TRANSPORT STATEMENT

VIASOLUTIONS

Proposed Solar Farm

Land at Pentre Bach Farm, Torfaen

July 2024




Quality Management

Project Number	20099
Filename	20099 Pentre Bach TS
Issue No	Final
Issue Date	3.07.2024

Report limitation

Via Solutions cannot be held responsible for the accuracy of third-party information used within this report. Unless stated in the report, such third-party information has not been verified

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Appendices

1. Introduction

1.1. SCOPE OF REPORT

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed ground mounted photovoltaic solar farm and energy storage facility, together with associated equipment, infrastructure and ancillary work. s.

1.1.2. The site area is 48 hectares and currently consists of a large open greenfield area with some woodland, the local environment is generally rural with some urbanisation to the east and Cwmbran to the north. The site it is located north of Pentre Lane, Torfaen as shown on Figure 1 Appendix A.

1.1.3. Pentre Lane will act as the key access route serving the site with a short spur access track coming off Pentre Lane which will act as the vehicular access point for all construction and operational traffic associated with the site.

1.1.4. This Transport Statement considers the suitability of the surrounding highway network and impact from construction traffic and the site access arrangements. Given the proposed land use, there will be very low levels of operational traffic.

1.1.5. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. The development proposals have been explained and the impact on the highway network considered.

1.1.6. This Transport Statement concludes that the proposal would not create any significant transport impacts on the existing highway and provides an appropriate use in terms of transport policy.

1.2. PREVIOUS PRE-APPLICATION SUBMISSION

1.2.1. A pre-application submission enquiry was undertaken in 2020 (Reference Number: 20/PE/0090/PREAPP) which received negative feedback from the Highways Officer which is as follows: "Pentre Lane from the junction with Trawsmawr Lane is unsuitable for Heavy Goods Vehicles and could not accommodate the traffic that would be associated with the construction of a solar farm".

1.2.2. This advice has been considered in full in the following report. It is considered that with the introduction of traffic management as set out in detail below, a safe means of access for construction vehicles can be achieved.

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking by people of all ages and abilities. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY

PLANNING POLICY WALES 2021

2.2.1. In February 2021, the Welsh Government published an updated version (Edition 11) of the Planning Policy Wales (PPW) document. The PPW sets out the Government's vision for a low carbon, resilient society with well-connected environments and integrated services. It sets out the planning policies and framework for achieving those objectives, including the requirements for local transport and development plans.

WALES TRANSPORT STRATEGY (2008)

2.2.2. The Wales Transport Strategy (WTS) was published by the Welsh Government in April 2008 and provides the strategic policy framework for transport in Wales up to 2030. It sets out the Government's strategic priorities and outcomes, to get the most from the existing transport systems, make greater use of sustainable modes of travel and reduce demands on the transport system. These priorities include:

- *Reducing greenhouse gas emissions and other environmental impacts;*
- *Improving public transport and better integration between modes;*

- *Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;*
- *Enhancing international connectivity; and*
- *Increasing safety and security.*

2.2.3. The WTS sets out the requirements for transport plans at a local authority level.

FUTURE WALES TRANSPORT PLAN – THE NATIONAL PLAN

2.2.4. The future Wales National Plan 2040 is the national development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.

2.2.5. There are a number of key aims but those relevant to the site include

- *Supports a low carbon economy and the decarbonisation of industry, and the growth of sustainable and renewable energy.*
- *recognises the importance of key future sectors such as advanced engineering, renewable technologies.*

2.2.6 Policy 17 and Policy 18 of the plan refer to renewable energy, the latter referring to renewable energy of major significance and refers to several criteria that need to be met. Policy 17 is more relevant in this case and states that in determining planning applications for renewable and low carbon energy development, significant weight to the need Wales' target to generate 70% of consumed electricity by renewable means by 2030.

2.3. LOCAL PLANNING POLICY

2.3.1. Torfean County Borough Council has an adopted Local Plan up to 2021 which was adopted in 2013 aims to *"deliver planned, sustainable growth reflecting the specific role and function of Torfaen's settlements, through a 'network of integrated communities"*.

2.3.2. With regards to Solar Farms, the policy states *that "the Council is committed to reducing the demand for and hence use of energy in new developments. Development proposals that utilise renewable and low carbon technologies will be encouraged, whether part of a development scheme or as individual renewable and low carbon energy projects. In respect of energy efficiency and low or zero carbon energy sources, mechanisms that could be used for sustainable energy generation include solar power"*.

2.3.3. The consistent objectives across all these documents are to look to developments that promote sustainability, particularly with regards to the low carbon energy in the planning sector. This development will facilitate these objectives and from a highway's perspective will have a minimal impact with regard to its operation.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The application site is located on open agricultural land southwest of Cwmbran with a total area of 48 hectares. The site currently has an informal vehicular farm access to the local highway network and a continuation of the existing arrangement to serve the development is sought.

3.2. HIGHWAY NETWORK

3.2.1. The main vehicular access from the site will be taken from Pentre Lane, which is a low capacity, rural road with extremely low levels of background traffic. Routing beyond Pentre Lane, all access will be undertaken from the A4042 via Newport Road. Newport Road is a bi-directional single carriageway road subject to a 30mph street limit with a width of c.6m on the section between the junction with Pentre Lane and the roundabout with the A4042. Meanwhile the A4042 is a high-capacity trunk road which forms part of the Wales Strategic Highway Network.

3.2.2. All vehicles to and from the site will utilise Pentre Lane between the site access and the junction with Trawsmawr Lane. This section of Pentre Lane is a single track road with limited / no opportunities for vehicles to pass each other. The road width on this section of Pentre Lane ranges from c.3m to 4.5m wide with no footways with hedgerows abutting the carriageway edge. Bends in the road and limited forward visibility are also present.

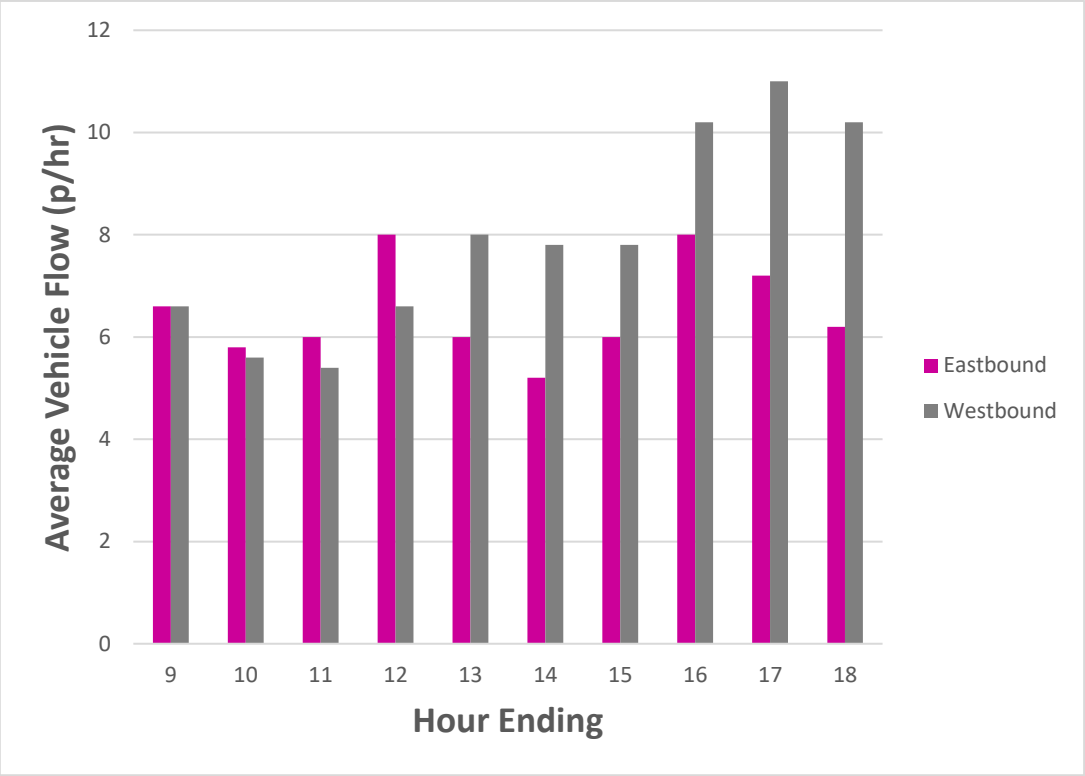
3.2.3. Along Pentre Lane there are some possible locations which may be able to provide passing places, by utilising existing farm access points. However, generally there is very limited width along the entirety of Pentre Lane to provide two way passing.

3.3. TRAFFIC FLOWS

3.3.1. Pentre Lane has very low traffic numbers along the section between Trawsmawr Lane and the site, this is because it serves a small number of residential dwellings and farm access points. However, a Traffic Survey was undertaken as part of the highways assessment to evidence the low numbers of traffic along Pentre Lane and consequently demonstrated a maximum of 18 two-way trips an hour.

3.3.2. An ATC was undertaken from Saturday, 5th August until Friday 11th August 2020 along Pentre Lane adjacent to Pentre Cottage. A summary of the traffic flows can be seen in the graph below and the full outputs in Appendix D.

AVERAGE WEEKDAY HOURLY VEHICLE FLOWS



3.3.3. The graph above shows the average vehicle flow per hour for each direction on weekdays. It is clear that Pentre Lane has an extremely low traffic volume with a maximum of 18 two-way trips per hour. As evidenced in the above, there is a maximum of one vehicle every 5 minutes per direction which is extremely low.

3.3.4. Regarding the traffic speeds, the traffic survey identified 85th percentile design speeds of 24.6mph and 24.3mph for each direction which is reflective of the rural nature of Pentre Lane.

3.4. INJURY COLLISION RECORDS

3.4.1. Injury collision data has been obtained from 2018 to 2022 inclusive from the Crash Map website with the stretch of Pentre Lane adjacent to the site access as the area of concern.

3.4.2. There were no accidents recorded in the time period and therefore, it is considered that Pentre Lane is not a site for concern and the collision data shows that the network is operating safely.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The proposal is for a ground mounted photovoltaic solar farm and energy storage facility, together with associated equipment, infrastructure and ancillary works.

4.1.2. The proposed development comprises a total area of 48 hectares spread out over open greenfield land which will benefit from a vehicular access off Pentre Lane via a private access road owned by the applicant.

4.1.3. The proposed site layout is indicated on the drawing (29522 9007 Rev I) contained within Appendix C. A Construction Traffic Management Plan (CTMP) will be submitted and approved prior to the commencement of construction. The framework of the CTMP is provided below in Section 5.3.

4.2. VEHICULAR SITE ACCESS

4.2.1. The vehicular access to the site will be taken from Pentre Lane in which all construction traffic will utilise, this is c.180m long with a minimum width of c.4m. Vehicles will be able to utilise a dedicated turning area to enter and exit the site in forward gear. There will be a compound at the end of the access track which will also contain sufficient turning space for HGVs, loading and storage areas, staff parking and welfare facilities. It will then serve as an operational access for maintenance vehicles at the end of the construction phase once the site is operational.

4.2.2. The photographs below were taken on site and shows the existing condition of the proposed site access. It is currently a simple private access (c.6m wide) which serves the existing farm.

Photograph 1: Approach to the Site Access

Photograph 2: The Site Access Track

4.2.3. Adequate visibility splays will be provided at the site access given the access position on the outside of the bend and hedgerows off set from the carriageway edge. Visibility splays of 2.4m x 33m are achievable in both directions which is considered to be appropriate for a design speed of up to 25mph (Manual for Streets 2).

4.2.4. The traffic survey identified 85th percentile speeds of 24.6mph and 24.3mph for each direction. Therefore, the visibility splays are considered to be more than adequate to facilitate safe access to the application site.

4.2.5. The proposed access and visibility splays are shown on drawing 2009902 included in Appendix C. The traffic management plan will however lead to one way operations, therefore the splays are not necessarily required, but will aid operational traffic.

PROPOSED HGV TRAFFIC MANGEMENT STRATEGY

4.2.6. The access road is a c.180m long private track which routes from Pentre Lane and into the proposed development site. The track is c.4m wide and can accommodate large HGV access to the site. Although there are no provisions for two-way passing at the access, the deliveries will be restricted and managed with banksmen (detail below) to prevent any opposing vehicles meeting.

4.2.7. The HGV access to and from the site will be managed through the use of banksmen at two separate points along Pentre Lane and one further located within the site construction compound. As no such highways improvements are proposed and traffic management of Pentre Lane is deemed an appropriate solution. This is because there is a single-track section of approx. 420m long along Pentre Lane and consequently no such highways improvements are possible.

4.2.8. It is proposed to provide banksmen at three separate locations along the route. The three locations are below:

- Banksmen Location 1: Trawsmawr Lane / Pentre Lane junction. This will control all HGV and background traffic access onto Pentre Lane. All westbound traffic will be held when a HGV has left the site compound.
- Banksman Location 2: Site Access / Pentre Lane junction. This will control all HGV access to and from the site onto Pentre Lane. Furthermore, any traffic

associated with the row of existing dwellings just east of the site access junction will also be managed by the banksmen at this location.

- Banksmen Location 3: Site Compound. This will control all HGV traffic from the site compound area to the site access junction with Pentre Lane.

4.2.9. The three locations of the banksmen and further details are shown on drawing 2009901 within Appendix C.

4.2.10. As evidenced in the traffic survey, vehicle flows are very low along Pentre Lane and as such the proposal to manage traffic will have a minimal disruption. Therefore, it is deemed that this HGV access management strategy is the most efficient and minimally disruptive method to facilitate the proposal.

4.2.11. There will also be two smaller accesses which will be formed directly off Pentre Lane and will serve maintenance vehicles only when the solar farm is in operation. The vehicles will be no larger than LGVs. The access points are shown on the proposed site layout.

5. Development Assessment

5.1. TRAFFIC IMPACT

5.1.1. The proposed development will have all construction traffic entering the site via the main access off Pentre Lane. The client has advised on HGV delivery schedule with the construction traffic vehicle trips associated with the construction of the site which incorporate a range of vehicle sizes up to the maximum legal length articulated HGV (16.5m long).

5.1.2. All construction traffic will route to the site from the Pentre Lane and onto major, high-capacity highways. This is to avoid narrow routes and highly residential areas in order to minimise the impact of the HGV deliveries by the proposed development on the local highway network and therefore mitigate any safety concerns from a highway's perspective.

5.2. TRAFFIC GENERATION

5.2.1. A traffic generation schedule for HGVs associated with the site has been outlined in the table below.

HGV TRAFFIC GENERATIONS SCHEDULE

Activity	Number of HGV Deliveries (Week)															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Perimeter Fencing	5															
Ground Works	10	10	10	10	20	20	20	20								
Mounting Systems				8	8	8	8	8	8	8	8	8	8	8		
Panel Fitting								35	35	35	35	35	35	35	35	
Testing / Commissioning															2	2
TOTAL	15	10	10	18	28	28	28	63	43	43	43	43	43	43	37	2

5.2.2. The peak week is 63 trips to the site, which for a 5 day working week equates to 13 trips per day. After the peak, the trips drop down to 43 HGV trips a week till week 14 which is 9 trips a day.

5.2.3. With regards to the operational stage, there will be a minimal level of traffic attributed to the solar farm (ad hoc maintenance vehicles only) and therefore no additional assessment is required.

5.3. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.3.1. In order to minimise the impact of HGV trips associated with the development, a Construction Traffic Management Plan (CTMP) has been created.

5.3.2. It is assumed that the CTMP will form part of the planning conditions to assist with the management of the construction vehicles including restricting the delivery route, arrival and departure times and on-site vehicle management.

5.3.3. The CTMP will include the following:

- As part of the plan appropriate communication will be undertaken with residents and farmers. This will notify the local people about how the HGV construction traffic will be managed within the local highway network and how the expected impact will be minimised.

- A condition survey will also take place to identify any damage to the local highway network infrastructure caused as part of the construction phases of the development.

- All construction traffic will have to follow a specific route to access the site. This prevents any large HGVs from routing down narrow and highly residential roads which may create safety concerns from a highways perspective. All vehicles will access the site from the A4042 and onto Newport Road before turning onto Pentre Lane.

- Deliveries will be restricted to take place between 9am and 5pm so that no HGVs will be travelling to the site out of normal working hours.

- Deliveries will arrive and depart in 30 minute time slots to stagger and control the number of HGVs at the site at one time.

- In order to control these restrictions, banksmen will be implemented at three separate locations at all times during construction traffic activity.

- Wheel washing facilities

- Dedicated staff parking and compound areas

6. Conclusion

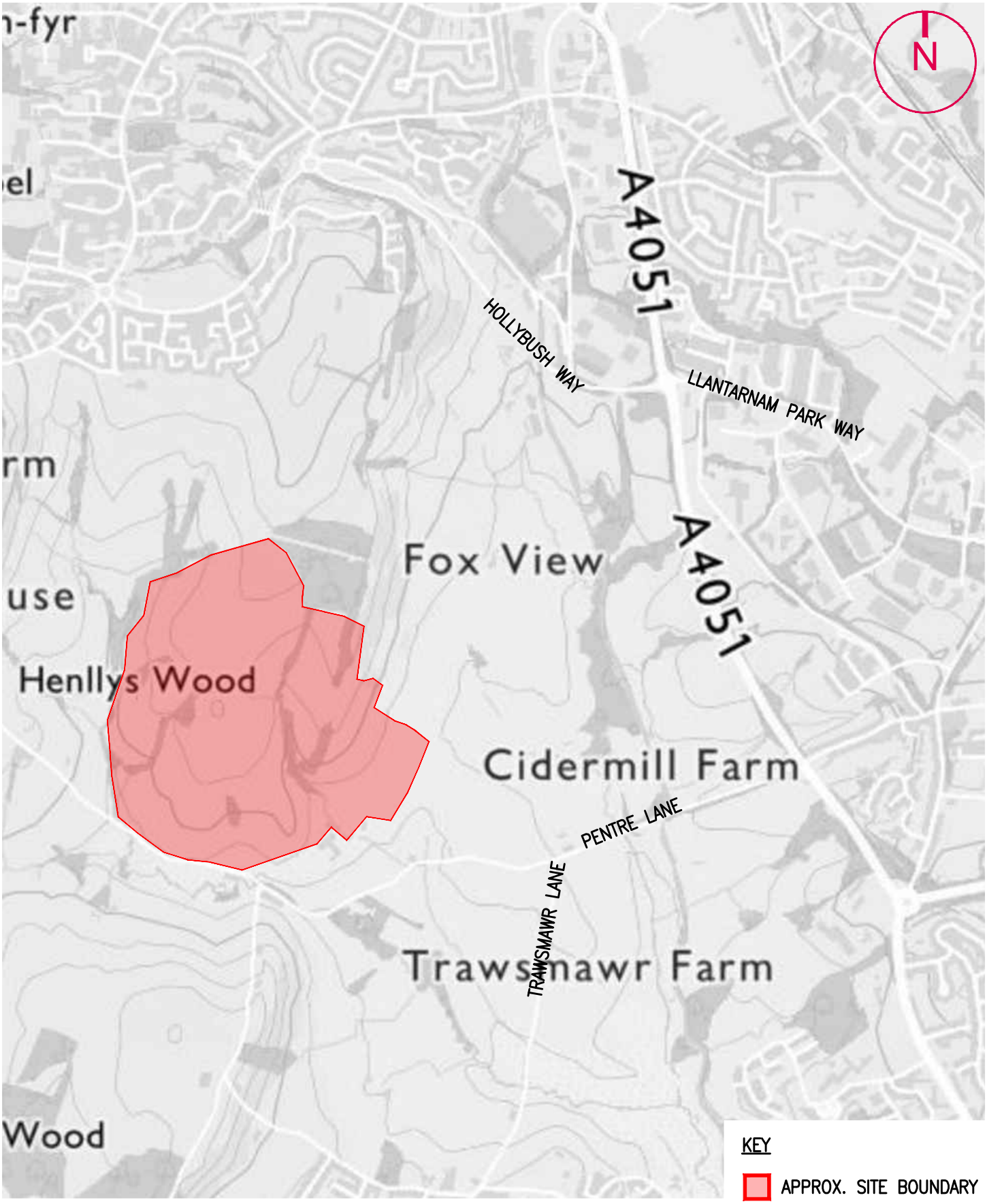
6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site with a key focus on the proposed site accesses and the construction traffic.

6.1.2. An existing access track will be used to create an adequate site access arrangement which is sufficiently wide enough to accommodate full size articulated HGVs. A CTMP will also be provided to regulate the HGV traffic to and from the site to minimise the impact the HGVs will have on the local highway network.

6.1.3. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

APPENDICES

APPENDIX A: Site Location Plan



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PROPOSED SOLAR FARM

PENTRE BACH, TORFEAN

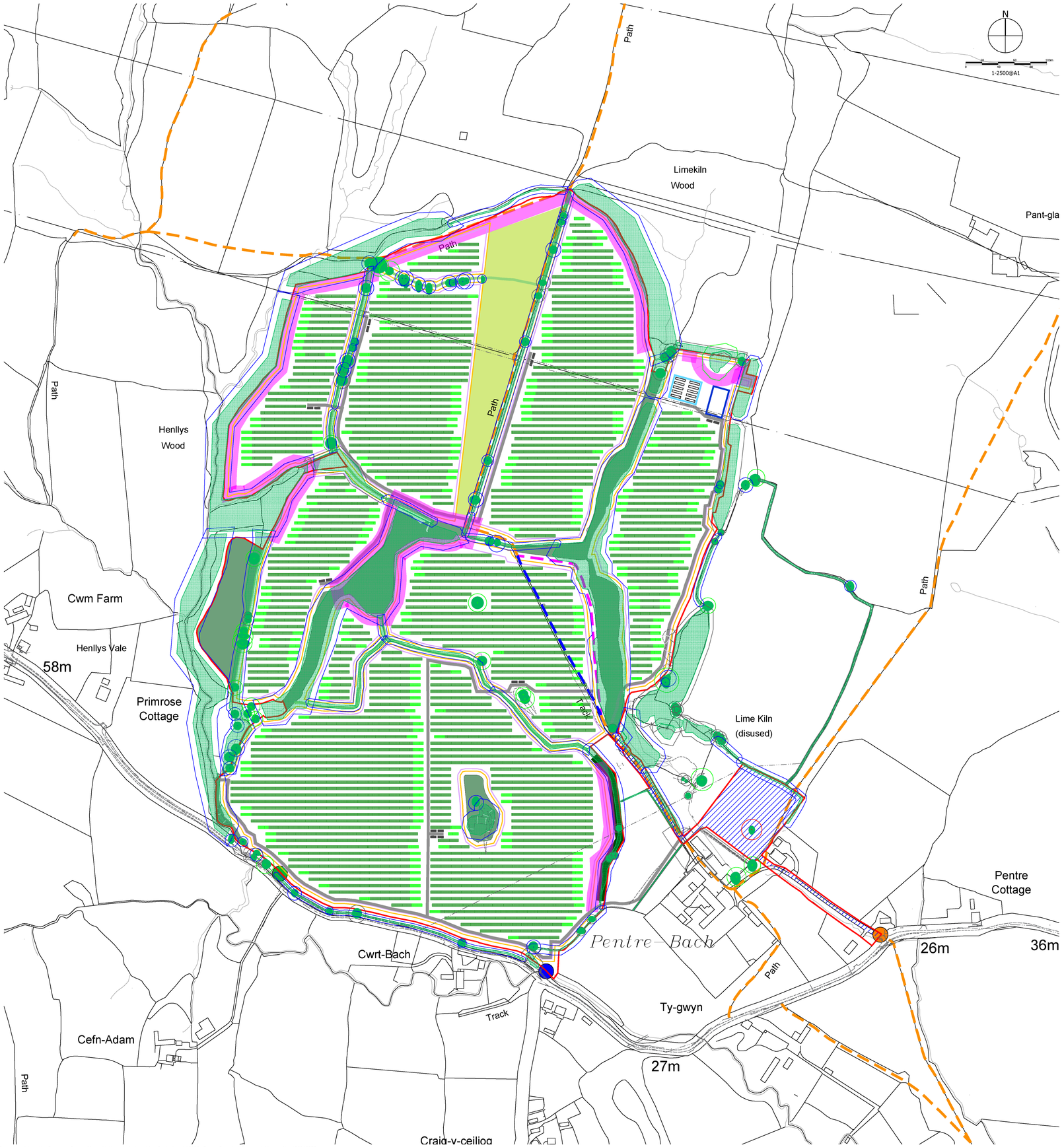
SITE LOCATION PLAN

SCALE: 1:25000 @A4

DATE: APRIL 2022

FIGURE 1

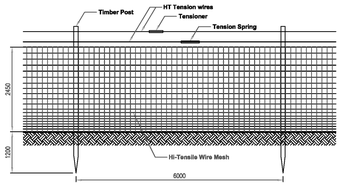
APPENDIX B: Proposed Development Layout



TYPICAL STORAGE UNIT
TYPICAL DIMENSIONS 12.2m x 2.4m x 2.6m HIGH
ALL SUBJECT TO FINAL DESIGN

TYPICAL INVERTOR SUBSTATION
DIMENSIONS: 7m x 2.5m x 3m HIGH. ALL SUBJECT TO FINAL DESIGN

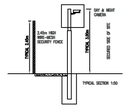
TYPICAL SECURITY DEER FENCE DETAILS



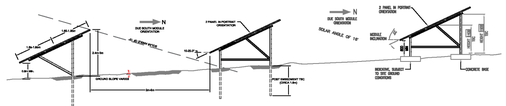
TYPICAL HIGH TENSILE FIXED KNOT FENCING:

1. 2.45M HIGH PRESSURE TREATED TIMBER POSTS AT 6M CENTRES.
2. HIGH TENSILE GALVANISED WIRE TO BS EN 10223 AND BS EN 10244.
3. 20 NO. HORIZONTAL LINES, 2.5MM WIRE, SPACING VARIES BETWEEN 75MM AND 175MM.
4. VERTICAL LINES, 2.5 WIRE AT 150MM CENTRES.
5. HIGH TENSILE TENSION WIRE TO TOP FITTED WITH TENSIONER AND TENSION SPRING.

CCTV CAMERA DETAILS
TYPICAL SECTION



TYPICAL IMAGE



SINGLE POST TYPE — TABLE POST TYPE — CONCRETE BASE TYPE

TYPICAL SECTION THROUGH VARIOUS MODULE OPTIONS

SCALE 1:50

The scaling of this drawing cannot be assured

Revision		Date	Drn	Ckd
I	Layout updated in accordance with arboricultural survey	19.05.22	KT	TE

- Site Boundary
- Access Point A
- Access Point B
- Access Point C
- Energy Storage compound
- Substation
- 3.5m wide access track
- Inverter Substations
- Energy Storage Containers
- Public Right of Way
- Public Right of Way to be diverted
- Proposed new route for Public Right of Way
- Existing Hedgerow
- Fence (5m ecological buffer)
- 3m buffer from fence
- 2x12 Typical Module Panel
- 2x24 Typical Module Panel
- Existing Vegetation Retained
- Reinforce Existing Hedgerow - (To ensure no intervisability between proposed panels and Pentre Bach Farmhouse)
- Construction Area
- 15m landscape buffer
- Extended buffer to mitigate views from PRoW and long distance views from wider landscape to the west

Trees are indicated by symbols below, colour coded to indicate their 'Retention Categories'.

- Category U (defective, negligible or redundant trees)
- Category A (high retention value)
- Category B (moderate retention value)
- Category C (low retention value)
- APPROXIMATE crown spread of individual trees

The nominal ROOT PROTECTION AREA (RPA) of each tree is indicated by a solid line using the colour coding above

NOTES:

Final details all subject to final design. Arrangement of the panels shown is based on the following data:

1. Typical panel size = 2.2 x 1.3 approx.
2. Panel typical inclination = 25 degrees and south facing.
3. Module length = Typical 15.6 run with 0.2m gaps supported on four post/frames.
4. The typical module section shows two panels in portrait orientation. Three Panels in portrait, four panels in landscape or six panels in landscape may also be required. Details are subject to final design.
5. For clear aisles distance between panels refer to section.
6. Panels at lowest point set at 0.8m above ground level increasing to 2.4m to 3m approximate.
7. Panels not located where land gradient exceeds 1 in 9.5 (6 degrees) due to excessive leg heights.
8. Minimum 5m ecology buffer allowed to all boundaries.
9. Access tracks to consist of clause 804 material where required i.e. areas of soft sport, final extent and design to be confirmed. Only permeable material to be used.
10. For extent and type of screening required refer to landscape and visual assessment report for proposals.
11. Number and location of invertor substations subject to final design.
12. Location of security fence subject to final design.
13. Where necessary, gaps approximately 10cm high will be created below the fencing for wildlife movement
14. Existing hedgerow locations are indicative.
15. Existing hedgerows adjacent to the Site boundary are not shown but are assumed to lie within the Site boundary.
16. Footpath locations are indicative.
17. Diversion to be secured under a separate planning application under Section 257 of the Town and Country Planning 1990.

Project
Land at Pentre Farm
Torfaen

Drawing Title
Indicative Layout Plan

Date	Scale	Drawn by	Check by
30.07.21	Various	KT	TE
Project No	**Drawing No**		**Revision**
29522	9007		I

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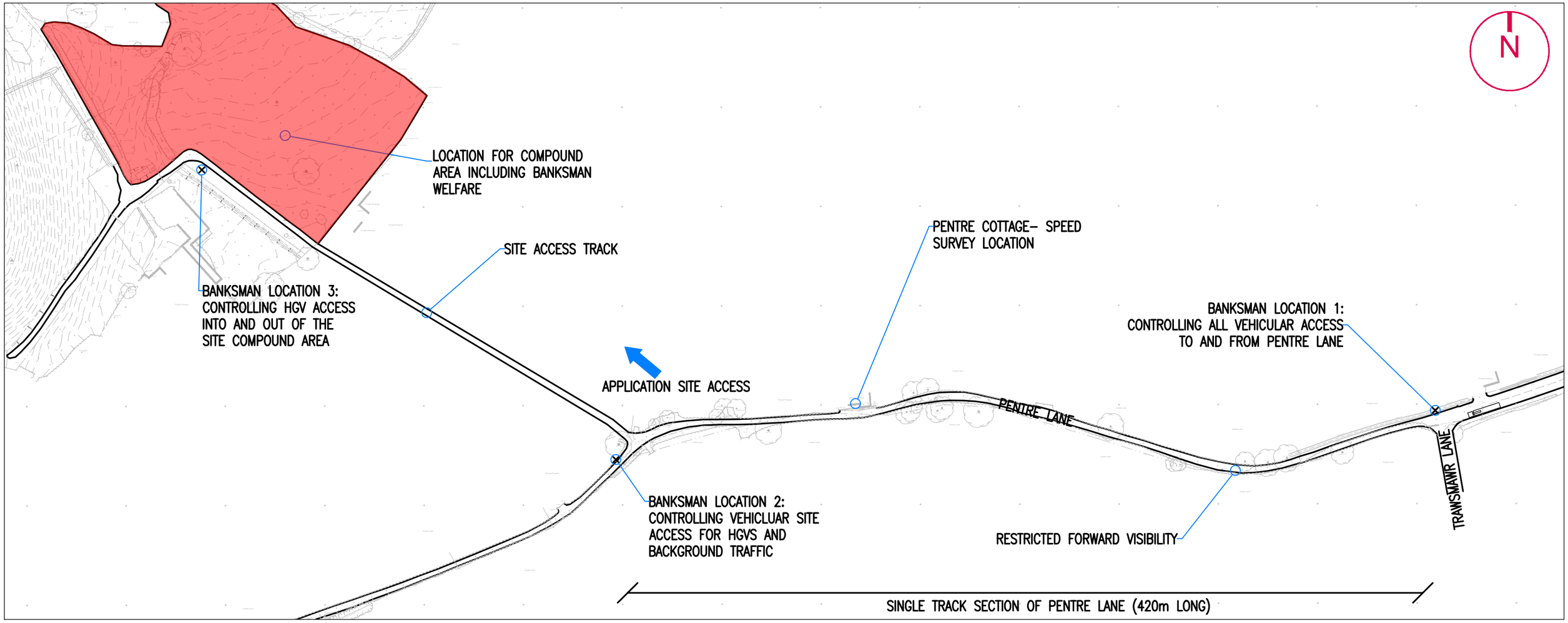
APPENDIX C: Proposed Access Arrangements



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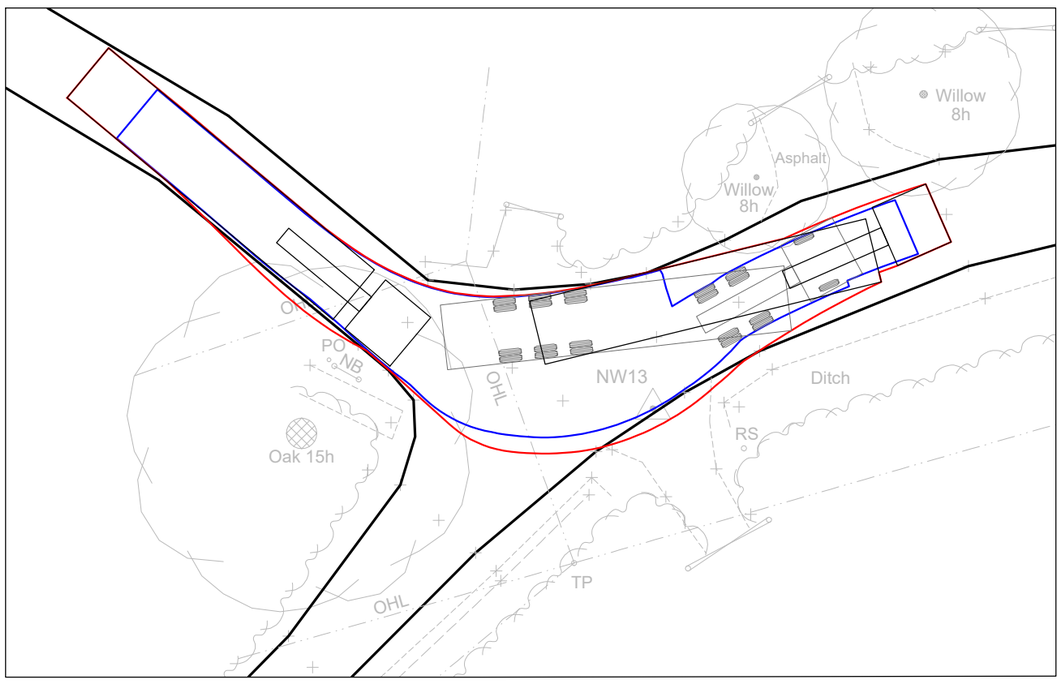

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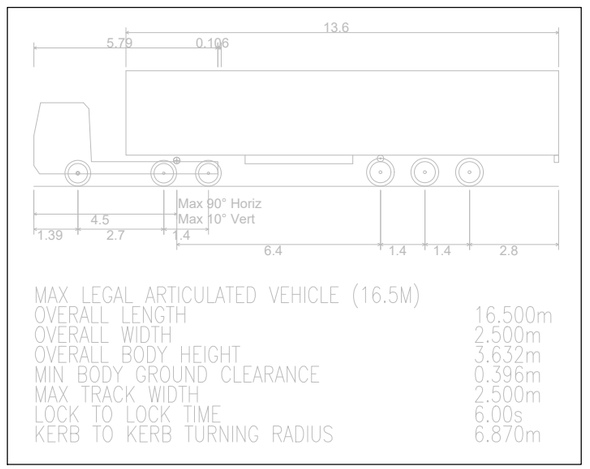

SWEPT PATH VEHICLE DIMENSIONS

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PROPOSED SOLAR FARM

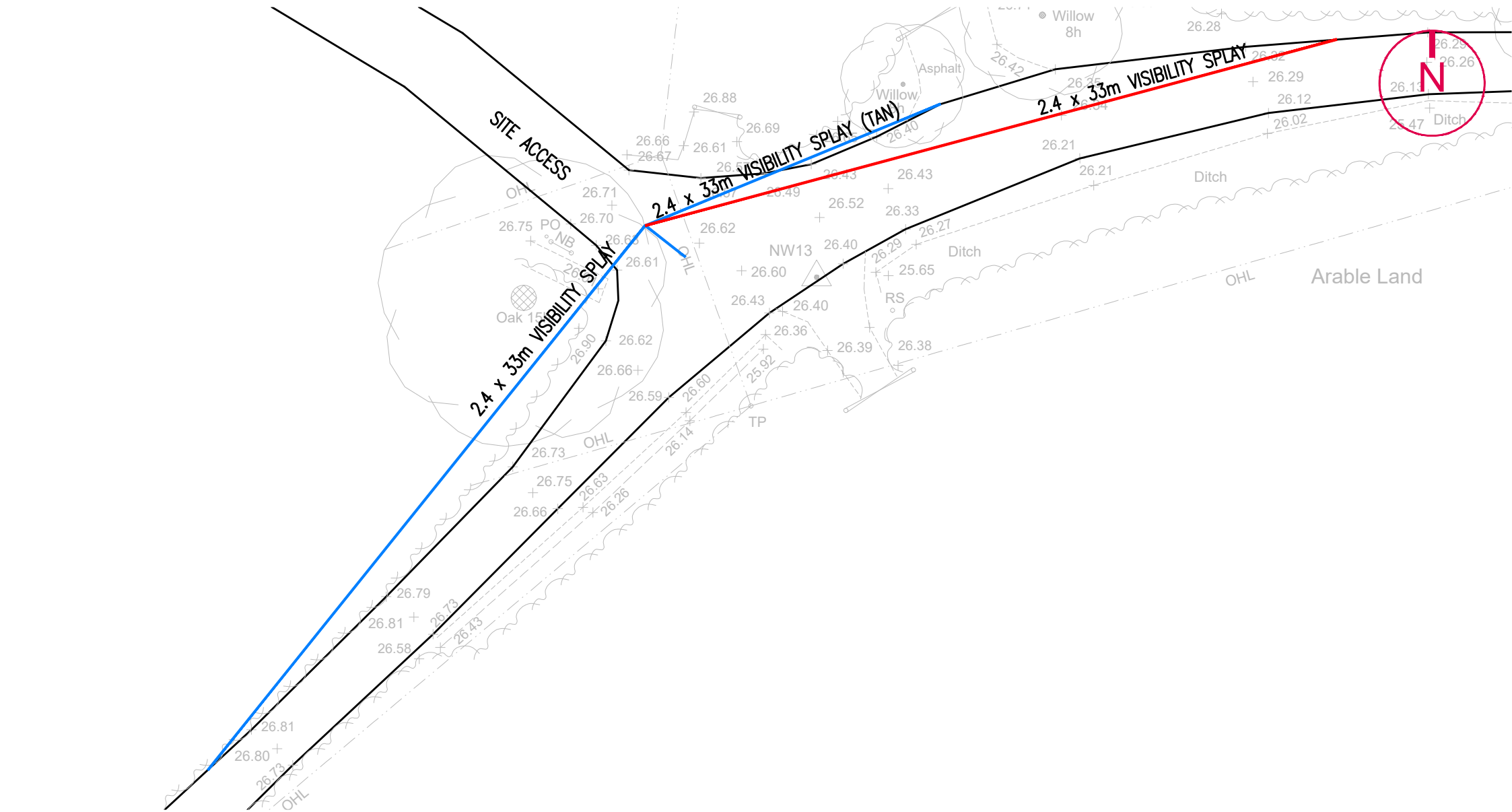
PENTRE BACH, TORFEAN

BANKSMAN ARRANGEMENT

SCALE: AS SHOWN @A3

DATE: APRIL 2022

DRAWING NO: 2009901



NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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PROPOSED SOLAR FARM

PENTRE BACH, TORFEAN

VISIBILITY SPLAYS

SCALE: 1:250 @A4

DATE: APRIL 2022

DRAWING NUMBER 2009904

APPENDIX D: Traffic Survey Results

Torfaen ATC, Pentre Lane

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/09/2020 Saturday	06/09/2020 Sunday	07/09/2020 Monday	08/09/2020 Tuesday	09/09/2020 Wednesday	10/09/2020 Thursday	11/09/2020 Friday	5 Day Ave	7 Day Ave
1	0	0	1	0	0	0	0	0	0
2	2	0	1	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0
4	1	0	0	0	2	1	1	1	1
5	0	1	1	1	1	0	0	1	1
6	0	0	1	1	0	0	0	0	0
7	1	1	2	1	2	1	1	1	1
8	4	2	7	7	8	6	8	7	6
9	7	2	9	5	8	5	6	7	6
10	10	4	4	8	3	8	6	6	6
11	8	8	4	5	7	10	4	6	7
12	9	6	11	5	6	5	13	8	8
13	6	6	4	7	4	6	9	6	6
14	2	7	4	5	6	6	5	5	5
15	5	7	6	3	4	8	9	6	6
16	7	7	7	12	6	7	8	8	8
17	7	7	5	8	6	6	11	7	7
18	11	3	4	10	7	3	7	6	6
19	7	4	5	4	6	4	6	5	5
20	7	11	6	4	6	7	3	5	6
21	5	3	4	3	3	2	3	3	3
22	2	1	0	2	2	0	1	1	1
23	1	0	0	2	0	0	1	1	1
24	1	0	1	1	0	0	0	0	0

7-19	83	63	70	79	71	74	92	77	76
6-22	98	79	82	89	84	84	100	88	88
6-24	100	79	83	92	84	84	101	89	89
0-24	103	80	87	95	87	85	102	91	91

Channel 2 - Westbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/09/2020 Saturday	06/09/2020 Sunday	07/09/2020 Monday	08/09/2020 Tuesday	09/09/2020 Wednesday	10/09/2020 Thursday	11/09/2020 Friday	5 Day Ave	7 Day Ave
1	1	1	0	0	0	0	0	0	0
2	0	1	1	0	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0
4	1	1	0	0	1	0	0	0	0
5	0	1	0	0	1	0	0	0	0
6	0	0	0	0	1	0	0	0	0
7	0	0	1	1	0	1	0	1	0
8	4	0	3	5	3	2	1	3	3
9	4	3	9	7	7	4	6	7	6
10	9	4	2	9	3	4	10	6	6
11	11	5	6	5	4	9	3	5	6
12	6	14	10	5	5	7	6	7	8
13	8	7	4	9	9	8	10	8	8
14	13	4	6	9	8	9	7	8	8
15	10	3	12	9	4	5	9	8	7
16	5	10	7	10	11	9	14	10	9
17	9	5	11	16	9	9	10	11	10
18	10	7	8	12	13	7	11	10	10
19	3	4	5	11	6	10	7	8	7
20	6	5	6	3	2	6	5	4	5
21	1	6	3	4	1	3	2	3	3
22	2	1	3	1	2	0	1	1	1
23	3	1	2	2	2	2	0	2	2
24	1	1	0	1	0	1	1	1	1

7-19	92	66	83	107	82	83	94	90	87
6-22	101	78	96	116	87	93	102	99	96
6-24	105	80	98	119	89	96	103	101	99
0-24	107	84	99	119	92	97	103	102	100

Channel 1 - Eastbound **85th Percentile**

Hr Ending	05/09/2020 Saturday	06/09/2020 Sunday	07/09/2020 Monday	08/09/2020 Tuesday	09/09/2020 Wednesday	10/09/2020 Thursday	11/09/2020 Friday
1	-	-	-	-	-	-	-
2	25.0	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	16.9	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	19.0	-	28.4	-	-
8	24.6	15.1	27.2	27.3	24.4	23.0	28.1
9	23.0	13.7	24.6	24.8	22.2	24.4	28.2
10	26.5	24.4	25.9	21.0	20.6	22.7	25.6
11	30.5	23.6	18.8	28.6	19.6	21.7	15.6
12	25.0	23.1	22.4	25.0	23.7	27.1	20.5
13	21.8	21.0	24.1	20.7	24.1	21.2	22.2
14	27.6	21.0	24.8	26.4	21.9	19.9	23.9
15	26.7	20.0	26.1	19.4	20.5	22.1	21.0
16	23.5	22.3	18.7	21.6	25.2	24.4	22.4
17	23.5	22.2	24.3	22.5	20.0	25.0	20.4
18	21.9	19.0	25.6	25.4	16.1	26.0	20.6
19	23.7	24.2	33.3	30.0	21.3	24.2	26.9
20	25.7	20.4	17.9	23.1	22.1	19.6	22.5
21	22.9	20.5	25.7	25.3	30.1	15.9	25.3
22	22.6	-	-	26.1	18.9	-	-
23	-	-	-	27.8	-	-	-
24	-	-	-	-	-	-	-

10-12	28.0	23.7	22.2	25.3	20.3	23.5	19.7
14-16	24.3	22.2	23.2	21.0	21.9	24.3	21.6
0-24	25.4	22.2	25.3	25.6	22.4	24.0	24.4

85th %ile	24.6

Channel 2 - Westbound **85th Percentile**

Hr Ending	05/09/2020 Saturday	06/09/2020 Sunday	07/09/2020 Monday	08/09/2020 Tuesday	09/09/2020 Wednesday	10/09/2020 Thursday	11/09/2020 Friday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	21.8	-	20.0	21.4	30.9	21.1	-
9	23.0	19.2	22.1	23.8	24.7	21.0	22.9
10	22.2	24.0	22.7	24.0	22.9	24.3	24.1
11	23.6	23.7	25.7	21.9	25.7	21.0	21.6
12	21.2	24.3	22.4	27.0	26.5	25.8	24.7
13	23.1	23.9	23.3	21.6	23.2	22.9	21.5
14	20.8	21.8	22.3	24.1	22.7	23.0	24.1
15	25.5	20.6	24.1	23.6	25.0	24.3	25.0
16	24.1	17.7	22.1	23.9	21.8	21.8	24.3
17	23.2	24.1	24.4	22.2	24.0	23.9	22.8
18	22.4	21.4	24.3	23.2	22.5	20.6	23.0
19	26.5	19.5	20.5	22.7	24.9	24.2	22.4
20	27.5	19.2	24.7	21.5	25.4	24.2	23.9
21	-	22.0	25.6	29.9	-	20.7	24.6
22	22.7	-	24.6	-	24.1	-	-
23	24.3	-	22.3	24.8	16.2	22.0	-
24	-	-	-	-	-	-	-

10-12	23.8	24.5	22.8	24.3	26.4	24.9	24.0
14-16	25.3	18.4	23.1	24.3	24.0	24.1	25.1
0-24	24.4	24.2	24.2	23.9	24.7	23.8	24.0

85th %ile	24.3