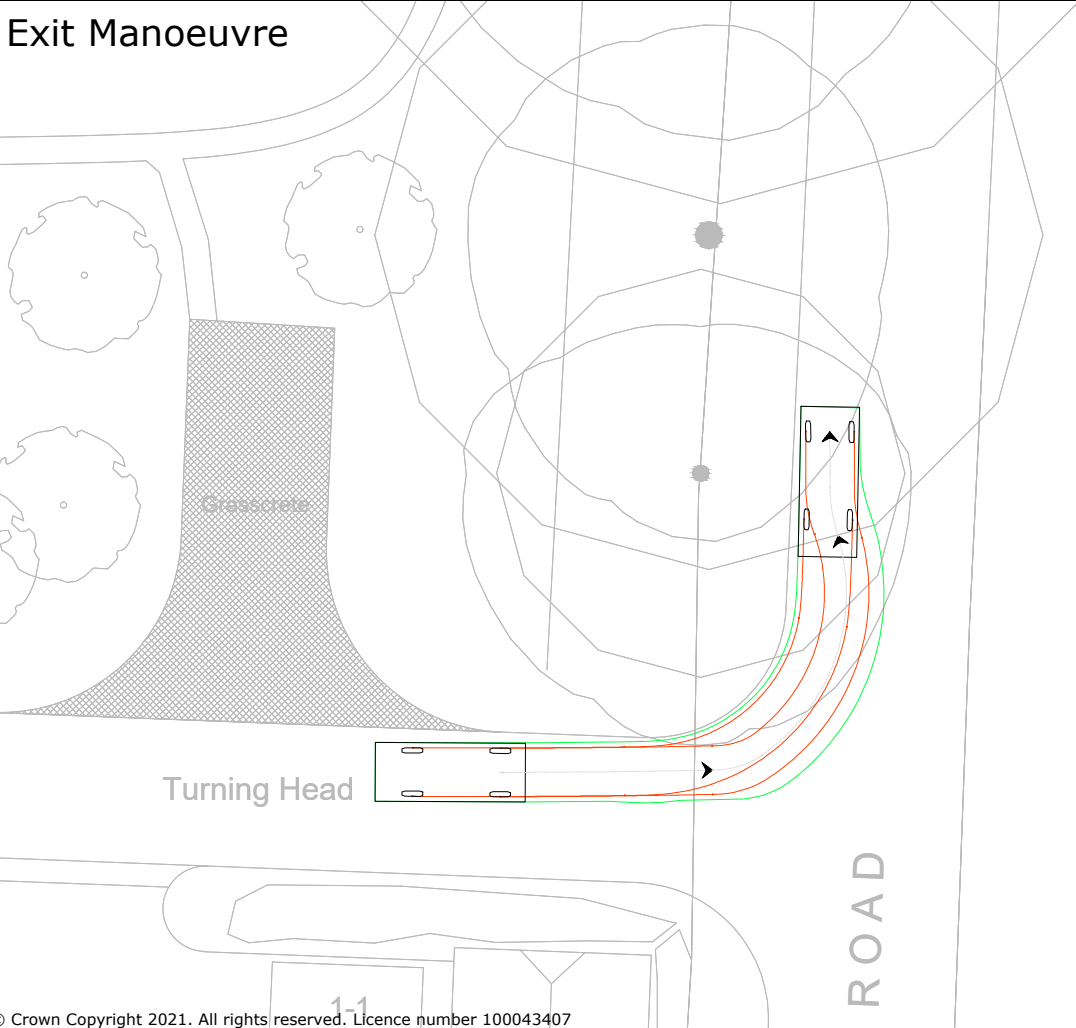
Swept Path Analysis Drawings

C:\Users\dreddy\Motion\StaffSite - TP Projects\osheat 2308099\Drawings\2308099-TK01A.dwg

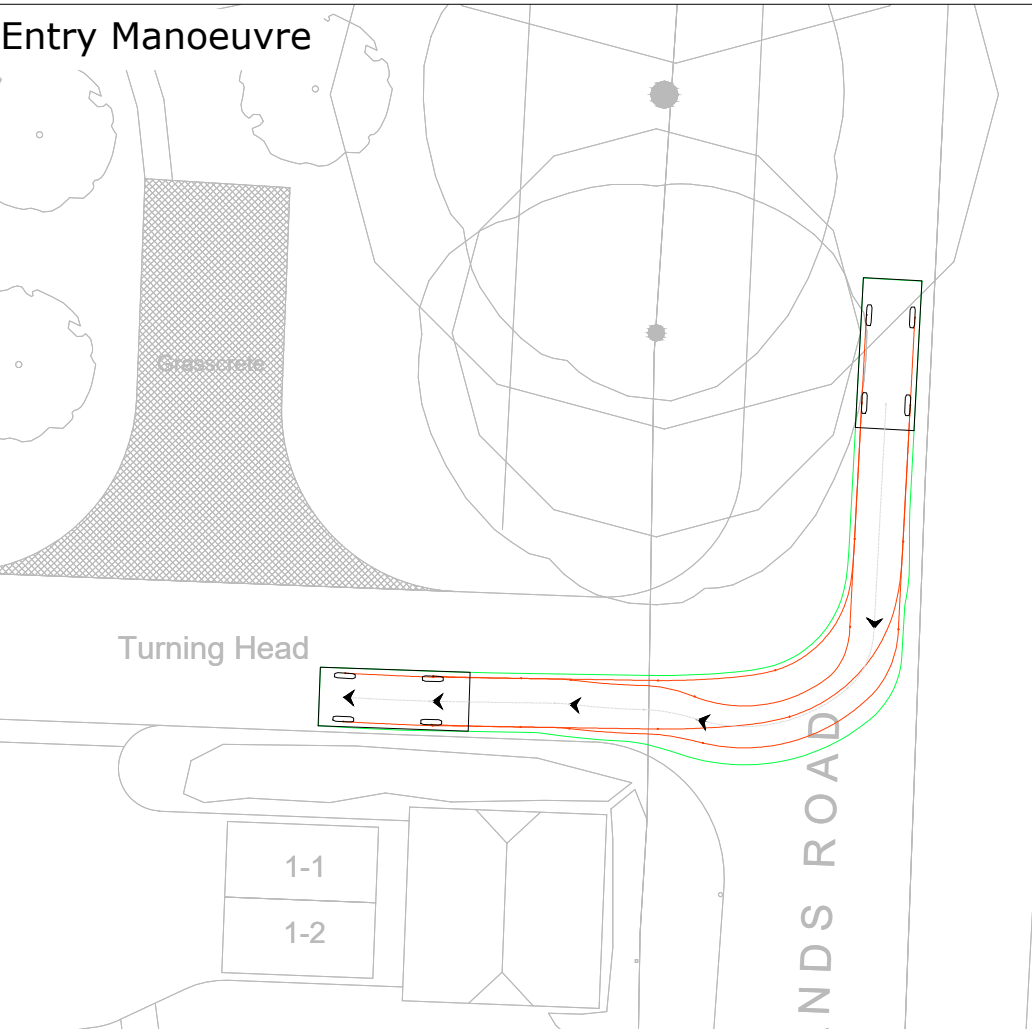
Entry Manoeuvre



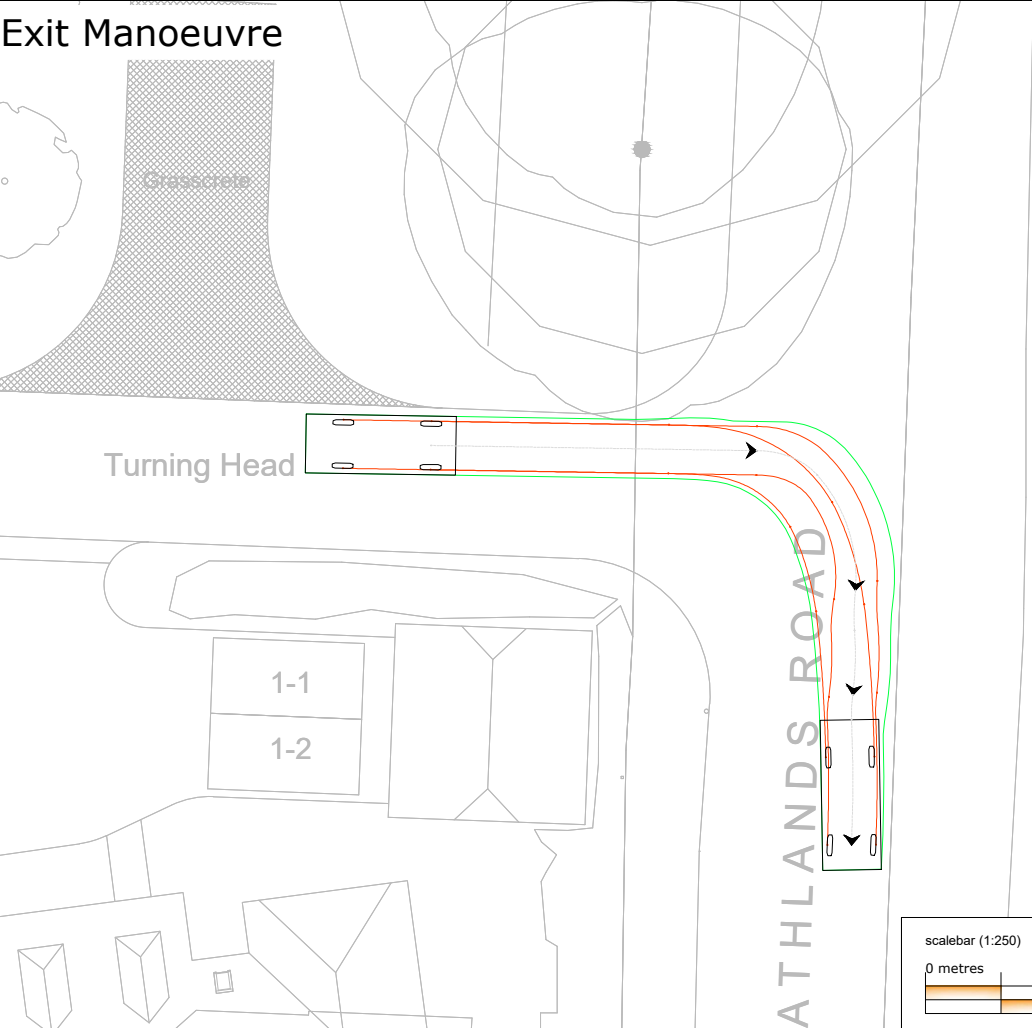
Exit Manoeuvre



Entry Manoeuvre



Exit Manoeuvre



Rev: A

Description: Updated Site Layout

Date: 02/05/24

Rev By: DR

Chk'd: CS

4.96

0.822.91

Jaguar XF Saloon

Width: 1.94 meters

Track: 1.60

Lock to Lock Time: 4.0

Steering Angle: 35.0

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

Project:
Heathlands Road, Wokingham

Title:
Swept Path Analysis
Large Car at Site Access

Client:
OSP Architecture

Drawing Status:

Scale: 1:250 (@ A3) Date: 01/02/24

Drawn: DR Checked: CS Approved: CS

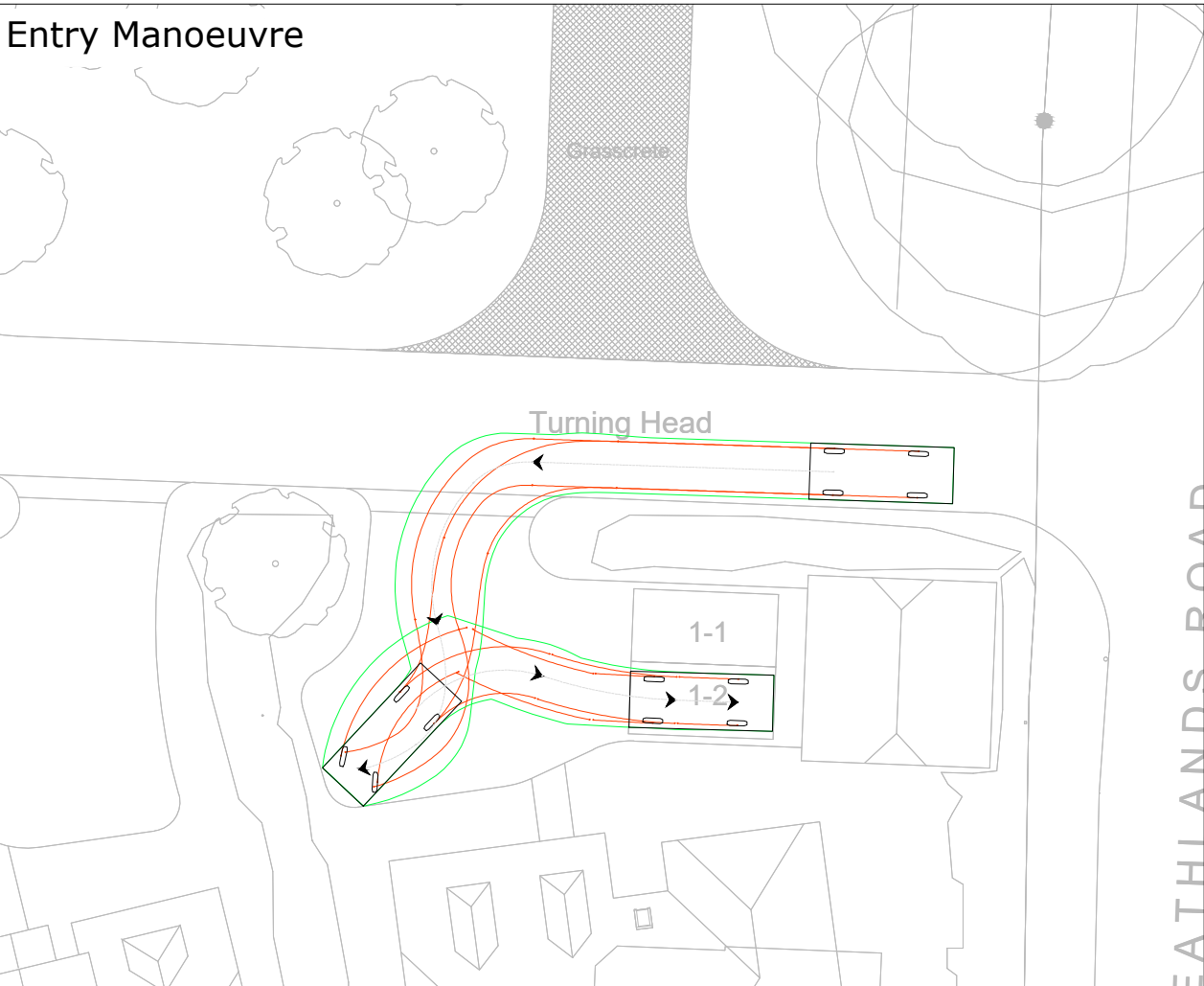
Drawing:
2308099-TK01

Revision:
A

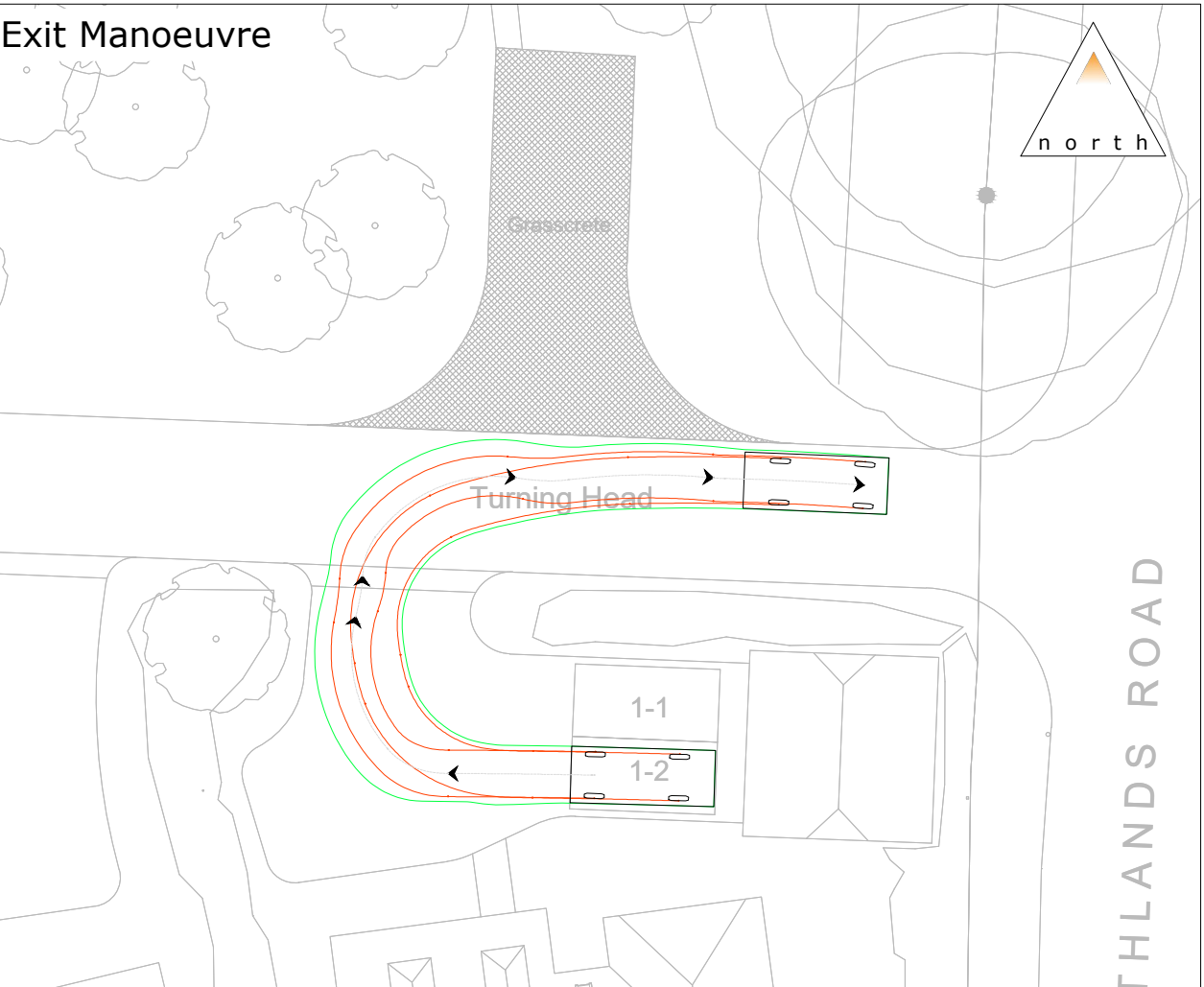
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0 metres10

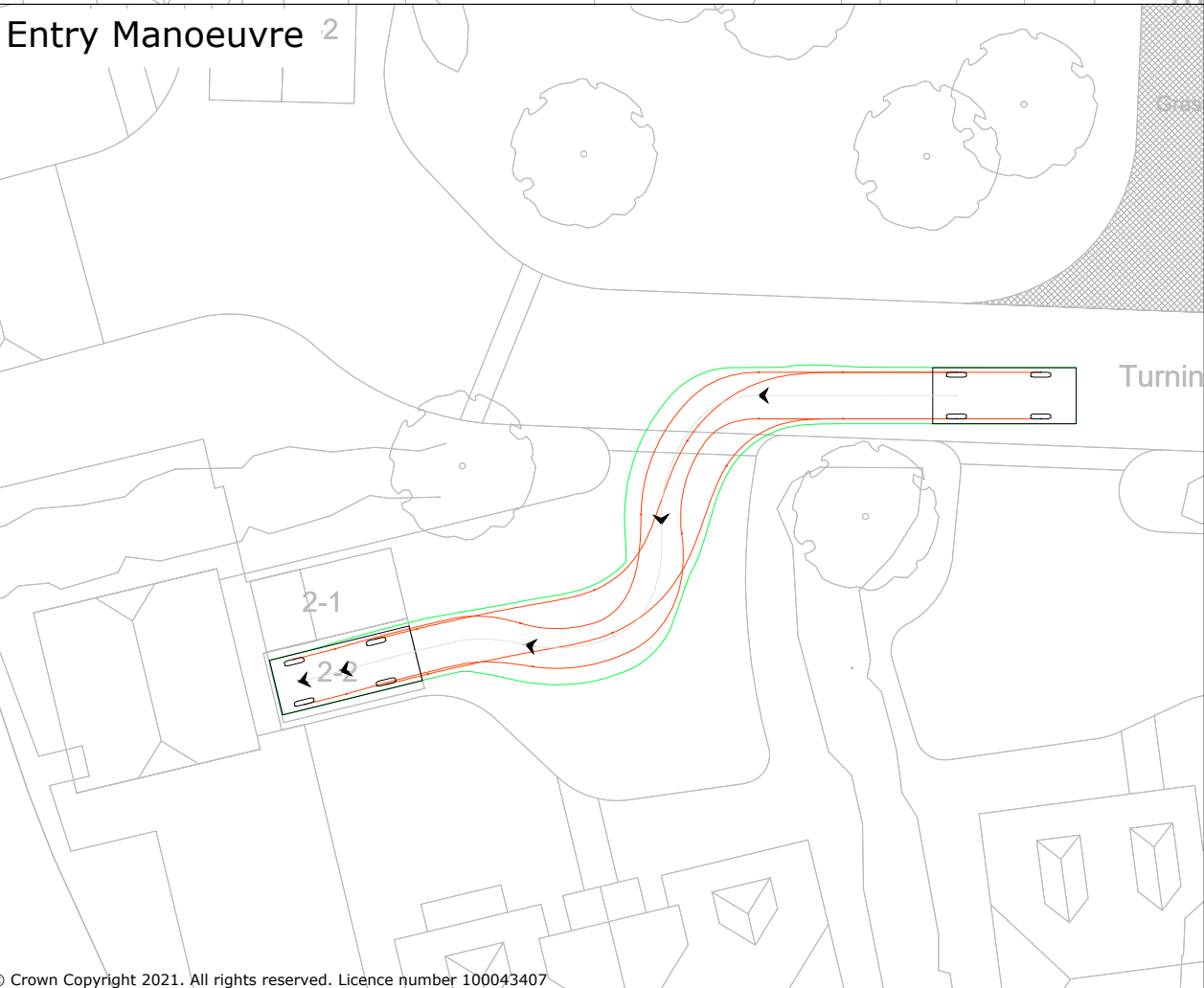
Entry Manoeuvre



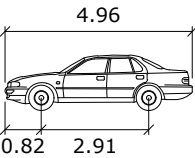
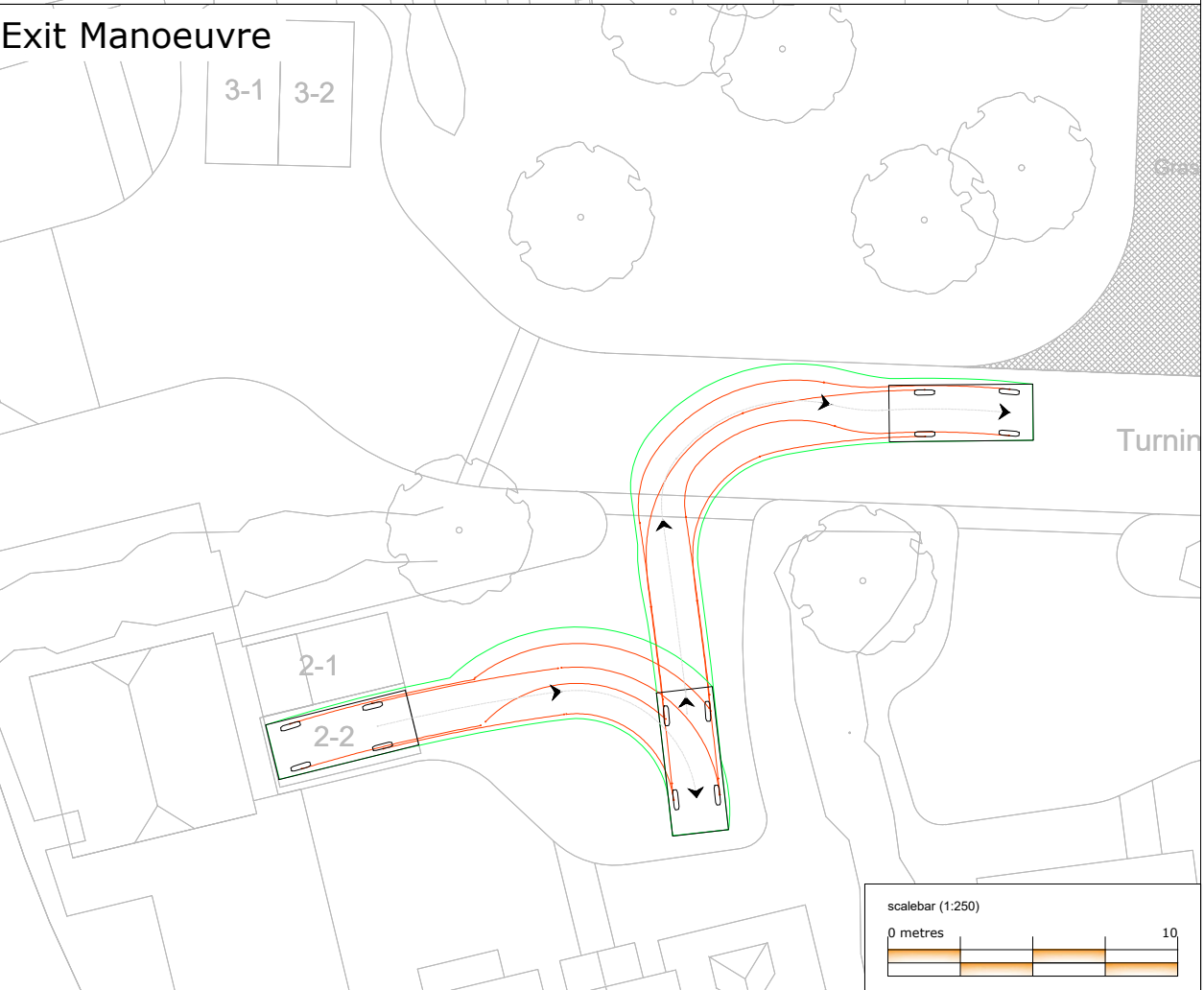
Exit Manoeuvre



Entry Manoeuvre 2



Exit Manoeuvre



Jaguar XF Saloon

Width	: 1.94	meters
Track	: 1.60	
Lock to Lock Time	: 4.0	
Steering Angle	: 35.0	



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

Project:
Heathlands Road, Wokingham

Title:
Swept Path Analysis
Large Car at Site Parking

Client:
OSP Architecture

Drawing Status:

Scale: 1:250 (@ A3) Date: 01/02/24

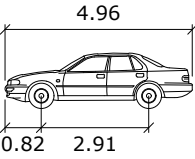
Drawn: DR Checked: CS Approved: CS

Drawing: 2308099-TK02 Revision: A

Entry Manoeuvre

Exit Manoeuvre

Rev:	Description:	Date:	Rev By:	Chk'd:
A	Updated Site Layout	02/05/24	DR	CS



Jaguar XF Saloon	
	meters
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0



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

Project:
Heathlands Road, Wokingham

Title:
Swept Path Analysis
Large Car at Site Parking

Client:
OSP Architecture

Drawing Status:

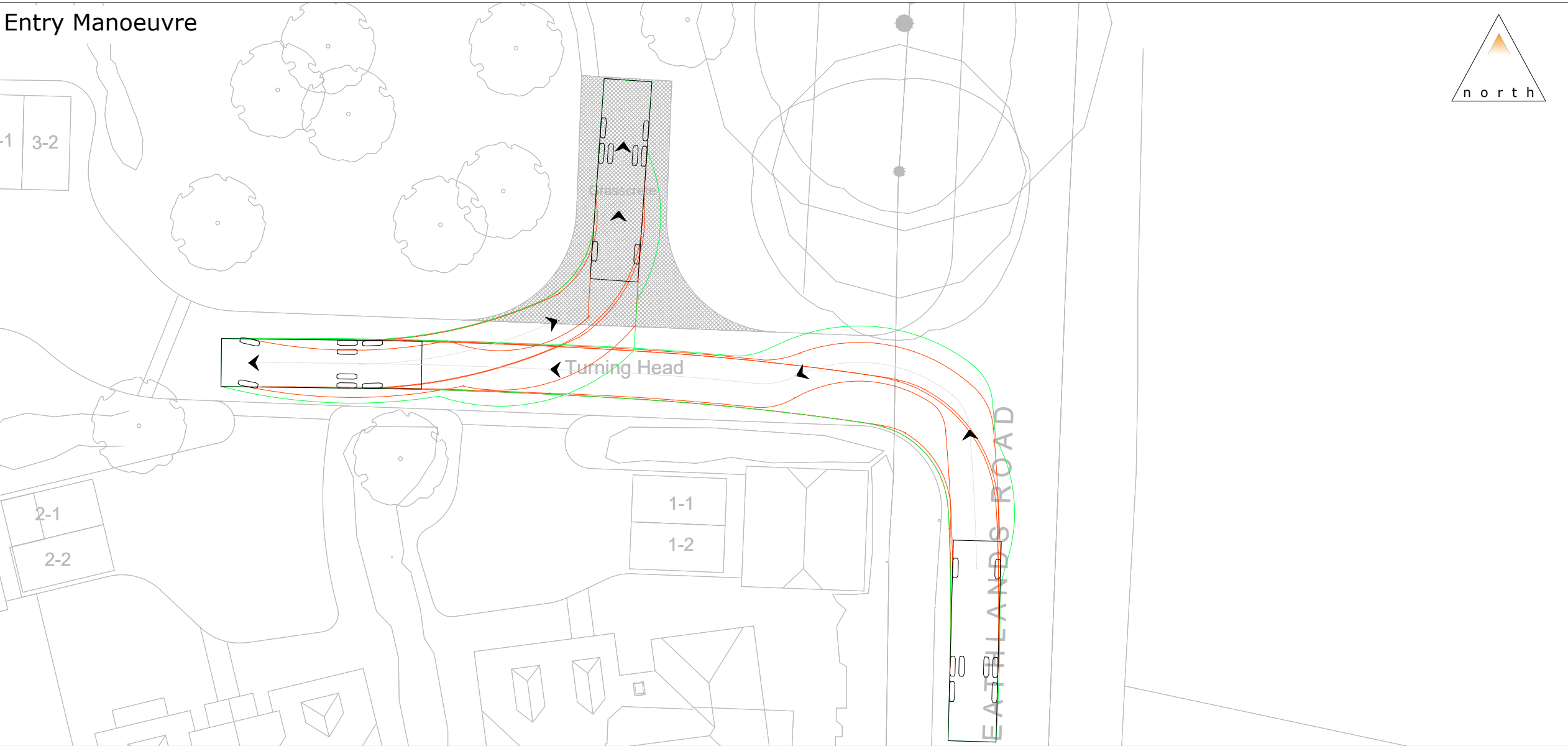
Scale: 1:250 (@ A3) Date: 01/02/24

Drawn: DR Checked: CS Approved: CS

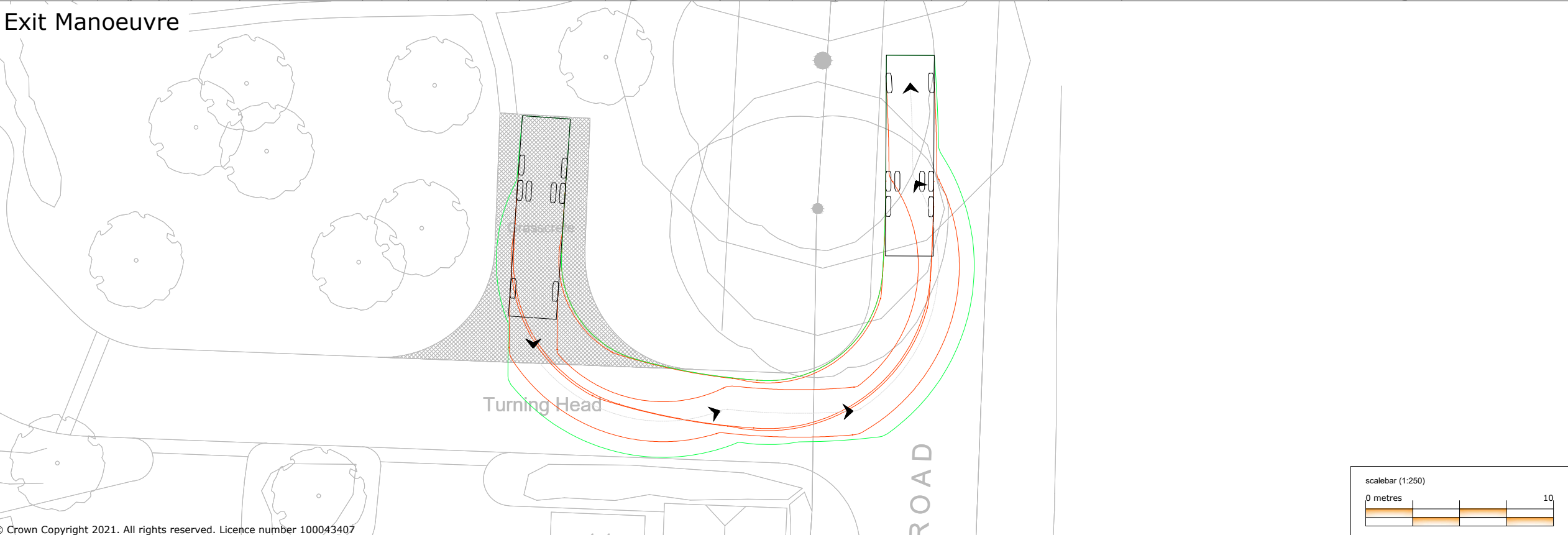
Drawing: Revision:
2308099-TK03 A



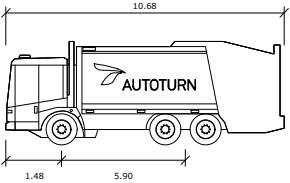
Entry Manoeuvre



Exit Manoeuvre



Rev:	Description:	Date:	Rev By:	Chk'd:
A	Updated Site Plan	02/05/24	DR	CS



Wokingham Refuse Vehicle

	metres
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 4.0
Steering Angle	: 41.0



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

Project:
Heathlands Road, Wokingham

Title:
Swept Path Analysis
Refuse Vehicle

Client:
OSP Architecture

Drawing Status:

Scale: 1:250 (@ A3) Date: 01/02/24

Drawn: DR Checked: CS Approved: CS

Drawing: 2308099-TK04 Revision: A

Appendix H

TRICS Outputs

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-03-A-02	DETACHED		CESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
2	EC-03-A-04	DETACHED		CESHIRE EAST
	SYDNEY ROAD			
	CREWE			
	SYDNEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
3	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
4	NY-03-A-02	DETACHED		NORTH YORKSHIRE
	CLOTHERHOLME ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
5	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	23		
6	PB-03-A-03	DETACHED		PETERBOROUGH
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	9		
7	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	16	0.064	7	16	0.264	7	16	0.328
08:00 - 09:00	7	16	0.073	7	16	0.364	7	16	0.437
09:00 - 10:00	7	16	0.191	7	16	0.273	7	16	0.464
10:00 - 11:00	7	16	0.218	7	16	0.227	7	16	0.445
11:00 - 12:00	7	16	0.155	7	16	0.182	7	16	0.337
12:00 - 13:00	7	16	0.209	7	16	0.236	7	16	0.445
13:00 - 14:00	7	16	0.127	7	16	0.118	7	16	0.245
14:00 - 15:00	7	16	0.164	7	16	0.182	7	16	0.346
15:00 - 16:00	7	16	0.200	7	16	0.291	7	16	0.491
16:00 - 17:00	7	16	0.318	7	16	0.136	7	16	0.454
17:00 - 18:00	7	16	0.427	7	16	0.191	7	16	0.618
18:00 - 19:00	7	16	0.291	7	16	0.191	7	16	0.482
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.437			2.655			5.092

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

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

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Parameter summary

Trip rate parameter range selected:

9 - 23 (units:)

Survey date date range:

01/01/05 - 16/09/15

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

1

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
2	DY-03-C-01	BLOCK OF FLATS		DERBY
	DRAKE STREET			
	DERBY			
	LITTLE CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	8		
3	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
4	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	OXFORD			
	COWLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		

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

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.135	0.423	0.558
1700-1800	0.423	0.077	0.500
0700-1900	1.807	1.944	3.751

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.058	4	13	0.250	4	13	0.308
08:00 - 09:00	4	13	0.135	4	13	0.423	4	13	0.558
09:00 - 10:00	4	13	0.115	4	13	0.212	4	13	0.327
10:00 - 11:00	4	13	0.115	4	13	0.154	4	13	0.269
11:00 - 12:00	4	13	0.173	4	13	0.115	4	13	0.288
12:00 - 13:00	4	13	0.154	4	13	0.154	4	13	0.308
13:00 - 14:00	4	13	0.077	4	13	0.058	4	13	0.135
14:00 - 15:00	4	13	0.115	4	13	0.077	4	13	0.192
15:00 - 16:00	4	13	0.173	4	13	0.135	4	13	0.308
16:00 - 17:00	4	13	0.115	4	13	0.154	4	13	0.269
17:00 - 18:00	4	13	0.423	4	13	0.077	4	13	0.500
18:00 - 19:00	4	13	0.154	4	13	0.135	4	13	0.289
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.373			2.277			4.650

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 16 (units:)
 01/01/08 - 28/03/14
 4
 0
 0
 0
 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.