



Transport Assessment

New Factory Building, Staverton

Cereal Partners UK

Prepared by:

SLR Consulting Limited

3rd Floor, Brew House, Jacob Street, Tower Hill,
Bristol, BS2 0EQ

SLR Project No.: 416.066631.00001

7 November 2025

Revision: 1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	7 November 2025	TM	FC	FC
	Click to enter a date.			
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1.0 Introduction

- 1.1 SLR Consulting Ltd have been commissioned by Cereal Partners UK (CPUK) to provide transport and access advice in relation to a proposed extension to CPUK's facilities in Staverton, Trowbridge in Wiltshire.

Site Location

- 1.2 The site is currently a cereal factory occupied by CPUK which currently employs 200 staff. The staff car park is located to the south of the factory and is accessible through a priority junction on New Terrace. Access to the service yard of the factory is made from a separate service and visitor access on New Terrace located north of the access to the staff car park. The service and visitor access is managed by a gatehouse and provides weighbridge facilities.
- 1.3 The site is located north of Staverton, a village to the north of Trowbridge in Wiltshire. Local buses operate from the New Terrace to the south west of the site.

Development Proposals

- 1.4 The proposals seek to expand the existing factory by erecting a new 2,400sqm GFA building which will expand the existing factory by approximate 8.6% of its existing floor area (28,070sqm). The expansion to the factory is expected to lead to an increase in staff numbers of approximately 50 new staff and to result in approximately 21 additional deliveries daily. The aim of the new structure is to return the levels of production on site back to historical peak levels from around 2020.

Report Structure

- 1.5 This Transport Assessment (TA) considers the potential impact of the proposed development on the transport network in the vicinity of the site.
- 1.6 Following this introduction, the remainder of this report comprises:
- **Section 2** - provides an overview of the existing transport network in the vicinity of the site having regard for accessibility by public transport, active travel and private vehicle;
 - **Section 3** - summarises the policy and guidance against which the development proposals will be considered at a national and local level;
 - **Section 4** - summarises the proposed development, including access, parking and servicing arrangements;
 - **Section 5** - outlines the anticipated trip generation and parking demand associated with the proposals;
 - **Section 6** - summarises and concludes the report.



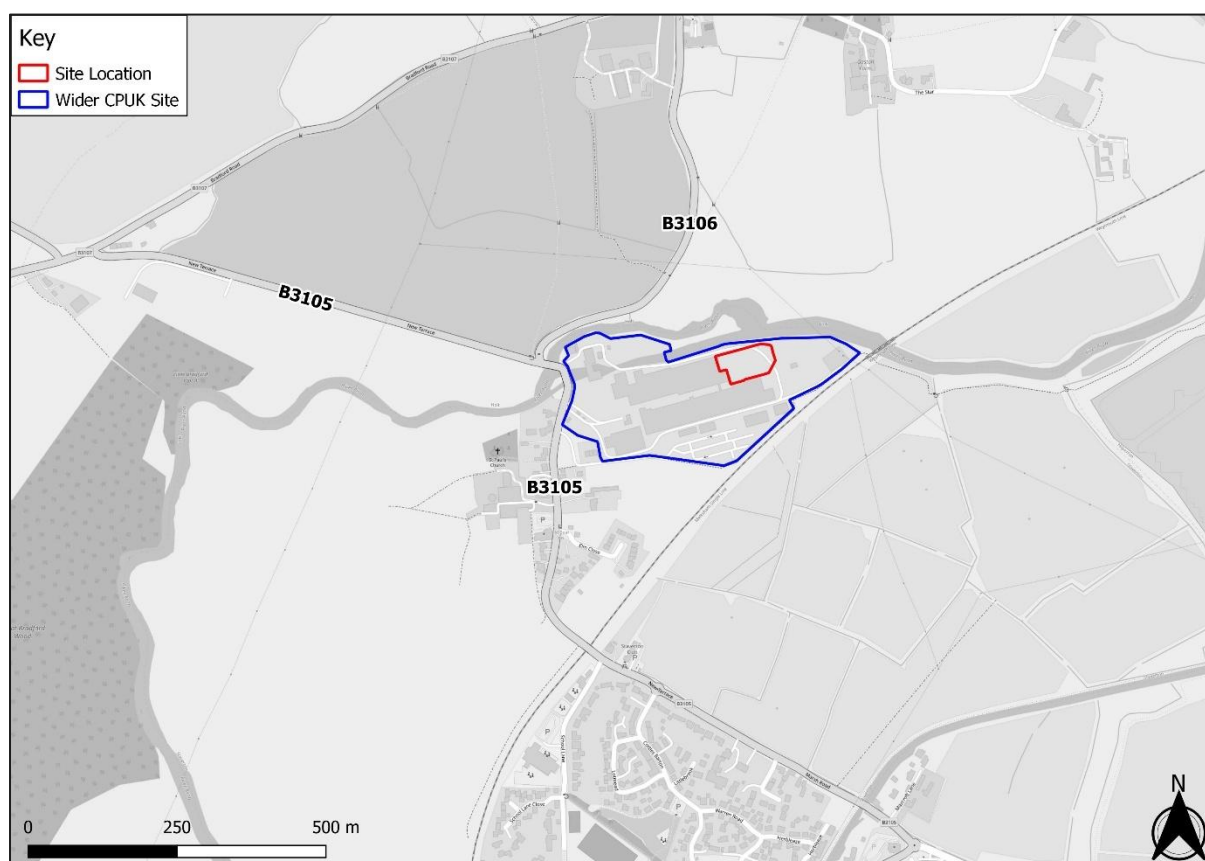
2.0 Existing Conditions

- 2.1 This section of the report establishes the existing conditions in relation to local highway network, public transport, walking and cycling in the vicinity of the development site.

Site Location

- 2.2 The proposed development is located within the wider CPUK Staverton Site, located north of Staverton, Trowbridge. The site will be accessed via the existing internal road network serving the existing facility, connected to the existing access junctions onto the B3105 New Terrace.
- 2.3 The location of the site is shown in **Figure 2-1**.

Figure 2-1: Site Location



Accessibility

Active Travel

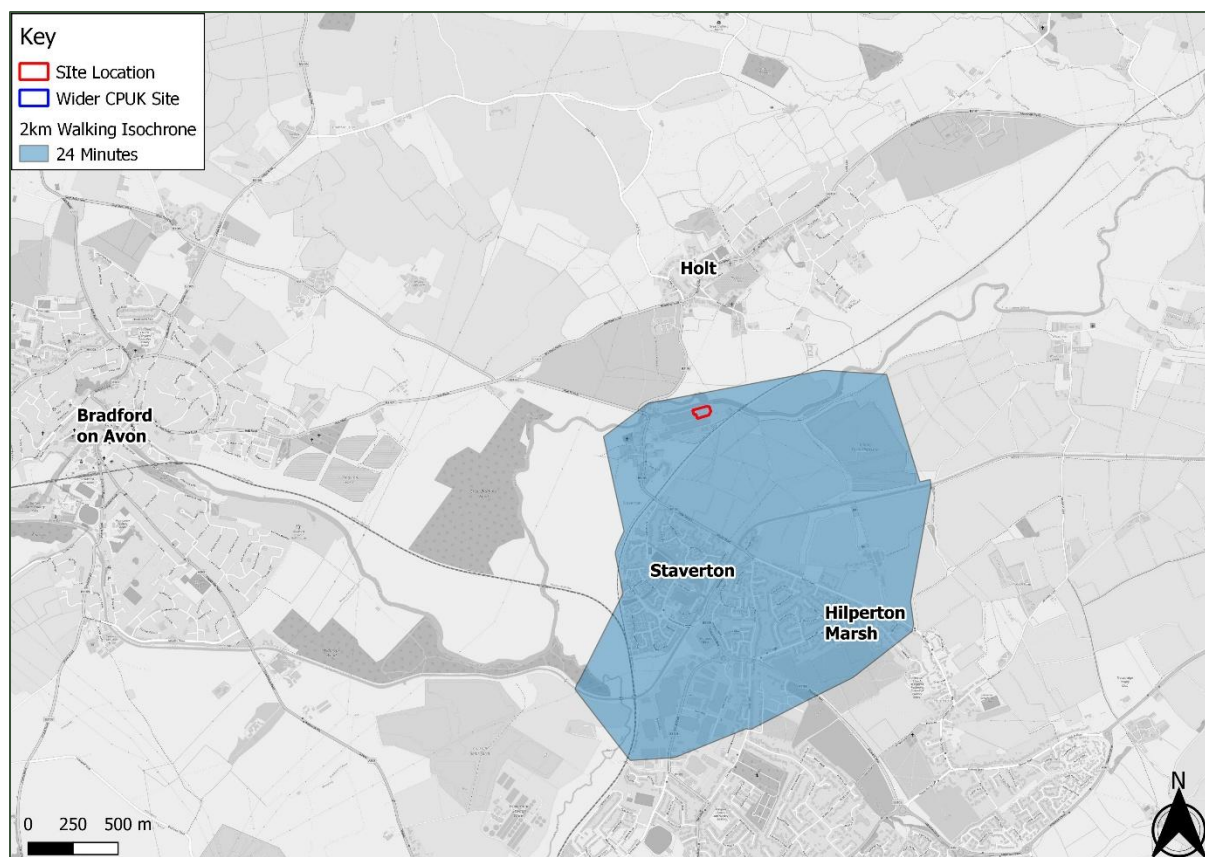
Walking

- 2.4 The primary desire lines for trips on foot to the site would be from the south, including from Staverton and Trowbridge.
- 2.5 Table 3.2 of the Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot' sets out acceptable maximum walk distances of, 2km for Commuting and School journeys,



- 2.6 Error! Reference source not found. provides a 2km walking isochrone, which is approximately a 24-minute walk when assuming a 1.4 m/s walking speed. 5km/hr equates to a walking speed of 1.4 m/s (rounded from 1.38888 m/s) which is the standard applied by the DfT Active Mode Appraisal Toolkit User Guidance (May 2022).

Figure 2-2: 24-Minute Walking Isochrone



- 2.7 As shown above the site is within an acceptable walking distance from Staverton and northern Trowbridge. This shows the site would be accessible for commuting trips originating from existing communities.
- 2.8 Walking commuters will be able to utilise the footways provided on New Terrace that link to the site from Staverton. North west of the junction with Cottles Barton a zebra crossing is provided across New Terrace. This allows commuters originating in Staverton to cross on to a footway which links to the staff access to the site. This footway is near continuous up to the site entrance, and is only interrupted once by a junction bellmouth with Elm close.

Cycling

- 2.9 One of the aims of Wiltshire's LCWIP is to promote utility cycling. In England 68% of all transport trips are under 8km (5 miles i.e. 30 minutes cycling at 10mph) with 51% of those trips being made by car.
- 2.10 In line with Wiltshire's Policy goals Error! Reference source not found. provides an 8km cycling isochrone, demonstrating local settlements that are within a reasonable cycling distance.



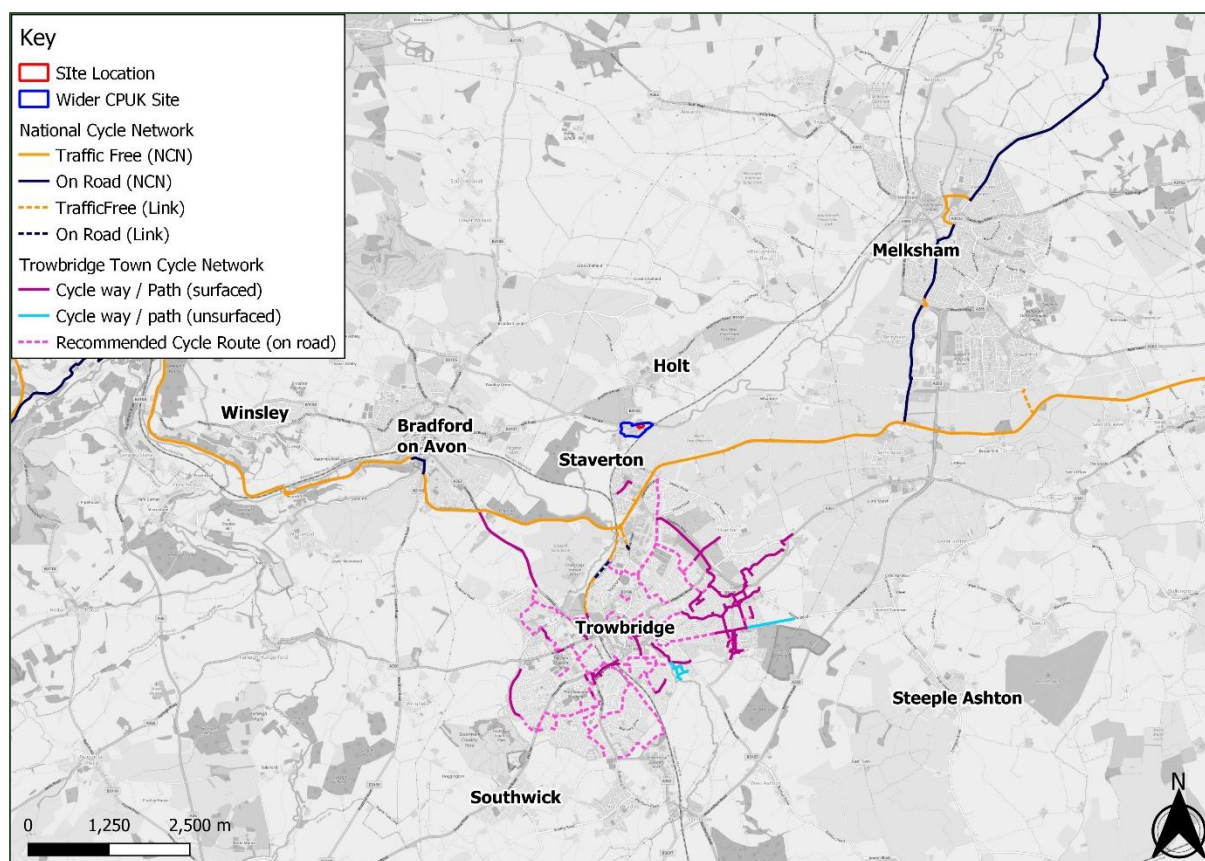
Figure 2-3: 30-Minute Cycling Isochrone



- 2.11 As shown above, the site is within an acceptable cycling distance of an even greater number of areas when compared to walking. In addition to areas already accessible by walking, cyclists could reasonably originate from all of Trowbridge, Holt, Bradford on Avon, and Melksham.
- 2.12 The existing National Cycle Network (NCN) maintained by Walk Wheel Cycle Trust (formerly Sustrans) includes a number of cycleways around the Trowbridge area that could be used to assist in connecting to the site, including routes to/from Bradford on Avon and Melksham. In addition, there are also cycle links within Trowbridge identified on the Trowbridge Town Cycle Network map.
- 2.13 Error! Reference source not found. provides the extent of local cycle networks surrounding the site.



Figure 2-4: National Cycle Network



Public Transport

Bus

- 2.14 The nearest existing bus stops to the site are located on New Terrace. This bus stop is located 170m from the staff site access. This stop is accessible within an approximately three-minute journey on foot. The Staverton (Outside Old Bear Inn) stops provide access to bus service 68/68A which provides a connection to the site from the centre of Trowbridge, and Melksham.
- 2.15 Bus services available at both stops as summarised in **Table 2-1**.

Table 2-1: Summary of Local Bus Services

Bus Number (Operator)	Route	Approximate Frequency
		Weekdays
68/68A (FromeBus)	Corsham - Melksham - Trowbridge	60
	Trowbridge - Melksham - Corsham	

Rail

- 2.16 The nearest railway station to the site is Trowbridge Station. The station is located 3.6km from the site's western boundary, which equates to an approximate 42-minute walk, and 14-minute cycle journey.



- 2.17 The station is served by Great Western Railway, providing services from Bradford-on-Avon, Bath Spa, Gloucester, Cardiff Central, Salisbury, Westbury, Bristol Temple Meads, Swindon, Weymouth, Frome and Warminster.
- 2.18 The following facilities are provided at the station:
- 70 Cycling spaces that are CCTV monitored
 - 125 Car parking spaces
 - Taxi Rank; and
 - Step-free access.
- 2.19 Error! Reference source not found. provides a summary of the services available from Trowbridge Station. Only direct services have been accounted for.

Table 2-2: Summary of Train Services from Trowbridge Train Station

Destination	Frequency	Average Journey Time (mins)
Bath Spa	Two services an hour	23
Bradford on Avon	Three services an hour	6
Portsmouth Harbour	One services an hour	1hr 58
Gloucester	Two services an hour	1hr 45
Cardiff Central	One services an hour	1hr 31
Salisbury	Two services an hour	38
Westbury	Three services an hour	7
Bristol Temple Meads	Three services an hour	37
Swindon (Wilts)	Two services an hour	36
Weymouth	Two services an hour	1hr 46
Frome	One services an hour	19
Warminster	Two services an hour	16

- 2.20 As demonstrated by Error! Reference source not found., there are several stations that could serve as origin points for local commuters.

Local Highway Network

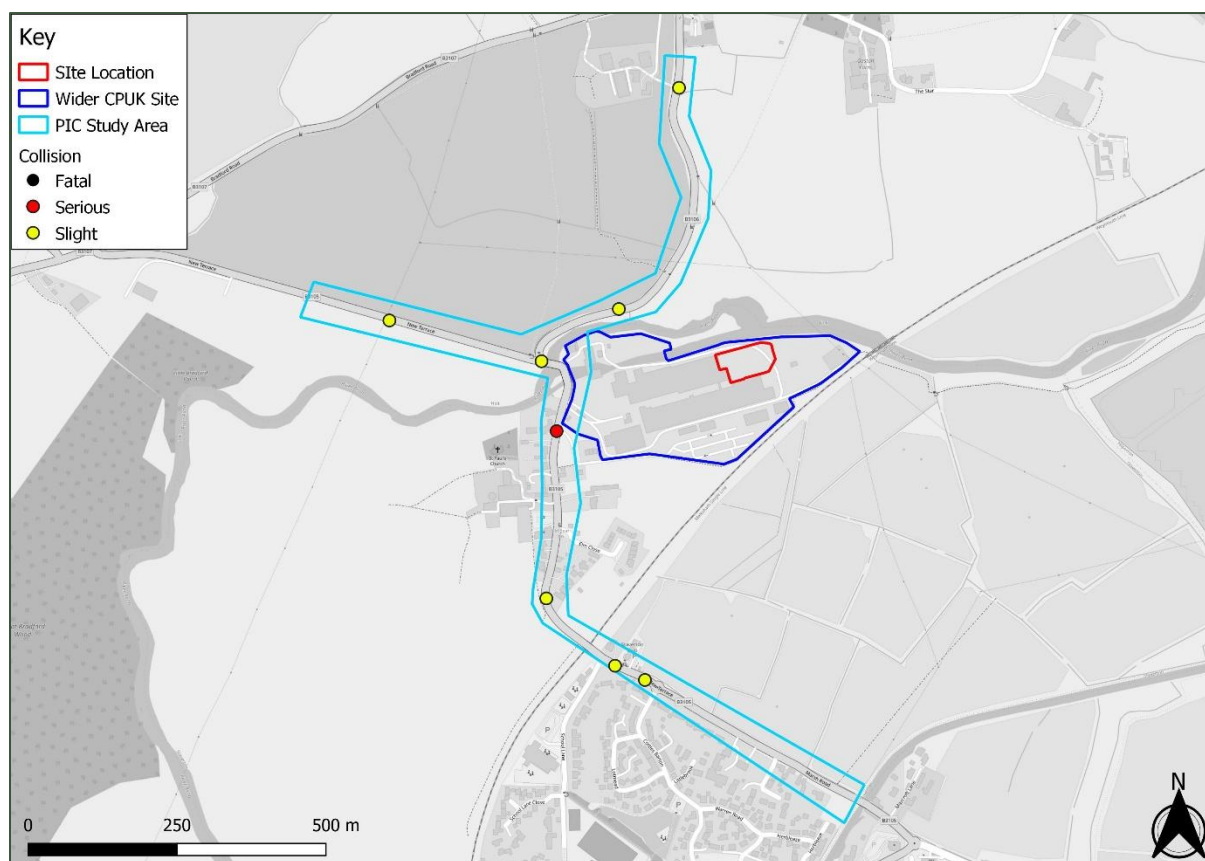
- 2.21 The application site is considered to have good access to the local highway network.
- 2.22 The site will be accessible via New Terrace, which is a single carriageway road subject to a 30mph speed restriction. A footway runs along the eastern side of the carriageway and is approximately 1.5m in width. New Terrace links to Trowbridge to the south. To the north the site connects to Holt via the B3106, and Bradford on Avon via the B3107.
- 2.23 Footways are not provided to north of the CPUK site. Both the weighbridge access and the staff access provide dropped kerbs to aid the movement of pedestrians.

Personal Injury Collision (PIC) Analysis

- 2.24 An assessment has been undertaken to review the Personal Injury Collision (PIC) data within the vicinity of the site and the site access, using highway collision data obtained from STATS19 data of the most recent verified five-year data (2020-2024).



Figure 2-5: PIC Data



- 2.25 A total of 8 collisions were recorded within the site's vicinity between 2020-2024. These collisions have been broken down by severity in **Table 2-3**.

Table 2-3: PIC Severity by Year

Year	Slight	Serious	Fatal	Total
2020	1	0	0	1
2021	2	0	0	2
2022	0	0	0	0
2023	1	0	0	1
2024	2	1	0	3
Total	7	1	0	8

- 2.26 An analysis of the PIC data indicates that there is no inherent risk to highway safety, with no fatal collisions recorded, and only one of eight collisions resulting in serious injury.
- 2.27 The serious collision occurred on New Terrace outside the access to the staff car park on 28/01/2024. This incident appears to be associated with an individual motorcyclist. The incident also appears to be isolated with no additional collisions recorded within 100 meters.
- 2.28 Within their Local Transport Plan (LTP) WCC indicate that clusters site of collisions occurs when:

“the locations (i.e. bends and junctions, etc. where three or more injury accidents have occurred in the last three-year period).”



- 2.29 As demonstrated on **Figure 2-5**, the collisions recorded on the local highway network do not form a cluster or pattern that might indicate that a highway design-based safety concern is present.



3.0 Policy Context

- 3.1 This chapter provides the transport planning policy and guidance background relevant to the proposed development.

National Policy

National Planning Policy Framework (NPPF) (December 2024)

- 3.2 The National Planning Policy Framework (NPPF), updated in 2024, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.
- 3.3 The NPPF defines a sustainable transport mode as follows: "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 79)
- 3.4 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs".

- 3.5 According to the NPPF, 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;

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

- 3.6 Considering development proposals:

"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".

Local Planning Policy

Wiltshire Core Strategy (January 2015)

- 3.7 The Core Strategy and Placemaking Plan is a key policy document of the Wiltshire County Council setting out the priorities and development framework for the local area. The vision for the WCC area is captured in the policy document as:



“Employment, housing and other development will have been provided in sustainable locations in response to local needs as well as the changing climate and incorporating exceptional standards of design. Wiltshire’s important natural, built and historic environment will have been safeguarded and, where necessary, extended and enhanced to provide appropriate green infrastructure, while advantage will have been taken of Wiltshire’s heritage to promote cultural and lifestyle improvements as well as tourism for economic benefit.”

3.8 Core Policy 60 sets out the requirements related to sustainable transport for new developments:

“The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:

- planning developments in accessible locations;*
- promoting sustainable transport alternatives to the use of the private car;*
- maintaining and selectively improving the local transport network in accordance;*
- with its functional importance and in partnership with other transport planning;*
- bodies, service providers and the business community;*
- promoting appropriate demand management measures;*
- influencing the routing of freight within and through the county;*
- assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.”*

3.9 The transport priorities for new development are also outlined in Core Policy 61:

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
 - Visually impaired and other disabled people*
 - Pedestrians*
 - Cyclists*
 - Public transport*
 - Goods vehicles*
 - Powered two-wheelers*
 - Private cars.*
- That the proposal is capable of being served by safe access to the highway network.*



- *That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.”

- 3.10 Understanding the impact of developments is also discussed in Core Policy 62 Development impacts on the transport network:

“Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.”

Wiltshire Local Plan 2020-2038 (Pre Submission Draft September 2023)

- 3.11 Although not yet adopted policy, the Wiltshire Local Plan 2020-2038 is set to be submitted for examination in November 2025. This new local plan includes policies such as Policy 70 regarding sustainable transport intends to focus on helping people:

“travel shorter distances and use sustainable modes in order to reduce transport carbon emissions, whilst recognising the need to keep the economy moving, and support the safe and efficient movement of people and goods within and through Wiltshire.”

- 3.12 This will be achieved by:

- *“planning significant developments in locations that are or can be made accessible by sustainable transport modes, including walking and cycling facilities;*
- *promoting walking, cycling and public transport to be the natural first choice for shorter and single journeys in urban areas;*
- *promoting appropriate demand management measures that reflect local circumstances and objectives working with partners;*
- *working with partners and others to deliver electric vehicle charging and other alternative fuel infrastructure;*
- *influencing the routing of freight within and through the county to ensure appropriate use of the Strategic and Primary Road Network; and*
- *assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment”*

- 3.13 The upcoming Local Plan also provides an update to the previous Policy 61, discussed above in the current local plan, under Policy 71 for Transport and New Development.

- 3.14 The changes to this policy include:

- *“When considering the transport implications of a development, the following will need to be taken into consideration:*
- *Visually impaired and other disabled people*
- *Pedestrians*
- *Cyclists/scooting*
- *Public transport*
- *Goods and service vehicles, and emergency vehicles*



- *Micromobility vehicles*
- *Powered two-wheelers*
- *Car clubs, car sharing, taxis*
- *Private car; and*
- *Freight”*

3.15 Policy 71 also outlines:

“Development proposals must be capable of being served by suitable and safe access to the highway network.

Where required as part of the normal functioning of the proposed development, fit for purpose and safe loading/unloading facilities must be provided.”

Wiltshire Council Local Transport Plan 4 (March 2025)

- 3.16 The fourth Wiltshire Council Local Transport Plan (LTP4) is a statutory document which the Council is required to produce and covers the period from 2025 to 2038.
- 3.17 It sets out the Council’s strategic objectives and policies for transport across Wiltshire and details the monitoring and evaluation approach the Council intends to use to ensure successful implementation. The implementation and delivery of policies in LTP4 will contribute to meeting the Council’s Business Plan objectives maximising opportunities and tackling the challenges currently facing Wiltshire including concerns over climate change.

Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy (March 2015)

- 3.18 The Wiltshire Council’s car parking strategy forms part of the Wiltshire Local Transport Plan (LTP3) 2011-2026.
- 3.19 This includes maximum parking standards for new developments which are summarised in **Table 3.1**

Table 3-1: Maximum Parking Standards

Use Class	Land Use	Standard
B2 General Industry	General Industry	1 per 30m2 ((less than 500m ²), 1 per 50m2 (min. 8 above 500m ²)

* All standards relate to gross floor area unless otherwise stated



4.0 Proposed Development

- 4.1 The development proposals involve expanding the existing factory by erecting a new building for deliveries and processing to the north east of the existing factory building on land currently used as part of the factory's large service area. The existing and the proposed site layout are provided in **Figure 4-1** and **Figure 4-2** and attached as **Appendix A**.

Figure 4-1: Existing Site Layout

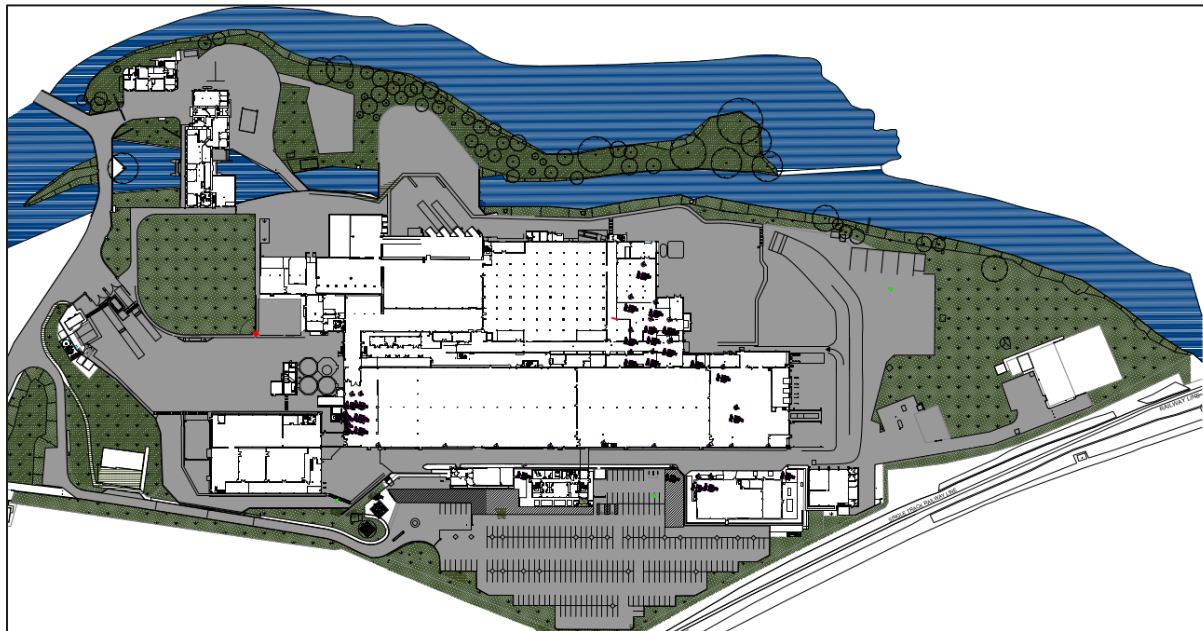
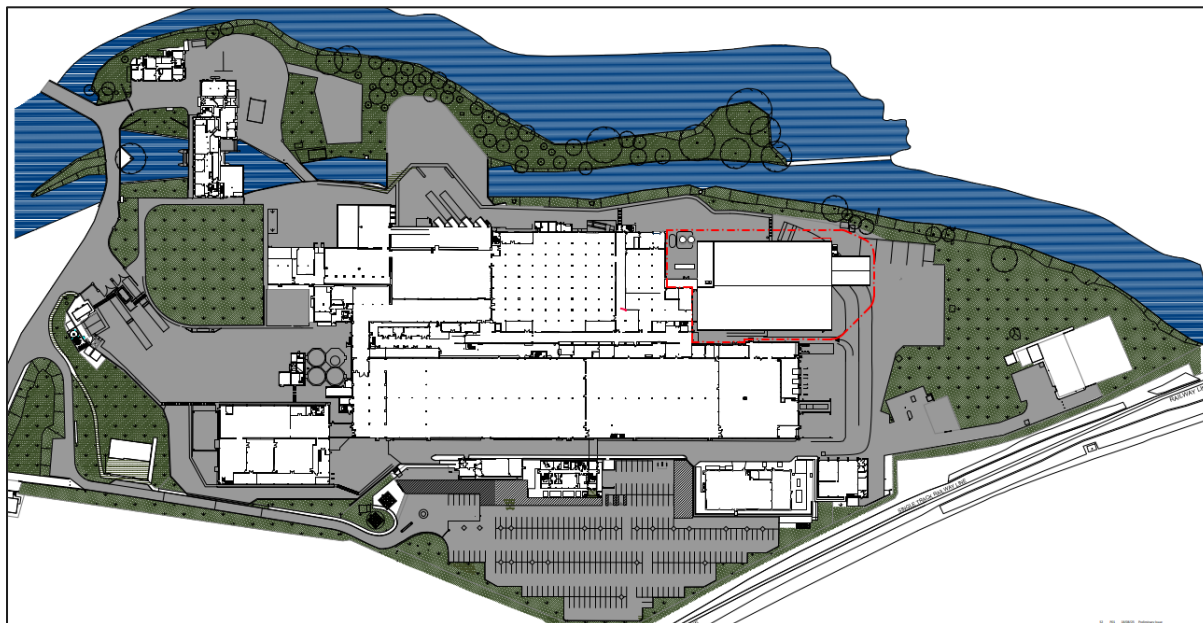


Figure 4-2: Masterplan Extract of Proposed Building



- 4.2 The existing factory is 28,070sqm in GFA. The proposed extension would represent an extra 2,400sqm GFA of industrial floorspace, so an increase of 8.6% in GFA)



Access Strategy

- 4.3 The existing staff access that serves cars, pedestrians and cyclists on New Terrace will continue to serve the existing site and the development proposals. Deliveries associated with the proposed development will use the existing service and visitor access with gatehouse and weighbridge facilities.
- 4.4 The existing pedestrian access points will also serve the proposed extension. These include direct footway access from New Terrace. No changes to the internal pedestrian network are proposed and the existing footways and crossings within the site will be retained.

Parking

Car Parking

- 4.5 The existing car park provides a total of 154 parking spaces, of which two are blue badge spaces, and six EV parking spaces.
- 4.6 Based on the standards presented in the Wiltshire Car parking strategy the proposed development would be required to provide a maximum of 48 additional car parking spaces associated with the proposed increased in floor space, with a minimum provision of 8 car parking spaces.
- 4.7 However, no additional parking will be provided as a part of the proposed development. In order to demonstrate that the existing parking layout is able to accommodate the proposed development, an analysis of the staff car park utilisation against its capacity is presented in **Section 5** of this report.
- 4.8 As the proposed parking demand, including both existing and proposed trips, is able to be accommodated within the site's existing car park, it is believed that not providing additional car parking spaces is congruent with the aims of the Wiltshire Local Plan 2020-2038. This approach works toward Policy 4 on addressing climate change by helping to reduce reliance on the private car.

Cycle Parking

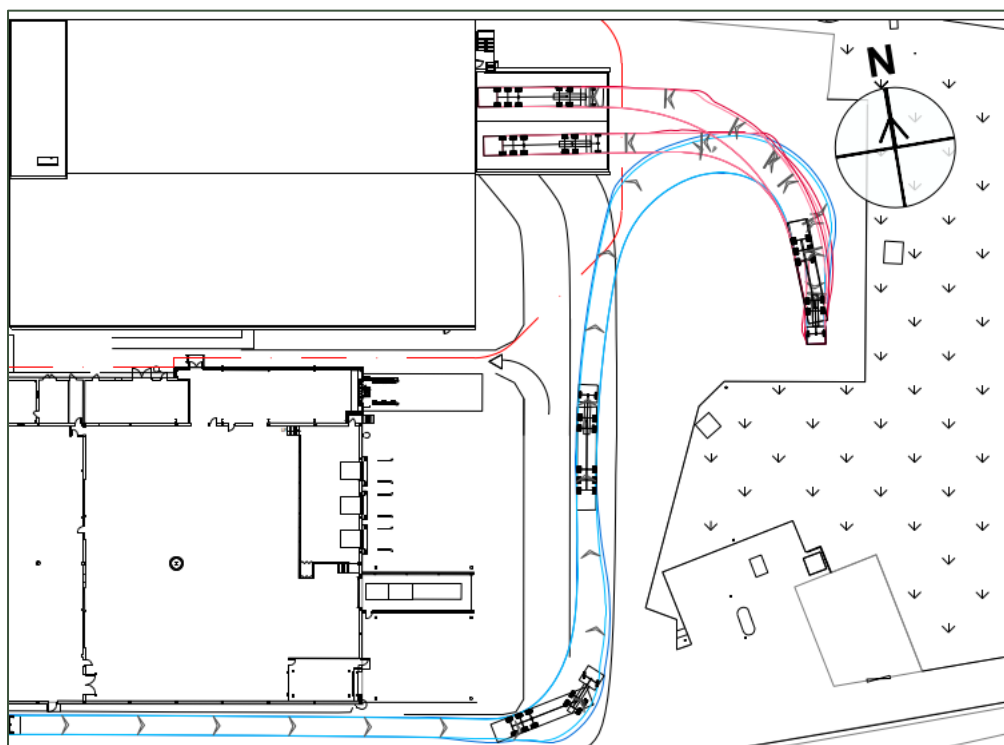
- 4.9 Within the car park, 10 sheltered Sheffield stands are provided. This provides cycle parking spaces for up to 20 cycles.
- 4.10 Based on the existing and proposed level of staff, this level of cycle parking is considered to be appropriate. As discussed in **Section 1**, the site employs a total of 200 members of staff, and the proposed extension will employ 50 additional members of staff. However, it should be noted that the site operates in shifts and that the site does not operate with all members of staff on site at any given time.
- 4.11 CPUK have indicated that each shift has an average head count of 80 employees on site at any given time. The proposed development will increase this average head count by 15, up to a total of 95 employees on site at any given time.
- 4.12 Mode share estimates provided by CPUK for the Staverton site indicate that approximately 9% of all staff members cycle to work. Based on this mode share it can be estimated that at most, a total of 10 cycle parking spaces would be required to accommodate the employees that are likely to cycle in during a shift with the proposed development in place. This means that current cycle provision on site would not only accommodate the predicted future demand for cycle parking at the site with the proposed development in place. but also, would deliver 10 additional spaces for any increases to cycling mode share that could take place.



Servicing Strategy

- 4.13 Deliveries associated with proposed development will use the existing servicing access which is arranged with gatehouse and weighbridge facilities. Up on entering through the weighbridge access vehicles will route through the site using a service road which is used by existing servicing vehicles, and can be used to access the proposed extension to the factory.
- 4.14 **Drawing 416.066631.00001-AT01** provides swept path analysis of the service yard via a standard 16.5m HGV. This drawing demonstrates that HGVs will be able to operate in the proposed arrangement, including the servicing of vehicles that are smaller than a standard 16.5m HGV. An extract of the tracking is provided in **Figure 4-2**, a full copy of the drawing is provided in **Appendix B**.

Figure 4-3: Extract of HGV Swept Path Analysis



- 4.15 **Drawing 416.066631.00001-AT02** provides a swept path analysis of the access to the packing materials area of the existing factory. This is located beyond the proposed expansion to the factory site. This drawing demonstrates that existing servicing arrangements are not disrupted by the development. A full copy of this drawing is provided in **Appendix B**.



5.0 Trip Generation

Existing Trip Generation

Deliveries and Contractors

- 5.1 In order to determine the existing trip generation of deliveries and visiting contractors to the Site, CPUK have provided gatehouse data that record all vehicles arriving through the sites existing service and visitor access. The data provided detail daily deliveries per hour between 06/01/25-02/02/25. This anonymised data is provided in **Appendix C**.
- 5.2 The average number of daily deliveries is provided in **Table 5-1**.

Table 5-1: Average Arrival and Departures from the Sites Weighbridge Access

All		Arrival	Departure	Two-way
00:00	01:00	0	0	1
01:00	02:00	0	0	1
02:00	03:00	0	0	1
03:00	04:00	0	0	1
04:00	05:00	1	1	1
05:00	06:00	1	1	2
06:00	07:00	1	1	2
07:00	08:00	4	1	5
08:00	09:00	5	2	7
09:00	10:00	3	2	6
10:00	11:00	2	2	4
11:00	12:00	2	2	4
12:00	13:00	2	2	4
13:00	14:00	2	3	4
14:00	15:00	2	2	4
15:00	16:00	2	4	5
16:00	17:00	1	3	4
17:00	18:00	0	2	2
18:00	19:00	1	1	1
19:00	20:00	0	1	1
20:00	21:00	0	1	1
21:00	22:00	0	0	0
22:00	23:00	0	0	1
23:00	00:00	0	0	1
Daily		32	32	64



- 5.3 The average daily traffic across this five-week period is 64 trips daily with seven in the typical network AM peak (08:00-09:00) and two two-way trips in the typical PM peak (17:00-18:00).
- 5.4 As shown in **Table 5-1**, the site is operational throughout the day, with additional deliveries occurring outside of the typical network peak periods.

Staff

- 5.5 In order to determine the existing trip generation associated with the site's staff car park an Automatic Traffic Count (ATC) survey was undertaken on the access road to the site's staff car park. The ATC was undertaken during the period 06/10/2025-12/10/2025. The full survey data is provided as **Appendix D**.
- 5.6 The surveys recorded all departures and arrivals from the staff car park, allowing for an average arrival and departure profile for staff on site. This profile is based on the average of all seven days as the factory operates on all days of the week. The average daily number of arrivals and departures is provided in **Table 5-2**.



Table 5-2: Average number of Arrivals and Departures from the Sites Staff Car Park Access

Time		Existing Staff Car Park Survey (200 Employees)		
		Arrival	Departure	Two-Way
00:00	01:00	0	1	1
01:00	02:00	0	0	1
02:00	03:00	0	1	1
03:00	04:00	0	1	1
04:00	05:00	4	0	4
05:00	06:00	29	19	49
06:00	07:00	9	6	15
07:00	08:00	16	0	16
08:00	09:00	24	4	28
09:00	10:00	3	1	4
10:00	11:00	2	2	4
11:00	12:00	2	3	5
12:00	13:00	3	7	11
13:00	14:00	3	5	8
14:00	15:00	1	5	5
15:00	16:00	1	9	11
16:00	17:00	5	19	24
17:00	18:00	21	34	56
18:00	19:00	1	7	8
19:00	20:00	0	1	1
20:00	21:00	0	1	2
21:00	22:00	1	0	1
22:00	23:00	0	0	0
23:00	00:00	0	1	1
Daily		126	128	254

- 5.7 Overall, the site generates 28 two-way trips in the typical network AM peak (08:00-09:00) and 56 two-way trips in the typical PM peak (17:00-18:00).

As shown in **Table 5-2** the site operates in shifts with some staff working 06:00-18:00 12-hour days and nights, and some staff working within standard office hours 07:30 to 09:00 – 16:00 to 17:30.

- 5.8 In addition to providing the existing staff trip generation of the site, the ATC survey can also be used to determine a trip rate based on the number of employees. This trip rate can be used to estimate the impact of a future increase in employee numbers. A trip rate can be found by dividing the number of trips by the current number of employees (200).



5.9 **Table 5-3** provides a summary of this trip rate.

Table 5-3: Proposed Staff Trip Rates and Trip Generation

Time		Staff Trip Rate		
		Arrival	Departure	Two-Way
00:00	01:00	0.000	0.004	0.004
01:00	02:00	0.002	0.001	0.003
02:00	03:00	0.000	0.003	0.003
03:00	04:00	0.000	0.005	0.005
04:00	05:00	0.020	0.002	0.022
05:00	06:00	0.147	0.097	0.244
06:00	07:00	0.045	0.028	0.073
07:00	08:00	0.079	0.001	0.080
08:00	09:00	0.119	0.021	0.140
09:00	10:00	0.013	0.007	0.020
10:00	11:00	0.010	0.008	0.018
11:00	12:00	0.009	0.015	0.024
12:00	13:00	0.017	0.036	0.053
13:00	14:00	0.017	0.024	0.041
14:00	15:00	0.003	0.023	0.026
15:00	16:00	0.007	0.047	0.054
16:00	17:00	0.025	0.096	0.121
17:00	18:00	0.106	0.172	0.278
18:00	19:00	0.004	0.034	0.038
19:00	20:00	0.000	0.005	0.005
20:00	21:00	0.002	0.006	0.008
21:00	22:00	0.005	0.001	0.006
22:00	23:00	0.000	0.000	0.000
23:00	00:00	0.001	0.003	0.004
Daily		0.631	0.639	1.270

Proposed Trip Generation

Deliveries and Contractors

- 5.10 As detailed in **Section 4** the Site intends to restore its historic productivity by increasing its production of cereal products. Based on estimates from CPUK it has been assumed that this increased production could result in 21 additional deliveries per day.
- 5.11 This estimate has been based is returning the site to the level of production recorded in 2020. The average daily deliveries for the site during this time are provided in **Table 5-4**.



Table 5-4: Average number of deliveries daily for Staverton Site (2020)

Delivery	No. Deliveries
Melksham Shunter	8
Bulk Material	5
Palletised Materials	12
Pallet Deliveries	4
Total	21

- 5.12 An increase in 21 new deliveries per day will represent a maximum increase of 42 two-way trips across the day. As evidenced by the weighbridge data, there are recorded instances of vehicles arriving on site that do not depart the site on the day they arrived which may result in less than 42 trips within a given day. In order to account for this uplift in trips they have been applied proportionally to the existing profile for deliveries detailed in **Table 5-1**. The average number of daily deliveries with the proposed extension to the factory is provided in **Table 5-5**.



Table 5-5: Average Arrival and Departures from the Sites Weighbridge Access with Proposed Factory Extension

All		Arrival	Departure	Two-way
00:00	01:00	1	0	1
01:00	02:00	1	1	1
02:00	03:00	1	1	1
03:00	04:00	1	1	1
04:00	05:00	1	1	2
05:00	06:00	2	1	3
06:00	07:00	2	1	4
07:00	08:00	7	2	9
08:00	09:00	9	3	12
09:00	10:00	6	4	9
10:00	11:00	3	4	7
11:00	12:00	3	3	7
12:00	13:00	3	4	7
13:00	14:00	3	4	7
14:00	15:00	3	4	7
15:00	16:00	3	6	9
16:00	17:00	2	6	7
17:00	18:00	0	3	3
18:00	19:00	1	1	2
19:00	20:00	1	1	2
20:00	21:00	1	1	2
21:00	22:00	0	0	1
22:00	23:00	1	0	1
23:00	00:00	1	1	1
Daily		53	53	106

*Any errors are due to rounding

- 5.13 With the proposed development, the average daily traffic is 106 trips daily with 12 in the typical network AM peak (08:00-09:00) and three two-way trips in the typical PM peak (17:00-18:00). Compared with the existing factory, this represents an increase of around five additional deliveries in the AM peak and one additional delivery in the PM peak, which is not considered to be significant.

Staff

- 5.14 As detailed in **Section 4** the proposed extension to the site will lead to an additional 50 staff employed at the site. In order to determine the traffic generated by the new staff members, a first principles approach has been taken. A per staff trip rate has been determined based on the existing trips recorded by the ATC survey as per **Table 5-3**. The proposed trip generation from the 50 new employees is summarised in **Table 5-6**.



Table 5-6: Proposed Staff Trip Rates and Trip Generation

Time		Trip Generation (Proposed 50 Staff)		
		Arrival	Departure	Two-Way
00:00	01:00	0	0	0
01:00	02:00	0	0	0
02:00	03:00	0	0	0
03:00	04:00	0	0	0
04:00	05:00	1	0	1
05:00	06:00	7	5	12
06:00	07:00	2	1	4
07:00	08:00	4	0	4
08:00	09:00	6	1	7
09:00	10:00	1	0	1
10:00	11:00	1	0	1
11:00	12:00	0	1	1
12:00	13:00	1	2	3
13:00	14:00	1	1	2
14:00	15:00	0	1	1
15:00	16:00	0	2	3
16:00	17:00	1	5	6
17:00	18:00	5	9	14
18:00	19:00	0	2	2
19:00	20:00	0	0	0
20:00	21:00	0	0	0
21:00	22:00	0	0	0
22:00	23:00	0	0	0
23:00	00:00	0	0	0
Daily		32	32	64

- 5.15 Based on **Table 5-6**, the site is expected to generate seven additional two-way staff trips in the AM peak and 14 additional two-way staff trips in the PM peak. This is equivalent to one new staff trip every nine minutes in the AM peak and one new staff trips every four minutes in the PM peak which is not considered to be significant.

Total Impact

- 5.16 The overall impact of the proposed development is summarised in **Table 5-7** this includes both the increase in staff car movements and the additional deliveries.



Table 5-7: Total Trip – Proposed Trip Generation (Staff and Deliveries)

Time		Arrival	Departure	Two-Way
00:00	01:00	0	0	1
01:00	02:00	0	0	1
02:00	03:00	0	0	1
03:00	04:00	0	0	1
04:00	05:00	1	0	2
05:00	06:00	8	5	13
06:00	07:00	3	2	5
07:00	08:00	7	1	8
08:00	09:00	9	2	12
09:00	10:00	3	2	5
10:00	11:00	2	2	4
11:00	12:00	2	2	4
12:00	13:00	2	3	6
13:00	14:00	2	3	5
14:00	15:00	1	3	4
15:00	16:00	1	5	6
16:00	17:00	2	7	9
17:00	18:00	5	10	15
18:00	19:00	1	2	3
19:00	20:00	0	1	1
20:00	21:00	0	1	1
21:00	22:00	0	0	1
22:00	23:00	0	0	0
23:00	00:00	0	0	1
Daily		53	53	106

- 5.17 As detailed in **Table 5-7**, when considering additional staff and deliveries, the site is expected to generate 12 additional two-way trips in the AM peak and 15 additional two-way trips in the PM peak. This is equivalent to one new trip every five minutes in the AM peak and one new trips every four minutes in the PM peak which is not considered to be significant.

Parking Accumulation

- 5.18 Because the ATC survey recorded arrivals and departures from the staff car park, it is possible to undertake a parking accumulation exercise and confirm that the existing car parking provision at the site will be sufficient to also serve the proposed extension. In order to estimate the number of cars parked before 00:00 it is assumed that all departures occurring up to 06:00 are associated with the night shift, this is a total of 35 vehicles.
- 5.19 Based on this assumption, the recorded arrivals and departures for every hour can be used to approximate the number of parking spaces occupied within the staff car park. **Table 5-8** details the proposed staff car parking accumulation. This accounts for both the existing staff (**Table 5-1**) and the staff uplift associated with the proposed extension (**Table 5-3**).



Table 5-8: Staff Car Parking Accumulation with Proposed new Building

Time		Proposed Staff Car Park			
		Arrival	Departure	Accumulation	Accumulation (all departures occur before arrivals)
00:00	01:00	0	1	34	34
01:00	02:00	1	0	34	35
02:00	03:00	0	1	34	34
03:00	04:00	0	1	32	34
04:00	05:00	5	1	37	37
05:00	06:00	37	24	49	74
06:00	07:00	11	7	54	61
07:00	08:00	20	0	73	73
08:00	09:00	30	5	98	103
09:00	10:00	3	2	99	101
10:00	11:00	3	2	100	102
11:00	12:00	2	4	98	102
12:00	13:00	4	9	93	102
13:00	14:00	4	6	92	98
14:00	15:00	1	6	87	92
15:00	16:00	2	12	77	88
16:00	17:00	6	24	59	83
17:00	18:00	27	43	42	85
18:00	19:00	1	9	35	43
19:00	20:00	0	1	34	35
20:00	21:00	1	2	33	34
21:00	22:00	1	0	34	34
22:00	23:00	0	0	34	34
23:00	00:00	0	1	33	34

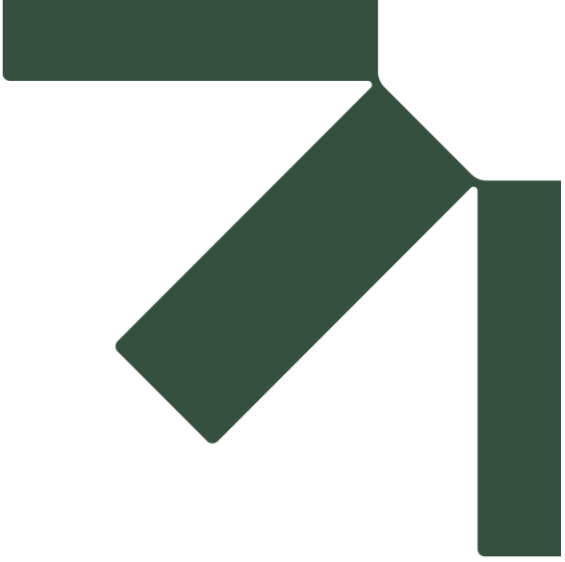
- 5.20 As detailed in **Table 5-8** the 154 existing car parking spaces provided within the staff car park are able to accommodate the additional traffic associated with the proposed development. The maximum accumulation in the staff car park is predicted to occur between 10:00-11:00, with 100 spaces occupied.
- 5.21 To provide an even more robust assessment, although unlikely to occur in reality, if it was assumed that all departures occur only after any arrivals for each hour, the predicted peak occupancy of the car park would be between 08:00-09:00 with 103 spaces occupied.
- 5.22 This assessment demonstrates that the proposed development does not trigger the need to provide any additional staff car parking at the site, since the existing car park is predicted to have sufficient capacity to accommodate predicted demand with the proposed development.



6.0 Summary and Conclusions

- 6.1 SLR Consulting Ltd have been retained by Cereal Partners UK (CPUK) to provide highways and transportation advice in relation to a proposed extension of their existing Cereal Factory in Staverton, Trowbridge, in Wiltshire.
- 6.2 The proposals seek to expand the existing factory by erecting a new 2,400sqm GFA building . The expansion to the site is expected to employ approximately 50 additional members of staff and results in approximately 21 additional deliveries through the weighbridge access daily. The aim of the new structure is to return the levels of production on site back to historical levels seen in 2020.
- 6.3 The site is an existing employment site, within a reasonable walking distance of existing residential areas and public transport services.
- 6.4 There are no inherent highway safety concerns with the existing highway network in the vicinity of the site.
- 6.5 The existing staff access that serves cars, pedestrians and cyclists on New Terrace will be continuing to serve the existing site and the development proposals. Deliveries associated with the proposed development will use the existing service and visitor access with gatehouse and weighbridge facilities.
- 6.6 The existing pedestrian access points will also serve the proposed extension. These include direct footway access from New Terrace. No changes to the internal pedestrian network are proposed and the existing footways and crossings within the site will be retained.
- 6.7 The proposed development has been tracked with a 16.5m HGVs in order to demonstrate that the development proposals are able to be serviced without issue. In addition, existing servicing arrangements to other parts of the factory would not be detrimentally affected by the proposed extension.
- 6.8 With the proposed development, the average daily deliveries are 106 trips with 12 in the typical network AM peak (08:00-09:00) and 3 two-way trips in the typical PM peak (17:00-18:00). Compared with the existing servicing trip generation of the site, this represents a daily increase of around 42 deliveries across the day with 5 additional deliveries in the AM peak and one additional delivery in the PM peak, which is not considered to be significant.
- 6.9 The site is expected to generate seven additional two-way staff trips in the AM peak and 14 additional two-way staff trips in the PM peak. This is equivalent to one new trip every nine minutes in the AM peak and one new trips every four minutes in the PM peak which is not considered to be significant.
- 6.10 Considering the additional servicing movements and staff car trips related to the proposed extension, the proposed development is not expected to lead to any severe impacts on the operation of the local highway.
- 6.11 The existing number of car parking spaces provided within the staff car park is sufficient to accommodate the additional traffic associated with the proposed development. The maximum predicted car parking accumulation in the staff car park would occur at 10:00-11:00, with 100 spaces occupied. This is within the existing provision of 154 spaces on site.
- 6.12 The proposals are therefore considered acceptable in transport terms given the site is in a sustainable location and their overall impact in terms of NPPF is not severe.





Appendix A Illustrative Masterplan

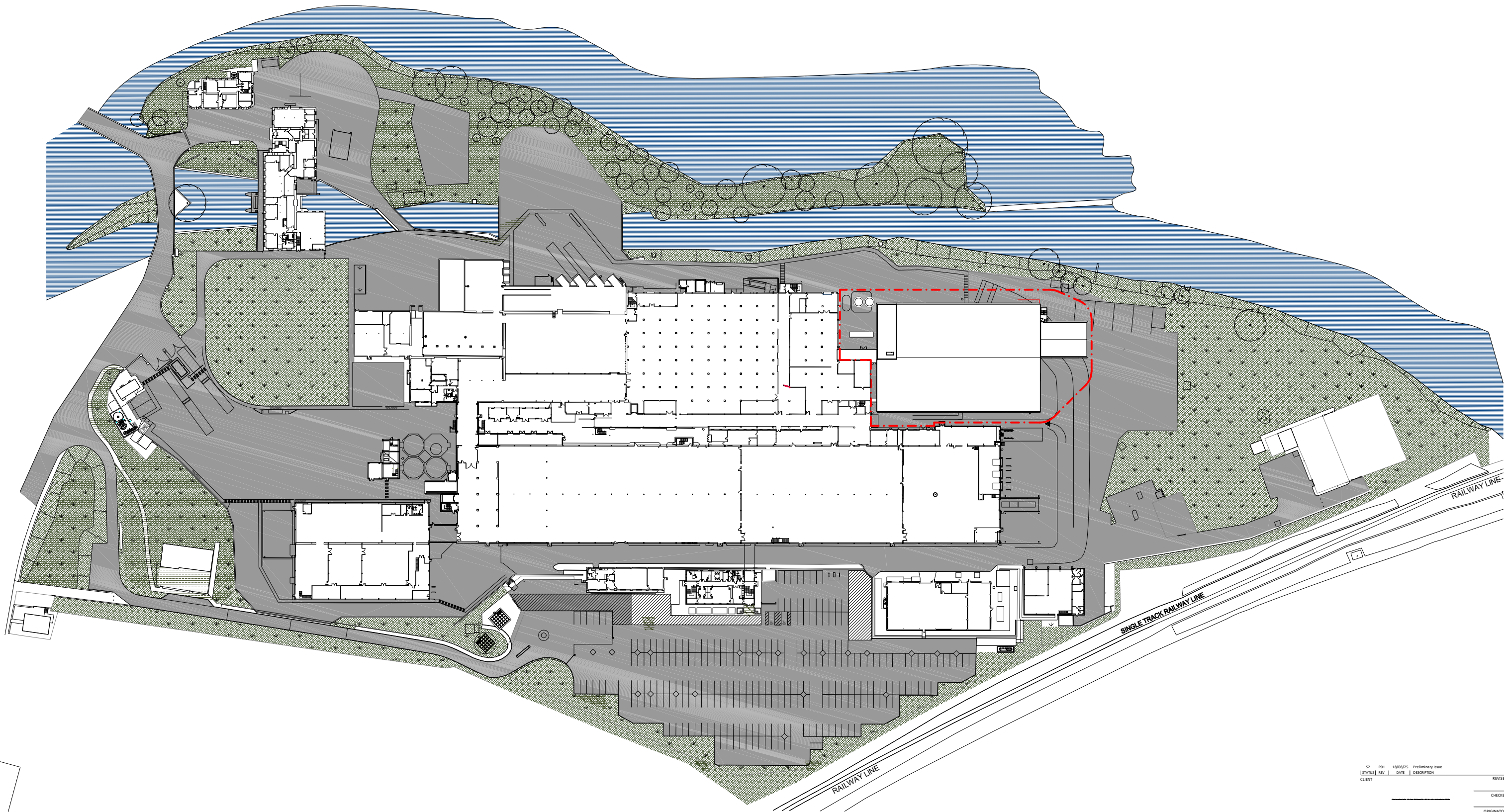
Transport Assessment

New Factory Building, Staverton

Cereal Partners UK

SLR Project No.: 416.066631.00001

7 November 2025



STATUS	REV	DATE	DESCRIPTION	REVISOR
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CLIENT				CHECKED BY: JAB
				ORIGINATOR NO: 157027

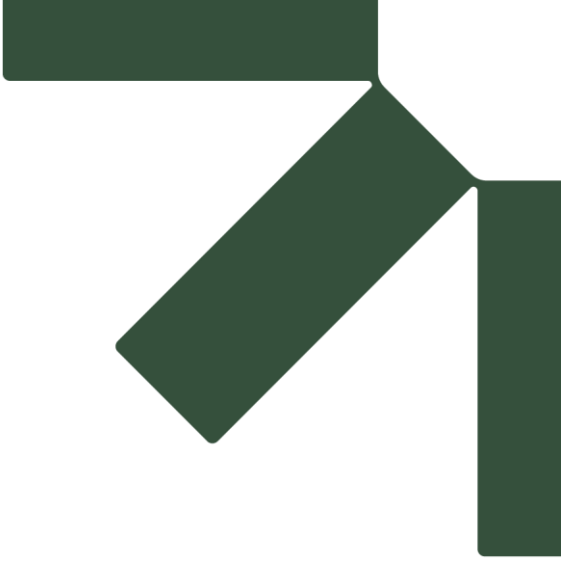
CONSULTANT

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PROJECT
Whitehorse Factory Building
Staverton, Trowbridge BA14 6PG

DRAWING NUMBER 01005	SCALE 1 : 500
DRAWING TITLE Site Plan_Proposed	@ A0
STATUS CODE S2 - SUITABLE FOR INFORMATION	STATUS_REVISION
Building_Phase_Status_Author_Discipline_Sub Discipline_Location_Doc Type SIT_DDS_DN_STL_ARC_2DP_GF00	S2_P01





Appendix B Tracking Drawings

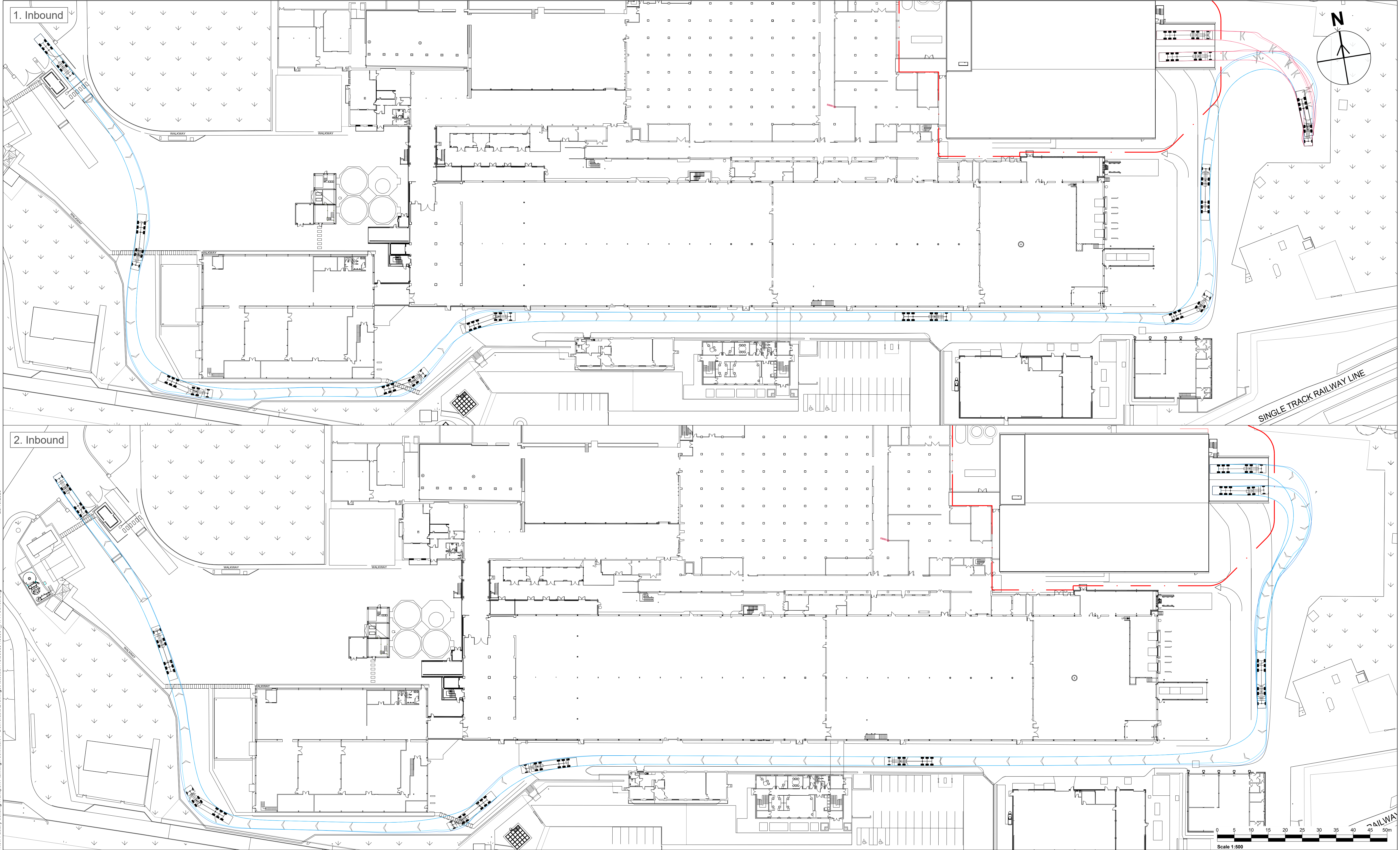
Transport Assessment

New Factory Building, Staverton

Cereal Partners UK

SLR Project No.: 416.066631.00001

7 November 2025



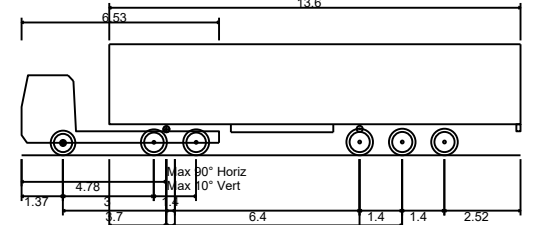
 www.slrconsulting.com				Client Cereal Partners UK			
Drawing Status & Suitability Code				Project Cereal Partners UK New Factory Building			
Designed LJ	Drawn LJ	Checked TM	Authorised TM	Drawing Title Swept Path Analysis - 16.5m HGV Loading Bay Access			
Date 23.10.25	Date 23.10.25	Date 23.10.25	Date 23.10.25				
Drawing Number AT_A01				Scale 1:500			
Rev				Amendments			
Date				By			
Chk				Auth			

Notes:

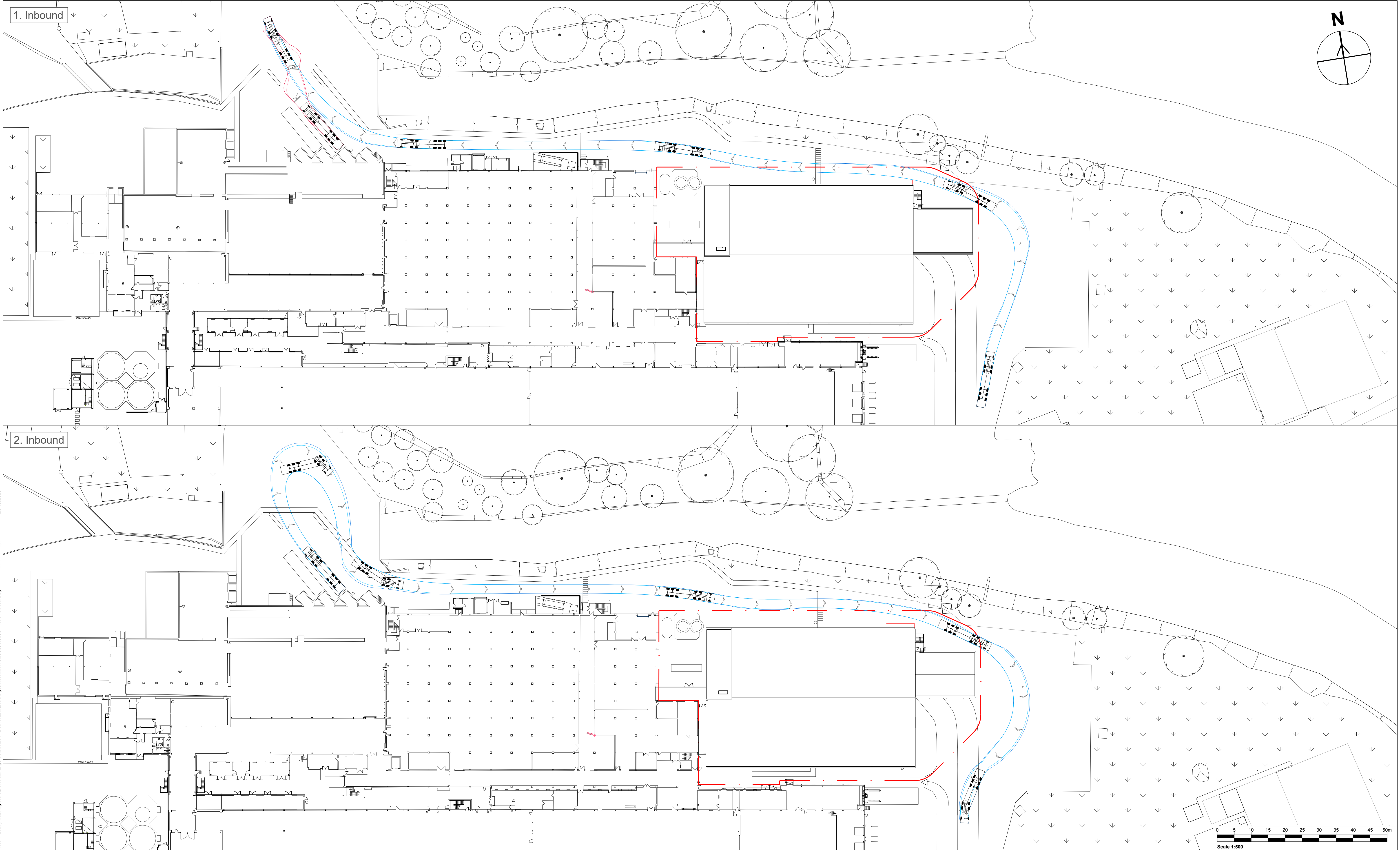
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2. White lining is indicative only.

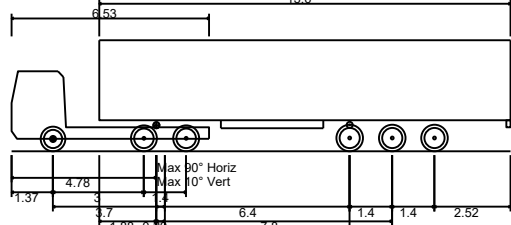
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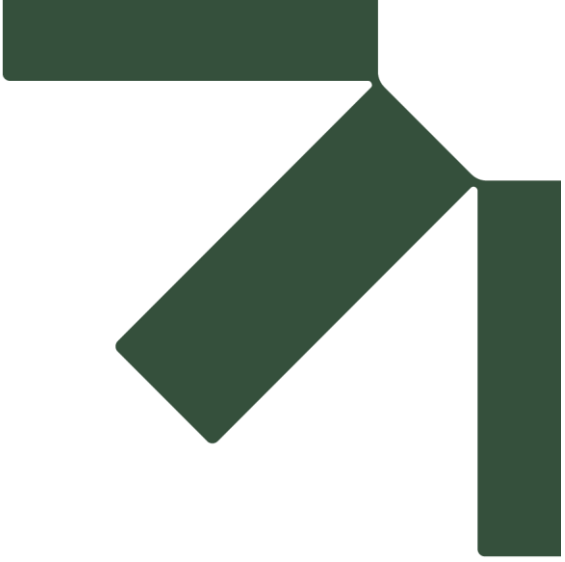
Vehicle Detail:



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Min Body Ground Clearance	2.500m
Max Track Width	6.000m
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	6.530m



 www.slrconsulting.com		Client Cereal Partners UK		Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.		Legend:		Vehicle Detail: 	
Drawing Status & Suitability Code		Project Cereal Partners UK New Factory Building							
Designed LJ 23.10.25		Checked TM 23.10.25							
Date 23.10.25		Date 23.10.25		Drawing Title Swept Path Analysis - 16.5m HGV Adjacent Unit Access		Scale 1:500		SLR Project No. 416.06631.00001	
Drawing Number AT_A02		Rev.		Scale 1:500		@ A1		416.06631.00001	
Rev.		Amendments		Date		By		Chk	
Auth									



Appendix C Gatehouse Data

Transport Assessment

New Factory Building, Staverton

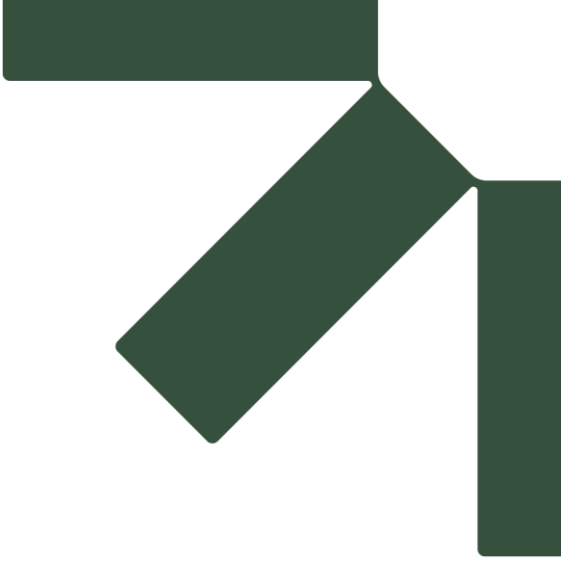
Cereal Partners UK

SLR Project No.: 416.066631.00001

7 November 2025

WK1							WK2							WK3							WK4							WK5							
MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	
Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)		
	01:58	03:37	02:22	01:06		01:03	00:17			00:59	01:32	01:54	00:24	00:12	02:53	02:10	01:24	00:53	03:36	02:06	01:10	01:17	00:03		04:27	00:00	03:23	00:40	00:17	00:19	02:42	00:14		00:31	00:46
01:57	03:50	04:16	03:57	03:25	01:56	07:42	01:42	01:10	02:58	03:17	02:53	02:14	03:01	03:55	03:35	04:25	04:50	05:36	09:53	03:37	04:26	03:46	00:51	05:45	01:40	05:49	06:28	01:28	06:02	05:27	01:43	01:45	01:45	02:29	
04:00	06:45	05:29	04:16	04:27	03:25	13:22	04:10	04:26	04:00	05:46	04:30	03:11	04:11	05:29	06:33	05:32	05:52	05:41	10:02	04:51	05:26	04:20	02:49	07:15	04:32	06:38	07:24	05:29	06:53	06:37	03:10	02:57	02:47	06:04	
05:33	07:14	06:45	08:01	05:34	04:29	14:57	05:29	06:03	04:16	06:11	05:26	04:48	06:31	05:55	06:50	05:53	06:36	07:33	10:11	06:51	05:47	06:55	04:01	07:15	05:24	06:59	07:27	05:44	07:06	07:02	04:18	03:53	04:12	07:04	
05:56	07:04	07:15	07:29	06:36	05:17	16:37	05:42	06:36	05:30	06:32	06:54	06:54	07:48	06:40	07:13	06:34	07:02	07:42	13:30	07:43	06:39	07:35	05:28	07:23	06:39	08:44	11:33	06:06	07:09	07:15	05:53	05:30	06:29	07:52	
06:50	08:47	07:05	08:40	06:27	06:54	23:48	06:30	07:20	06:35	06:47	07:33	07:18	08:25	07:00	07:20	07:48	07:14	07:48	18:58	08:11	06:42	07:39	06:36	07:49	07:06	13:14	14:27	06:27	07:13	07:30	06:32	06:19	06:35	08:34	
06:58	08:31	07:25	08:29	07:27	06:59		07:42	07:43	07:04	07:10	07:44	07:47	10:01	07:19	07:32	07:48	07:24	07:59	20:57	12:24	07:54	07:42	07:22	07:49	07:13	13:45	16:13	06:30	07:13	07:33	06:59	06:33	07:31	10:25	
09:51	09:45	08:45	08:19	07:54	08:44		07:43	07:56	07:15	07:43	07:44	07:58	11:23	07:33	07:32	07:54	07:27	08:19	22:02	15:48	07:54	07:44	07:31	07:54	07:24		18:55	07:37	07:21	07:43	07:03	06:42	08:06	11:12	
11:17	08:54	08:32	08:33	06:53	08:44		07:46	07:56	07:18	07:48	07:47	10:14	13:11	07:42	07:50	07:54	07:38	08:28		17:23	07:47	07:44	07:37	07:58	07:45		22:17	07:29	07:27	07:45	07:06	07:11	08:26	12:04	
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13:11	10:26	08:02	11:06	08:24	13:04		07:58	08:30	08:03	08:17	08:06	12:42	18:34	08:25	08:22	08:30	07:44	09:02			08:17	08:05	07:49	08:02	07:57			07:58	07:40	08:03	07:26	07:26	09:54	16:01	
10:50	11:06	09:17	10:56	10:01	14:08		08:07	08:34	08:05	08:24	08:14	12:44	20:09	08:27	09:11	08:47	07:47	09:11		08:22	08:25	08:01	08:14	08:00			08:05	07:40	08:04	07:28	07:30	11:11	18:28		
14:03	10:47	09:59	11:25	08:34	15:49		08:15	08:36	08:07	08:24	08:26	12:56	21:13	08:33	09:13	08:54	08:20	10:26		08:25	08:27	08:04	08:17	08:02			08:20	07:41	08:19	07:41	07:42	12:36	19:38		
14:45	11:08	08:43	10:16	10:11	20:03		08:39	08:46	08:10	08:33	08:26	15:08		08:41	09:13	09:01	08:35	10:37		08:27	08:31	08:07	08:20	08:22			08:28	07:49	08:24	07:43	07:42	13:03			
08:56	06:00	09:33	10:50	10:02	22:45		09:08	08:49	08:13	08:35	08:27	16:15		08:41	09:14	09:27	08:50	10:53		08:52	08:39	08:31	08:21	08:26			08:28	08:30	08:26	07:45	07:44	13:25			
08:56	13:00	11:11	10:46	09:20			09:28	08:59	08:21	08:36	08:31	17:45		08:50	09:25	09:29	08:56	11:51		09:00	08:49	08:33	08:21	08:34			08:29	08:45	08:50	08:03	07:49	14:52			
08:56	13:00	08:15	10:49	09:12			09:33	09:00	08:25	08:45	08:44	18:31		08:52	09:33	09:38	09:05	12:29		09:26	09:16	08:40	08:36	08:35			08:31	08:59	08:58	08:08	07:50	14:59			
08:56	13:58	09:14	11:51	10:59			09:47	09:03	08:26	08:47	08:53	20:35		09:01	09:35	09:48	09:09	12:36		09:26	09:29	08:45	08:52	09:21			08:38	09:09	09:12	08:31	07:54	16:28			
15:00	08:48	12:17	10:29	11:36			09:52	09:31	08:36	08:51	09:13	21:58		09:03	09:52	09:59	09:39	13:43		09:56	09:33	08:49	08:52	09:23			08:38	09:09	09:18	08:38	07:56	18:36			
08:33	08:44	11:51	05:44	12:17			09:58	09:34	08:43	08:52	09:33	23:20		09:37	10:07	10:13	10:01	13:48		09:58	09:41	08:52	08:52	09:25			08:41	09:10	09:33	08:59	08:04	19:44			
15:57	14:33	13:07	09:46	12:09			10:06	10:15	08:47	09:16	09:35			10:10	10:11	10:42	12:04	14:12		10:28	09:56	08:54	08:56	09:54			08:43	09:10	09:36	09:02	08:20	23:10			
07:55	15:49	13:19	11:16	12:40			10:03	10:37	08:48	09:20	10:03			10:16	10:23	12:06	12:07	14:31		10:47	10:45	09:10	08:56	11:48			08:47	09:26	09:40	09:04	08:20				
07:56	16:34	05:41	13:00	05:52			10:26	11:26	09:11	09:31	10:28			10:37	10:44	12:09	12:26	14:45		11:47	11:12	09:13	09:18	12:03			09:07	09:28	10:05	09:09	08:28				
19:49																																			

WK1							WK2							WK3							WK4							WK5						
MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN
Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Trailer No OUT	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	Time OUT (Hr Min)	
00:20	02:35	04:21	02:42	01:35	00:20	01:54	00:44	00:37	01:57	02:36	02:14	00:45	01:15	03:15	02:32	01:43	01:46	04:17	02:27	01:29	01:50	01:29	05:18	05:04	00:12	05:02	01:07	00:43	00:46	03:13	00:32	05:15	00:50	01:36
02:33	04:11	04:50	04:35	03:44	02:49	08:04	02:03	02:02	03:22	03:45	03:30	02:31	03:22	04:26	04:00	04:41	05:07	06:03	17:52	04:07	04:47	04:57	02:06	13:45	02:08	06:06	06:44	01:44	06:32	05:56	02:44	02:15	02:06	02:44
05:06	07:20	06:02	05:26	05:03	03:44	14:09	04:36	05:08	04:42	13:28	04:53	03:30	04:51	05:55	06:52	05:55	13:48	11:13	17:52	05:22	05:58	04:47	03:11	15:10	04:49	07:37	07:45	05:52	07:56	06:55	03:41	03:18	03:11	06:26
06:01	07:50	06:59	08:18	06:00	04:44	15:13	06:03	06:29	05:07	06:40	05:54	05:08	07:41	13:48	07:27	06:21	06:52	07:47	17:52	07:22	13:47	07:19	04:25	15:10	05:56	07:39	08:00	13:46	07:59	16:28	05:22	04:38	04:33	08:06
06:40	08:20	07:54	08:21	06:52	06:04	17:00	13:47	07:08	05:59	06:54	07:12	07:22	08:17	07:02	07:45	06:50	15:19	16:06	13:31	08:13	07:09	08:33	05:56	08:30	06:54	18:39	11:49	08:56	09:33	16:28	13:24	05:58	06:52	08:09
07:20	09:06	08:04	08:42	06:54	07:07		07:02	15:41	08:05	07:27	08:05	08:29	08:57	07:37	08:07	17:04	07:59	16:06	19:23	08:34	08:29	15:43	06:54	15:04	10:07	13:53	14:41	07:31	16:23	16:19	06:42	06:37	06:53	18:35
08:05	09:27	09:03	08:44	07:46	07:26		17:03	09:15	08:37	08:10	16:36	08:13	12:13	07:51	08:16	15:07	13:48	10:07	21:19	13:00	17:04	15:43	07:50	17:06	10:04	13:46	16:28	07:06	16:22	08:18	16:06	06:54	07:49	11:14
10:52	09:46	09:07	09:15	08:05	09:19		09:54	16:12	10:49	17:03	16:36	08:30	13:26	08:14	16:40	16:42	09:11	12:48	22:15	16:12	17:04	17:04	15:53	15:54	08:22	19:20	17:04	16:23	08:48	09:56	07:11	08:45	16:39	
12:31	10:05	09:18	10:12	08:28	08:56		10:00	17:24	09:11	17:03	08:13	10:37	13:41	17:02	14:05	17:04	08:09	16:57		18:12	08:35	17:04	15:53	15:52	09:17		23:11	15:21	08:58	07:59	08:05	10:38	09:23	12:16
13:16	11:26	09:21	10:15	08:56	11:23		09:16	12:06	07:52	08:55	08:10	12:05	16:16	17:00		11:10	17:26	13:06		20:06	08:32	08:24	16:14	15:54	16:33		23:41	17:09	08:40	17:02	16:06	10:35	09:16	12:25
13:43	11:37	09:27	10:21	09:18	12:08		17:03	09:15	16:00	16:16	12:59	12:12	17:56	16:17	09:03	09:12	14:51	10:41			16:41	16:16	17:05	16:04	17:47		17:05	16:23	17:04	08:38	12:49	10:37	16:39	
13:58	11:44	09:51	11:07	09:30	14:03		09:00	15:09	10:49	15:48	15:12	12:43	18:59	16:28	08:56	15:27	13:33	10:15			08:20	16:15	17:05	09:03	16:33		15:20	17:06	08:13	08:14	12:59	10:10	16:23	
14:39	11:50	09:52	11:12	10:02	15:12		15:37	09:15	17:05	08:43	09:27	13:43	20:23	16:01	14:33	08:49	17:26	10:11			15:32	09:23	09:00	16:04	09:17		15:31	17:05	11:49	15:32	08:33	11:59	18:42	
15:08	11:56	10:21	11:28	10:03	16:06		12:00	11:01	17:05	09:48	13:16	13:27	21:44	09:57	09:32	08:56	15:04	10:50			16:41	17:08	15:53	08:18	15:30		13:09	16:21	13:10	14:36	16:36	12:51	19:51	
15:10	12:27	10:25	11:33	10:12	21:00		12:27	11:00	12:40	15:05	08:37	15:31		15:46	09:52	09:22	15:04	12:09			15:32	09:41	14:53	08:39	08:46		13:31	18:00	10:08	08:52	09:36	14:07		
15:47	13:31	11:14	11:50	10:41	23:37		09:12	12:06	15:47	10:14	09:09	16:31			12:07	09:28	08:51	10:55			09:10	16:50	11:17	13:28	15:29		09:06	15:07	08:58	08:52	09:59	14:10		
15:47	14:15	11:36	11:52	11:07			10:17	19:02	13:30	17:59	10:13	18:57		09:38	12:38	10:37	11:49	12:10			09:01	08:51	09:09	15:50	08:54		08:31	10:16	10:14	16:26	15:25	15:22		
15:47	14:15	11:54	11:52	11:47			09:40	12:17	15:07	09:09	08:45	18:53		08:54	11:17	11:57	13:10	16:04			09:28	16:50	17:15	17:15	16:06		17:19	16:04	09:02	16:26	15:07	15:57		
15:47	15:10	11:54	12:13	11:48			11:45	12:06	13:29	08:48	09:08	20:56		09:03	13:26	11:02	09:42	12:42			09:28	14:53	18:00	16:23	14:55		10:58	11:40	16:23	10:25	10:34	17:02		
16:02	15:36	12:18	12:15	12:00			12:28	10:29	15:08	13:37	10:29	22:20		09:04	10:10	11:24	10:53	14:03			10:16	15:14	11:11	10:19	11:54		15:33	11:40	17:25	16:19	08:50	19:00		
16:34	15:43	12:33	12:57	12:18			12:28		10:50	15:53	09:34	23:44		09:58	13:26	10:35	10:54	15:25			11:54	10:05	09:17	09:10	09:50		08:55	14:38	10:35	10:35	15:29	21:17		
16:51	15:43	13:31	13:02	12:36			12:28	12:06	09:15	09:17	11:07			10:29	10:29	12:00	14:23	14:13			13:38	10:49	11:22	16:23	10:09		10:30	15:07	12:38	15:31	15:39	23:31		
17:02	15:51	13:31	13:13	12:42			15:37	13:37	18:49	09:21	11:53			11:29	10:24	12:24	13:02	14:32			13:38	10:57	10:26	11:20	12:23		09:03	16:00	09:42	12:07	09:06			
17:02	16:52	13:41	13:17	13:34			10:29	11:39	10:49	10:01	10:45			11:17	12:35	12:11	12:32	17:16			17:50	14:24	16:06	09:34	15:54		12:59	15:10	14:55	12:02	08:48			
20:23	16:59	14:05	13:24	13:35			13:39	13:49	12:																									



Appendix D ATC Data

Transport Assessment

New Factory Building, Staverton

Cereal Partners UK

SLR Project No.: 416.066631.00001

7 November 2025

Staverton ATC



Direction: Eastbound

Hour Beginning	Thu 09/10/2025	Fri 10/10/2025	Sat 11/10/2025	Sun 12/10/2025	Mon 13/10/2025	Tue 14/10/2025	Wed 15/10/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	3	3	3	3	4	4	6	4	4
05:00	27	35	30	30	27	29	29	29	30
06:00	13	7	0	0	9	9	7	9	6
07:00	20	14	0	0	17	14	14	16	11
08:00	26	19	1	2	23	25	26	24	17
09:00	2	1	2	1	3	2	5	3	2
10:00	2	4	0	1	0	3	1	2	2
11:00	1	2	0	2	2	2	2	2	2
12:00	7	3	1	3	3	2	2	3	3
13:00	2	2	1	2	6	5	2	3	3
14:00	1	0	2	1	0	0	2	1	1
15:00	1	3	5	1	3	0	0	1	2
16:00	5	3	4	6	6	6	5	5	5
17:00	19	22	20	19	18	28	19	21	21
18:00	2	0	0	0	0	0	2	1	1
19:00	0	0	0	1	0	0	0	0	0
20:00	1	0	0	0	0	0	1	0	0
21:00	1	0	0	0	1	3	0	1	1
22:00	0	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0
Total	88	73	36	38	81	87	80	82	69
12H(7-19)	103	80	36	39	91	99	88	92	77
16H(6-22)	104	80	36	40	91	99	88	92	77
18H(6-24)	134	118	69	73	123	132	124	126	110
AM Peak	05:00 27	05:00 35	05:00 30	05:00 30	05:00 27	05:00 29	05:00 29	05:00 29	05:00 30
PM Peak	17:00 19	17:00 22	17:00 20	17:00 19	17:00 18	17:00 28	17:00 19	17:00 21	17:00 21

Paul Castle Associates

Direction: Westbound

Hour Beginning	Thu 09/10/2025	Fri 10/10/2025	Sat 11/10/2025	Sun 12/10/2025	Mon 13/10/2025	Tue 14/10/2025	Wed 15/10/2025	5-Day Ave.	7-Day Ave.
00:00	0	2	0	0	1	0	1	1	1
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	2	0	1	1	1	1	1
03:00	1	0	1	1	1	1	2	1	1
04:00	0	0	0	0	0	1	1	0	0
05:00	25	14	18	16	19	18	21	19	19
06:00	5	6	4	9	5	4	8	6	6
07:00	0	0	1	2	1	0	0	0	1
08:00	2	7	1	1	4	2	6	4	3
09:00	2	1	1	0	1	1	2	1	1
10:00	2	6	0	1	0	0	0	2	1
11:00	3	3	1	4	1	5	3	3	3
12:00	11	3	2	2	7	8	7	7	6
13:00	6	4	1	2	6	5	3	5	4
14:00	2	8	2	1	7	4	2	5	4
15:00	11	13	3	2	9	7	7	9	7
16:00	18	13	1	1	19	21	25	19	14
17:00	34	28	23	23	34	37	39	34	31
18:00	6	8	8	7	8	4	8	7	7
19:00	2	0	0	0	0	0	3	1	1
20:00	2	0	0	0	1	2	1	1	1
21:00	0	0	0	0	0	1	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	2	0	1	0	1	0	0	1	1
Total	97	94	44	46	97	94	102	97	82
12H(7-19)	106	100	48	55	103	101	114	105	90
16H(6-22)	108	100	49	55	104	101	114	105	90
18H(6-24)	134	117	70	72	126	122	140	128	112
AM Peak	05:00 25	05:00 14	05:00 18	05:00 16	05:00 19	05:00 18	05:00 21	05:00 19	05:00 19
PM Peak	17:00 34	17:00 28	17:00 23	17:00 23	17:00 34	17:00 37	17:00 39	17:00 34	17:00 31

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 09/10/2025	Fri 10/10/2025	Sat 11/10/2025	Sun 12/10/2025	Mon 13/10/2025	Tue 14/10/2025	Wed 15/10/2025	5-Day Ave.	7-Day Ave.
00:00	0	2	0	0	1	0	1	1	1
01:00	0	1	0	0	1	0	1	1	0
02:00	0	0	2	0	1	1	1	1	1
03:00	1	0	1	1	1	1	2	1	1
04:00	3	3	3	3	4	5	7	4	4
05:00	52	49	48	46	46	47	50	49	48
06:00	18	13	4	9	14	13	15	15	12
07:00	20	14	1	2	18	14	14	16	12
08:00	28	26	2	3	27	27	32	28	21
09:00	4	2	3	1	4	3	7	4	3
10:00	4	10	0	2	0	3	1	4	3
11:00	4	5	1	6	3	7	5	5	4
12:00	18	6	3	5	10	10	9	11	9
13:00	8	6	2	4	12	10	5	8	7
14:00	3	8	4	2	7	4	4	5	5
15:00	12	16	8	3	12	7	7	11	9
16:00	23	16	5	7	25	27	30	24	19
17:00	53	50	43	42	52	65	58	56	52
18:00	8	8	8	7	8	4	10	8	8
19:00	2	0	0	1	0	0	3	1	1
20:00	3	0	0	0	1	2	2	2	1
21:00	1	0	0	0	1	4	0	1	1
22:00	0	0	0	0	0	0	0	0	0
23:00	3	0	1	1	1	0	0	1	1
Total	185	167	80	84	178	181	182	179	151
12H(7-19)	209	180	84	94	194	200	202	197	166
16H(6-22)	212	180	85	95	195	200	202	198	167
18H(6-24)	268	235	139	145	249	254	264	254	222
AM Peak	05:00 52	05:00 49	05:00 48	05:00 46	05:00 46	05:00 47	05:00 50	05:00 49	05:00 48
PM Peak	17:00 53	17:00 50	17:00 43	17:00 42	17:00 52	17:00 65	17:00 58	17:00 56	17:00 52

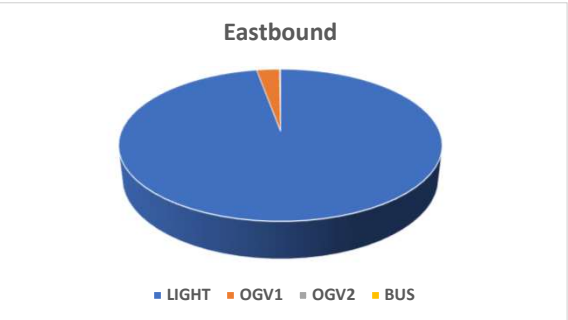
Paul Castle Associates

Staverton ATC

Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Oct 2025	134	128	6	0	0
Fri 10 Oct 2025	118	116	2	0	0
Sat 11 Oct 2025	69	68	1	0	0
Sun 12 Oct 2025	73	71	2	0	0
Mon 13 Oct 2025	123	120	3	0	0
Tue 14 Oct 2025	132	129	3	0	0
Wed 15 Oct 2025	124	119	4	1	0
5 Day Ave.	126	122	4	0	0
7 Day Ave.	110	107	3	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Oct 2025	100.0%	95.5%	4.5%	0.0%	0.0%
Fri 10 Oct 2025	100.0%	98.3%	1.7%	0.0%	0.0%
Sat 11 Oct 2025	100.0%	98.6%	1.4%	0.0%	0.0%
Sun 12 Oct 2025	100.0%	97.3%	2.7%	0.0%	0.0%
Mon 13 Oct 2025	100.0%	97.6%	2.4%	0.0%	0.0%
Tue 14 Oct 2025	100.0%	97.7%	2.3%	0.0%	0.0%
Wed 15 Oct 2025	100.0%	96.0%	3.2%	0.8%	0.0%
5 Day Ave.	100.0%	97.0%	2.9%	0.2%	0.0%
7 Day Ave.	100.0%	97.2%	2.7%	0.1%	0.0%

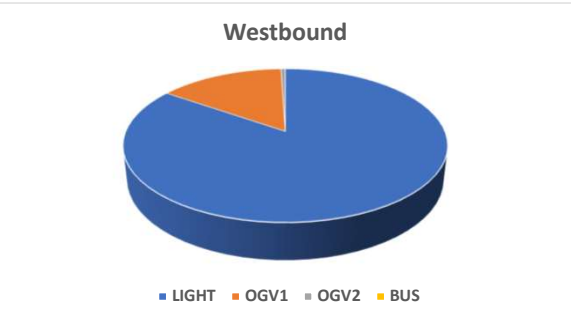
Paul Castle Associates



Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Oct 2025	134	111	20	3	0
Fri 10 Oct 2025	117	95	22	0	0
Sat 11 Oct 2025	70	61	9	0	0
Sun 12 Oct 2025	72	65	7	0	0
Mon 13 Oct 2025	126	106	20	0	0
Tue 14 Oct 2025	122	110	12	0	0
Wed 15 Oct 2025	140	113	26	1	0
5 Day Ave.	128	107	20	1	0
7 Day Ave.	112	94	17	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Oct 2025	100.0%	82.8%	14.9%	2.2%	0.0%
Fri 10 Oct 2025	100.0%	81.2%	18.8%	0.0%	0.0%
Sat 11 Oct 2025	100.0%	87.1%	12.9%	0.0%	0.0%
Sun 12 Oct 2025	100.0%	90.3%	9.7%	0.0%	0.0%
Mon 13 Oct 2025	100.0%	84.1%	15.9%	0.0%	0.0%
Tue 14 Oct 2025	100.0%	90.2%	9.8%	0.0%	0.0%
Wed 15 Oct 2025	100.0%	80.7%	18.6%	0.7%	0.0%
5 Day Ave.	100.0%	83.7%	15.6%	0.6%	0.0%
7 Day Ave.	100.0%	84.6%	14.9%	0.5%	0.0%

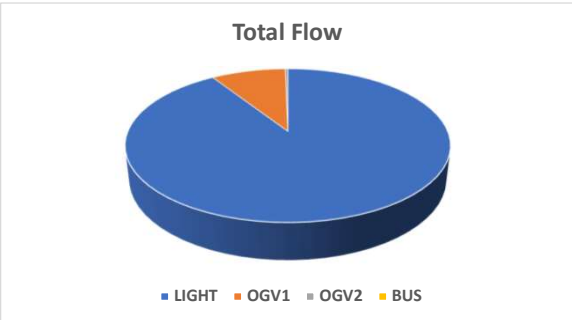
Paul Castle Associates



Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Oct 2025	268	239	26	3	0
Fri 10 Oct 2025	235	211	24	0	0
Sat 11 Oct 2025	139	129	10	0	0
Sun 12 Oct 2025	145	136	9	0	0
Mon 13 Oct 2025	249	226	23	0	0
Tue 14 Oct 2025	254	239	15	0	0
Wed 15 Oct 2025	264	232	30	2	0
5 Day Ave.	254	229	24	1	0
7 Day Ave.	222	202	20	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Oct 2025	100.0%	89.2%	9.7%	1.1%	0.0%
Fri 10 Oct 2025	100.0%	89.8%	10.2%	0.0%	0.0%
Sat 11 Oct 2025	100.0%	92.8%	7.2%	0.0%	0.0%
Sun 12 Oct 2025	100.0%	93.8%	6.2%	0.0%	0.0%
Mon 13 Oct 2025	100.0%	90.8%	9.2%	0.0%	0.0%
Tue 14 Oct 2025	100.0%	94.1%	5.9%	0.0%	0.0%
Wed 15 Oct 2025	100.0%	87.9%	11.4%	0.8%	0.0%
5 Day Ave.	100.0%	90.3%	9.3%	0.4%	0.0%
7 Day Ave.	100.0%	90.9%	8.8%	0.3%	0.0%

Paul Castle Associates

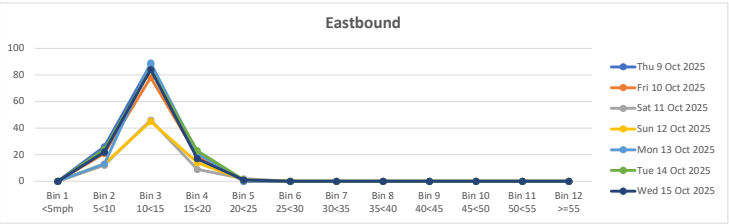


Staverton ATC

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	134	15.3	12.3	2.9	0	26	88	20	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	118	15.4	12.4	2.9	0	21	78	19	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	69	16.0	12.6	3.3	0	12	46	9	2	0	0	0	0	0	0	0
Sun 12 Oct 2025	73	16.1	12.7	3.3	0	13	45	14	1	0	0	0	0	0	0	0
Mon 13 Oct 2025	123	15.5	12.8	2.6	0	13	89	21	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	132	15.8	12.5	3.1	0	24	84	23	1	0	0	0	0	0	0	0
Wed 15 Oct 2025	124	15.4	12.4	3.0	0	22	84	17	1	0	0	0	0	0	0	0
5 Day Ave.	126	15.5	12.5	2.9	0	21	85	20	0	0	0	0	0	0	0	0
7 Day Ave.	110	15.7	12.5	3.0	0	19	73	18	1	0	0	0	0	0	0	0

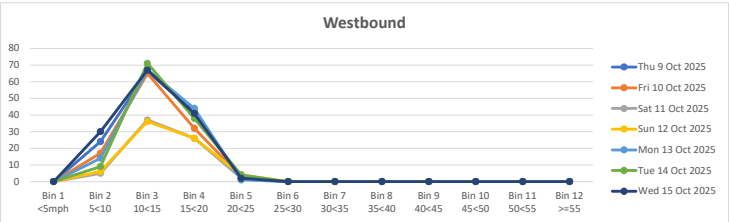
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	134	17.1	13.3	3.6	0	24	66	42	2	0	0	0	0	0	0	0
Fri 10 Oct 2025	117	17.0	13.4	3.5	0	17	65	32	3	0	0	0	0	0	0	0
Sat 11 Oct 2025	70	17.7	14.3	3.3	0	5	37	26	2	0	0	0	0	0	0	0
Sun 12 Oct 2025	72	18.2	14.4	3.6	0	6	36	26	4	0	0	0	0	0	0	0
Mon 13 Oct 2025	126	17.2	13.8	3.3	0	14	67	44	1	0	0	0	0	0	0	0
Tue 14 Oct 2025	122	17.4	14.0	3.3	0	9	71	38	4	0	0	0	0	0	0	0
Wed 15 Oct 2025	140	16.9	13.0	3.7	0	30	67	41	2	0	0	0	0	0	0	0
5 Day Ave.	128	17.1	13.5	3.5	0	19	67	39	2	0	0	0	0	0	0	0
7 Day Ave.	112	17.4	13.8	3.5	0	15	58	36	3	0	0	0	0	0	0	0

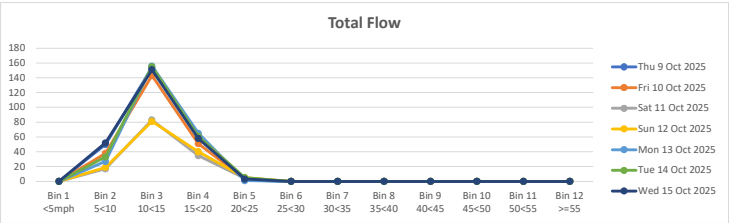
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	268	16.3	12.8	3.3	0	50	154	62	2	0	0	0	0	0	0	0
Fri 10 Oct 2025	235	16.3	12.9	3.3	0	38	143	51	3	0	0	0	0	0	0	0
Sat 11 Oct 2025	139	16.9	13.4	3.4	0	17	83	35	4	0	0	0	0	0	0	0
Sun 12 Oct 2025	145	17.2	13.6	3.5	0	19	81	40	5	0	0	0	0	0	0	0
Mon 13 Oct 2025	249	16.4	13.3	3.0	0	27	156	65	1	0	0	0	0	0	0	0
Tue 14 Oct 2025	254	16.6	13.2	3.3	0	33	155	61	5	0	0	0	0	0	0	0
Wed 15 Oct 2025	264	16.2	12.7	3.4	0	52	151	58	3	0	0	0	0	0	0	0
5 Day Ave.	254	16.4	13.0	3.3	0	40	152	59	3	0	0	0	0	0	0	0
7 Day Ave.	222	16.6	13.1	3.3	0	34	132	53	3	0	0	0	0	0	0	0

Paul Castle Associates



Staverton ATC

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	6	15.8	12.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 12 Oct 2025	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
Mon 13 Oct 2025	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
Wed 15 Oct 2025	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	4	15.3	12.0	3.2	0	1	2	1	0	0	0	0	0	0	0	0
7 Day Ave.	3	12.7	9.9	2.7	0	1	2	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	9	14.8	11.4	3.3	0	3	5	1	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Sun 12 Oct 2025	5	15.8	11.5	4.2	0	2	2	1	0	0	0	0	0	0	0	0
Mon 13 Oct 2025	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	5	12.5	12.5	0.0	0	0	5	0	0	0	0	0	0	0	0	0
Wed 15 Oct 2025	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
5 Day Ave.	5	13.2	13.3	2.4	0	1	3	1	0	0	0	0	0	0	0	0
7 Day Ave.	4	11.7	12.9	2.3	0	1	3	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	8	15.2	11.9	3.2	0	2	5	1	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	15	15.1	11.8	3.2	0	4	9	2	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Sun 12 Oct 2025	8	14.5	10.6	3.7	0	4	3	1	0	0	0	0	0	0	0	0
Mon 13 Oct 2025	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	10	14.9	12.5	2.4	0	1	8	1	0	0	0	0	0	0	0	0
Wed 15 Oct 2025	6	19.4	13.3	5.8	0	2	2	1	1	0	0	0	0	0	0	0
5 Day Ave.	8	16.4	12.7	3.5	0	2	5	1	0	0	0	0	0	0	0	0
7 Day Ave.	7	13.8	12.4	3.0	0	2	4	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	7	15.0	11.1	3.8	0	3	3	1	0	0	0	0	0	0	0	0
Sun 12 Oct 2025	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Mon 13 Oct 2025	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 15 Oct 2025	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
5 Day Ave.	2	10.9	10.3	0.6	0	0	2	0	0	0	0	0	0	0	0	0
7 Day Ave.	3	12.6	11.1	1.5	0	0	2	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	13	16.8	13.7	3.0	0	1	8	4	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	21	16.6	13.0	3.5	0	4	11	6	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
Sun 12 Oct 2025	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
Mon 13 Oct 2025	16	16.3	13.4	2.7	0	1	11	4	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
Wed 15 Oct 2025	9	17.1	13.6	3.3	0	1	5	3	0	0	0	0	0	0	0	0
5 Day Ave.	14	16.6	13.4	3.1	0	2	8	4	0	0	0	0	0	0	0	0
7 Day Ave.	11	15.8	12.8	3.0	0	1	7	3	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 9 Oct 2025	15	16.4	13.5	2.8	0	1	10	4	0	0	0	0	0	0	0	0
Fri 10 Oct 2025	24	16.6	13.1	3.4	0	4	13	7	0	0	0	0	0	0	0	0
Sat 11 Oct 2025	12	14.5	11.3	3.1	0	4	7	1	0	0	0	0	0	0	0	0
Sun 12 Oct 2025	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
Mon 13 Oct 2025	19	15.9	13.3	2.5	0	1	14	4	0	0	0	0	0	0	0	0
Tue 14 Oct 2025	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
Wed 15 Oct 2025	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
5 Day Ave.	16	16.4	13.3	2.9	0	2	10	4	0	0	0	0	0	0	0	0
7 Day Ave.	14	16.1	12.9	3.1	0	2	9	3	0	0	0	0	0	0	0	0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

09/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	27	27	0	0	0
06:00	13	13	0	0	0
07:00	20	18	2	0	0
08:00	26	25	1	0	0
09:00	2	2	0	0	0
10:00	2	2	0	0	0
11:00	1	1	0	0	0
12:00	7	7	0	0	0
13:00	2	2	0	0	0
14:00	1	1	0	0	0
15:00	1	1	0	0	0
16:00	5	4	1	0	0
17:00	19	19	0	0	0
18:00	2	1	1	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	1	0	1	0	0
Total					
12H(7-19)	88	83	5	0	0
16H(6-22)	103	98	5	0	0
18H(6-24)	104	98	6	0	0
24H(0-24)	134	128	6	0	0
AM Peak	05:00 27	05:00 27	07:00 2	00:00 0	00:00 0
PM Peak	17:00 19	17:00 19	16:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	25	22	1	2	0
06:00	5	4	1	0	0
07:00	0	0	0	0	0
08:00	2	2	0	0	0
09:00	2	1	0	1	0
10:00	2	2	0	0	0
11:00	3	3	0	0	0
12:00	11	11	0	0	0
13:00	6	4	2	0	0
14:00	2	1	1	0	0
15:00	11	10	1	0	0
16:00	18	16	2	0	0
17:00	34	29	5	0	0
18:00	6	3	3	0	0
19:00	2	0	2	0	0
20:00	2	1	1	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	2	1	1	0	0
Total					
12H(7-19)	97	82	14	1	0
16H(6-22)	106	87	18	1	0
18H(6-24)	108	88	19	1	0
24H(0-24)	134	111	20	3	0
AM Peak	05:00 25	05:00 22	05:00 1	05:00 2	00:00 0
PM Peak	17:00 34	17:00 29	17:00 5	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	3	3	0	0	0
05:00	52	49	1	2	0
06:00	18	17	1	0	0
07:00	20	18	2	0	0
08:00	28	27	1	0	0
09:00	4	3	0	1	0
10:00	4	4	0	0	0
11:00	4	4	0	0	0
12:00	18	18	0	0	0
13:00	8	6	2	0	0
14:00	3	2	1	0	0
15:00	12	11	1	0	0
16:00	23	20	3	0	0
17:00	53	48	5	0	0
18:00	8	4	4	0	0
19:00	2	0	2	0	0
20:00	3	2	1	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	3	1	2	0	0
Total					
12H(7-19)	185	165	19	1	0
16H(6-22)	209	185	23	1	0
18H(6-24)	212	186	25	1	0
24H(0-24)	268	239	26	3	0
AM Peak	05:00 52	05:00 49	07:00 2	05:00 2	00:00 0
PM Peak	17:00 53	17:00 48	17:00 5	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

10/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	35	35	0	0	0
06:00	7	7	0	0	0
07:00	14	13	1	0	0
08:00	19	19	0	0	0
09:00	1	1	0	0	0
10:00	4	4	0	0	0
11:00	2	2	0	0	0
12:00	3	3	0	0	0
13:00	2	2	0	0	0
14:00	0	0	0	0	0
15:00	3	3	0	0	0
16:00	3	3	0	0	0
17:00	22	22	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	73	72	1	0	0
16H(6-22)	80	79	1	0	0
18H(6-24)	80	79	1	0	0
24H(0-24)	118	116	2	0	0
AM Peak	05:00 35	05:00 35	04:00 1	00:00 0	00:00 0
PM Peak	17:00 22	17:00 22	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	14	12	2	0	0
06:00	6	5	1	0	0
07:00	0	0	0	0	0
08:00	7	5	2	0	0
09:00	1	0	1	0	0
10:00	6	4	2	0	0
11:00	3	3	0	0	0
12:00	3	1	2	0	0
13:00	4	1	3	0	0
14:00	8	6	2	0	0
15:00	13	13	0	0	0
16:00	13	11	2	0	0
17:00	28	23	5	0	0
18:00	8	8	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	94	75	19	0	0
16H(6-22)	100	80	20	0	0
18H(6-24)	100	80	20	0	0
24H(0-24)	117	95	22	0	0
AM Peak	05:00 14	05:00 12	05:00 2	00:00 0	00:00 0
PM Peak	17:00 28	17:00 23	17:00 5	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	49	47	2	0	0
06:00	13	12	1	0	0
07:00	14	13	1	0	0
08:00	26	24	2	0	0
09:00	2	1	1	0	0
10:00	10	8	2	0	0
11:00	5	5	0	0	0
12:00	6	4	2	0	0
13:00	6	3	3	0	0
14:00	8	6	2	0	0
15:00	16	16	0	0	0
16:00	16	14	2	0	0
17:00	50	45	5	0	0
18:00	8	8	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	167	147	20	0	0
16H(6-22)	180	159	21	0	0
18H(6-24)	180	159	21	0	0
24H(0-24)	235	211	24	0	0
AM Peak	05:00 49	05:00 47	05:00 2	00:00 0	00:00 0
PM Peak	17:00 50	17:00 45	17:00 5	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

11/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	30	30	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	1	1	0	0	0
09:00	2	2	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	1	1	0	0	0
13:00	1	1	0	0	0
14:00	2	2	0	0	0
15:00	5	5	0	0	0
16:00	4	4	0	0	0
17:00	20	20	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	36	36	0	0	0
16H(6-22)	36	36	0	0	0
18H(6-24)	36	36	0	0	0
24H(0-24)	69	68	1	0	0
AM Peak	05:00 30	05:00 30	04:00 1	00:00 0	00:00 0
PM Peak	17:00 20	17:00 20	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	18	17	1	0	0
06:00	4	3	1	0	0
07:00	1	1	0	0	0
08:00	1	1	0	0	0
09:00	1	1	0	0	0
10:00	0	0	0	0	0
11:00	1	1	0	0	0
12:00	2	1	1	0	0
13:00	1	0	1	0	0
14:00	2	2	0	0	0
15:00	3	2	1	0	0
16:00	1	1	0	0	0
17:00	23	20	3	0	0
18:00	8	7	1	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	44	37	7	0	0
16H(6-22)	48	40	8	0	0
18H(6-24)	49	41	8	0	0
24H(0-24)	70	61	9	0	0
AM Peak	05:00 18	05:00 17	05:00 1	00:00 0	00:00 0
PM Peak	17:00 23	17:00 20	17:00 3	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	3	2	1	0	0
05:00	48	47	1	0	0
06:00	4	3	1	0	0
07:00	1	1	0	0	0
08:00	2	2	0	0	0
09:00	3	3	0	0	0
10:00	0	0	0	0	0
11:00	1	1	0	0	0
12:00	3	2	1	0	0
13:00	2	1	1	0	0
14:00	4	4	0	0	0
15:00	8	7	1	0	0
16:00	5	5	0	0	0
17:00	43	40	3	0	0
18:00	8	7	1	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	80	73	7	0	0
16H(6-22)	84	76	8	0	0
18H(6-24)	85	77	8	0	0
24H(0-24)	139	129	10	0	0
AM Peak	05:00 48	05:00 47	04:00 1	00:00 0	00:00 0
PM Peak	17:00 43	17:00 40	17:00 3	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

12/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	30	30	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	2	2	0	0	0
09:00	1	1	0	0	0
10:00	1	1	0	0	0
11:00	2	2	0	0	0
12:00	3	3	0	0	0
13:00	2	1	1	0	0
14:00	1	1	0	0	0
15:00	1	1	0	0	0
16:00	6	6	0	0	0
17:00	19	19	0	0	0
18:00	0	0	0	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	38	37	1	0	0
16H(6-22)	39	38	1	0	0
18H(6-24)	40	39	1	0	0
24H(0-24)	73	71	2	0	0
AM Peak	05:00 30	05:00 30	04:00 1	00:00 0	00:00 0
PM Peak	17:00 19	17:00 19	13:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	16	15	1	0	0
06:00	9	7	2	0	0
07:00	2	2	0	0	0
08:00	1	1	0	0	0
09:00	0	0	0	0	0
10:00	1	1	0	0	0
11:00	4	4	0	0	0
12:00	2	2	0	0	0
13:00	2	1	1	0	0
14:00	1	1	0	0	0
15:00	2	2	0	0	0
16:00	1	1	0	0	0
17:00	23	22	1	0	0
18:00	7	5	2	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	46	42	4	0	0
16H(6-22)	55	49	6	0	0
18H(6-24)	55	49	6	0	0
24H(0-24)	72	65	7	0	0
AM Peak	05:00 16	05:00 15	06:00 2	00:00 0	00:00 0
PM Peak	17:00 23	17:00 22	18:00 2	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	3	2	1	0	0
05:00	46	45	1	0	0
06:00	9	7	2	0	0
07:00	2	2	0	0	0
08:00	3	3	0	0	0
09:00	1	1	0	0	0
10:00	2	2	0	0	0
11:00	6	6	0	0	0
12:00	5	5	0	0	0
13:00	4	2	2	0	0
14:00	2	2	0	0	0
15:00	3	3	0	0	0
16:00	7	7	0	0	0
17:00	42	41	1	0	0
18:00	7	5	2	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	84	79	5	0	0
16H(6-22)	94	87	7	0	0
18H(6-24)	95	88	7	0	0
24H(0-24)	145	136	9	0	0
AM Peak	05:00 46	05:00 45	06:00 2	00:00 0	00:00 0
PM Peak	17:00 42	17:00 41	13:00 2	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

13/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	27	27	0	0	0
06:00	9	9	0	0	0
07:00	17	17	0	0	0
08:00	23	23	0	0	0
09:00	3	3	0	0	0
10:00	0	0	0	0	0
11:00	2	1	1	0	0
12:00	3	3	0	0	0
13:00	6	5	1	0	0
14:00	0	0	0	0	0
15:00	3	3	0	0	0
16:00	6	6	0	0	0
17:00	18	18	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	81	79	2	0	0
16H(6-22)	91	89	2	0	0
18H(6-24)	91	89	2	0	0
24H(0-24)	123	120	3	0	0
AM Peak	05:00 27	05:00 27	04:00 1	00:00 0	00:00 0
PM Peak	17:00 18	17:00 18	13:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	19	18	1	0	0
06:00	5	4	1	0	0
07:00	1	1	0	0	0
08:00	4	2	2	0	0
09:00	1	1	0	0	0
10:00	0	0	0	0	0
11:00	1	1	0	0	0
12:00	7	7	0	0	0
13:00	6	2	4	0	0
14:00	7	5	2	0	0
15:00	9	7	2	0	0
16:00	19	14	5	0	0
17:00	34	32	2	0	0
18:00	8	7	1	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	97	79	18	0	0
16H(6-22)	103	84	19	0	0
18H(6-24)	104	85	19	0	0
24H(0-24)	126	106	20	0	0
AM Peak	05:00 19	05:00 18	08:00 2	00:00 0	00:00 0
PM Peak	17:00 34	17:00 32	16:00 5	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	4	3	1	0	0
05:00	46	45	1	0	0
06:00	14	13	1	0	0
07:00	18	18	0	0	0
08:00	27	25	2	0	0
09:00	4	4	0	0	0
10:00	0	0	0	0	0
11:00	3	2	1	0	0
12:00	10	10	0	0	0
13:00	12	7	5	0	0
14:00	7	5	2	0	0
15:00	12	10	2	0	0
16:00	25	20	5	0	0
17:00	52	50	2	0	0
18:00	8	7	1	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	178	158	20	0	0
16H(6-22)	194	173	21	0	0
18H(6-24)	195	174	21	0	0
24H(0-24)	249	226	23	0	0
AM Peak	05:00 46	05:00 45	08:00 2	00:00 0	00:00 0
PM Peak	17:00 52	17:00 50	13:00 5	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

14/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	4	0	0	0
05:00	29	29	0	0	0
06:00	9	9	0	0	0
07:00	14	14	0	0	0
08:00	25	24	1	0	0
09:00	2	2	0	0	0
10:00	3	3	0	0	0
11:00	2	2	0	0	0
12:00	2	2	0	0	0
13:00	5	5	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	6	5	1	0	0
17:00	28	28	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	3	2	1	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	87	85	2	0	0
16H(6-22)	99	96	3	0	0
18H(6-24)	99	96	3	0	0
24H(0-24)	132	129	3	0	0
AM Peak	05:00 29	05:00 29	08:00 1	00:00 0	00:00 0
PM Peak	17:00 28	17:00 28	16:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	18	17	1	0	0
06:00	4	3	1	0	0
07:00	0	0	0	0	0
08:00	2	2	0	0	0
09:00	1	1	0	0	0
10:00	0	0	0	0	0
11:00	5	3	2	0	0
12:00	8	7	1	0	0
13:00	5	4	1	0	0
14:00	4	3	1	0	0
15:00	7	6	1	0	0
16:00	21	21	0	0	0
17:00	37	35	2	0	0
18:00	4	3	1	0	0
19:00	0	0	0	0	0
20:00	2	2	0	0	0
21:00	1	0	1	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	94	85	9	0	0
16H(6-22)	101	90	11	0	0
18H(6-24)	101	90	11	0	0
24H(0-24)	122	110	12	0	0
AM Peak	05:00 18	05:00 17	11:00 2	00:00 0	00:00 0
PM Peak	17:00 37	17:00 35	17:00 2	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	5	5	0	0	0
05:00	47	46	1	0	0
06:00	13	12	1	0	0
07:00	14	14	0	0	0
08:00	27	26	1	0	0
09:00	3	3	0	0	0
10:00	3	3	0	0	0
11:00	7	5	2	0	0
12:00	10	9	1	0	0
13:00	10	9	1	0	0
14:00	4	3	1	0	0
15:00	7	6	1	0	0
16:00	27	26	1	0	0
17:00	65	63	2	0	0
18:00	4	3	1	0	0
19:00	0	0	0	0	0
20:00	2	2	0	0	0
21:00	4	2	2	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	181	170	11	0	0
16H(6-22)	200	186	14	0	0
18H(6-24)	200	186	14	0	0
24H(0-24)	254	239	15	0	0
AM Peak	05:00 47	05:00 46	11:00 2	00:00 0	00:00 0
PM Peak	17:00 65	17:00 63	17:00 2	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

15/10/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	6	5	1	0	0
05:00	29	29	0	0	0
06:00	7	7	0	0	0
07:00	14	14	0	0	0
08:00	26	25	0	1	0
09:00	5	5	0	0	0
10:00	1	1	0	0	0
11:00	2	2	0	0	0
12:00	2	2	0	0	0
13:00	2	1	1	0	0
14:00	2	2	0	0	0
15:00	0	0	0	0	0
16:00	5	4	1	0	0
17:00	19	19	0	0	0
18:00	2	1	1	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	80	76	3	1	0
16H(6-22)	88	84	3	1	0
18H(6-24)	88	84	3	1	0
24H(0-24)	124	119	4	1	0
AM Peak	05:00 29	05:00 29	04:00 1	08:00 1	00:00 0
PM Peak	17:00 19	17:00 19	13:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	2	1	1	0	0
04:00	1	1	0	0	0
05:00	21	18	3	0	0
06:00	8	8	0	0	0
07:00	0	0	0	0	0
08:00	6	5	1	0	0
09:00	2	2	0	0	0
10:00	0	0	0	0	0
11:00	3	3	0	0	0
12:00	7	6	1	0	0
13:00	3	2	1	0	0
14:00	2	1	1	0	0
15:00	7	5	2	0	0
16:00	25	21	3	1	0
17:00	39	34	5	0	0
18:00	8	4	4	0	0
19:00	3	0	3	0	0
20:00	1	0	1	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	102	83	18	1	0
16H(6-22)	114	91	22	1	0
18H(6-24)	114	91	22	1	0
24H(0-24)	140	113	26	1	0
AM Peak	05:00 21	05:00 18	05:00 3	00:00 0	00:00 0
PM Peak	17:00 39	17:00 34	17:00 5	16:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	2	1	1	0	0
04:00	7	6	1	0	0
05:00	50	47	3	0	0
06:00	15	15	0	0	0
07:00	14	14	0	0	0
08:00	32	30	1	1	0
09:00	7	7	0	0	0
10:00	1	1	0	0	0
11:00	5	5	0	0	0
12:00	9	8	1	0	0
13:00	5	3	2	0	0
14:00	4	3	1	0	0
15:00	7	5	2	0	0
16:00	30	25	4	1	0
17:00	58	53	5	0	0
18:00	10	5	5	0	0
19:00	3	0	3	0	0
20:00	2	1	1	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	182	159	21	2	0
16H(6-22)	202	175	25	2	0
18H(6-24)	202	175	25	2	0
24H(0-24)	264	232	30	2	0
AM Peak	05:00 50	05:00 47	05:00 3	08:00 1	00:00 0
PM Peak	17:00 58	17:00 53	17:00 5	16:00 1	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

09/10/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
05:00	27	15.4	12.5	2.8	0	4	19	4	0	0	0	0	0	0	0	0
06:00	13	17.2	12.5	4.6	0	5	3	5	0	0	0	0	0	0	0	0
07:00	20	14.2	10.8	3.4	0	9	9	2	0	0	0	0	0	0	0	0
08:00	26	15.0	12.5	2.4	0	3	20	3	0	0	0	0	0	0	0	0
09:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
10:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	7	16.7	12.5	4.1	0	2	3	2	0	0	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
15:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
16:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
17:00	19	14.9	12.8	2.0	0	1	16	2	0	0	0	0	0	0	0	0
18:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
2H(14-16)	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
12H(7-19)	88	15.0	12.1	2.8	0	17	61	10	0	0	0	0	0	0	0	0
24H(0-24)	134	15.3	12.3	2.9	0	26	88	20	0	0	0	0	0	0	0	0
AM Peak	05:00 27	06:00 17.2	04:00 14.2	06:00 4.6	00:00 0	07:00 9	08:00 20	06:00 5	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 19	12:00 16.7	16:00 13.5	12:00 4.1	12:00 0	12:00 2	17:00 16	12:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	25	17.3	14.7	2.5	0	0	14	11	0	0	0	0	0	0	0	0
06:00	5	21.2	17.5	3.5	0	0	1	3	1	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	2	7.5	7.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
10:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
11:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
12:00	11	17.1	12.5	4.5	0	4	3	4	0	0	0	0	0	0	0	0
13:00	6	17.2	13.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
14:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
15:00	11	16.9	14.3	2.5	0	0	7	4	0	0	0	0	0	0	0	0
16:00	18	15.0	11.9	2.9	0	4	12	2	0	0	0	0	0	0	0	0
17:00	34	16.4	12.8	3.5	0	7	18	9	0	0	0	0	0	0	0	0
18:00	6	16.8	11.7	4.9	0	3	1	2	0	0	0	0	0	0	0	0
19:00	2	19.8	12.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
20:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	23.7	20.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
2H(14-16)	13	16.8	13.7	3.0	0	1	8	4	0	0	0	0	0	0	0	0
12H(7-19)	97	16.2	12.6	3.5	0	23	50	24	0	0	0	0	0	0	0	0
24H(0-24)	134	17.1	13.3	3.6	0	24	66	42	2	0	0	0	0	0	0	0
AM Peak	05:00 25	06:00 21.2	06:00 17.5	06:00 3.5	00:00 0	09:00 2	05:00 14	05:00 11	06:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 34	23:00 23.7	23:00 20.0	19:00 7.1	12:00 0	17:00 7	17:00 18	17:00 9	23:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
05:00	52	16.5	13.6	2.9	0	4	33	15	0	0	0	0	0	0	0	0
06:00	18	18.9	13.9	4.8	0	5	4	8	1	0	0	0	0	0	0	0
07:00	20	14.2	10.8	3.4	0	9	9	2	0	0	0	0	0	0	0	0
08:00	28	14.9	12.5	2.4	0	3	22	3	0	0	0	0	0	0	0	0
09:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
10:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
11:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
12:00	18	16.9	12.5	4.2	0	6	6	6	0	0	0	0	0	0	0	0
13:00	8	16.4	13.1	3.2	0	1	5	2	0	0	0	0	0	0	0	0
14:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
15:00	12	16.7	14.2	2.5	0	0	8	4	0	0	0	0	0	0	0	0
16:00	23	15.2	12.3	2.8	0	4	16	3	0	0	0	0	0	0	0	0
17:00	53	15.9	12.8	3.0	0	8	34	11	0	0	0	0	0	0	0	0
18:00	8	15.8	11.3	4.4	0	4	2	2	0	0	0	0	0	0	0	0
19:00	2	19.8	12.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
20:00	3	18.8	15.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	8	15.2	11.9	3.2	0	2	5	1	0	0	0	0	0	0	0	0
2H(14-16)	15	16.4	13.5	2.8	0	1	10	4	0	0	0	0	0	0	0	0
12H(7-19)	185	15.6	12.3	3.2	0	40	111	34	0	0	0	0	0	0	0	0
24H(0-24)	268	16.3	12.8	3.3	0	50	154	62	2	0	0	0	0	0	0	0
AM Peak	05:00 52	06:00 18.9	04:00 14.2	06:00 4.8	00:00 0	07:00 9	05:00 33	05:00 15	06:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 53	23:00 22.7	23:00 17.5	19:00 7.1	12:00 0	17:00 8	17:00 34	17:00 11	23:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Staverton ATC

Direction: Eastbound

10/10/2025

[illegible]

Paul Castle Associates

Direction: Westbound

[illegible]

Paul Castle Associates

Direction: Total Flow

[illegible]

Paul Castle Associates

Staverton ATC

Direction: Eastbound

11/10/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
05:00	30	17.2	13.0	4.0	0	6	17	5	2	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
13:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
14:00	2	19.8	12.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
15:00	5	13.3	10.5	2.7	0	2	3	0	0	0	0	0	0	0	0	0
16:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
17:00	20	15.4	12.8	2.6	0	2	15	3	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
2H(14-16)	7	15.0	11.1	3.8	0	3	3	1	0	0	0	0	0	0	0	0
12H(7-19)	36	15.0	12.2	2.7	0	6	26	4	0	0	0	0	0	0	0	0
24H(0-24)	69	16.0	12.6	3.3	0	12	46	9	2	0	0	0	0	0	0	0
AM Peak	05:00 30	05:00 17.2	05:00 13.0	05:00 4.0	00:00 0	05:00 6	05:00 17	05:00 5	05:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 20	18:00 19.8	17:00 12.8	14:00 7.1	12:00 0	15:00 2	17:00 15	17:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	18	17.4	13.9	3.3	0	2	9	7	0	0	0	0	0	0	0	0
06:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
07:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
13:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
14:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
15:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
16:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
17:00	23	18.4	14.7	3.6	0	2	10	10	1	0	0	0	0	0	0	0
18:00	8	19.5	15.6	3.7	0	0	4	3	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total 2H(10-12)	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
2H(14-16)	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
12H(7-19)	44	17.9	14.3	3.4	0	3	24	15	2	0	0	0	0	0	0	0
24H(0-24)	70	17.7	14.3	3.3	0	5	37	26	2	0	0	0	0	0	0	0
AM Peak	05:00 18	02:00 18.7	08:00 17.5	02:00 3.5	00:00 0	05:00 2	05:00 9	05:00 7	05:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 23	18:00 19.5	23:00 17.5	18:00 3.7	12:00 0	17:00 2	17:00 10	17:00 10	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
05:00	48	17.2	13.3	3.8	0	8	26	12	2	0	0	0	0	0	0	0
06:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
07:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
09:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
15:00	8	13.6	11.3	2.3	0	2	6	0	0	0	0	0	0	0	0	0
16:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
17:00	43	17.2	13.8	3.3	0	4	25	13	1	0	0	0	0	0	0	0
18:00	8	19.5	15.6	3.7	0	0	4	3	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total 2H(10-12)	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
2H(14-16)	12	14.5	11.3	3.1	0	4	7	1	0	0	0	0	0	0	0	0
12H(7-19)	80	16.8	13.4	3.3	0	9	50	19	2	0	0	0	0	0	0	0
24H(0-24)	139	16.9	13.4	3.4	0	17	83	35	4	0	0	0	0	0	0	0
AM Peak	05:00 48	02:00 18.7	02:00 15.0	05:00 3.8	00:00 0	05:00 8	05:00 26	05:00 12	05:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 43	18:00 19.5	23:00 17.5	14:00 4.8	12:00 0	17:00 4	17:00 25	17:00 13	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

12/10/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
05:00	30	16.7	13.2	3.4	0	4	19	6	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
09:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
10:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
11:00	2	7.5	7.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
12:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
15:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
16:00	6	15.8	12.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
17:00	19	15.5	12.8	2.6	0	2	14	3	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
2H(14-16)	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
12H(7-19)	38	15.9	12.6	3.2	0	7	23	8	0	0	0	0	0	0	0	0
24H(0-24)	73	16.1	12.7	3.3	0	13	45	14	1	0	0	0	0	0	0	0
AM Peak	05:00 30	08:00 17.5	08:00 17.5	05:00 3.4	00:00 0	05:00 4	05:00 19	05:00 6	05:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 19	12:00 17.7	14:00 17.5	12:00 5.0	12:00 0	17:00 2	17:00 14	17:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	16	19.6	15.9	3.5	0	0	7	7	2	0	0	0	0	0	0	0
06:00	9	17.5	14.7	2.6	0	0	5	4	0	0	0	0	0	0	0	0
07:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
11:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
15:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
16:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
17:00	23	18.5	14.5	3.9	0	2	12	7	2	0	0	0	0	0	0	0
18:00	7	18.7	14.6	3.9	0	1	2	4	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	15.8	11.5	4.2	0	2	2	1	0	0	0	0	0	0	0	0
2H(14-16)	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
12H(7-19)	46	17.8	13.9	3.8	0	6	23	15	2	0	0	0	0	0	0	0
24H(0-24)	72	18.2	14.4	3.6	0	6	36	26	4	0	0	0	0	0	0	0
AM Peak	05:00 16	05:00 19.6	07:00 17.5	11:00 4.8	00:00 0	11:00 2	05:00 7	05:00 7	05:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 23	18:00 18.7	12:00 15.0	18:00 3.9	12:00 0	17:00 2	17:00 12	17:00 7	17:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
05:00	46	17.9	14.1	3.7	0	4	26	13	3	0	0	0	0	0	0	0
06:00	9	17.5	14.7	2.6	0	0	5	4	0	0	0	0	0	0	0	0
07:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	3	18.8	15.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
09:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
10:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
11:00	6	14.3	10.0	4.2	0	4	1	1	0	0	0	0	0	0	0	0
12:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
13:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
14:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
15:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
16:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
17:00	42	17.3	13.7	3.5	0	4	26	10	2	0	0	0	0	0	0	0
18:00	7	18.7	14.6	3.9	0	1	2	4	0	0	0	0	0	0	0	0
19:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	8	14.5	10.6	3.7	0	4	3	1	0	0	0	0	0	0	0	0
2H(14-16)	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
12H(7-19)	84	17.0	13.3	3.5	0	13	46	23	2	0	0	0	0	0	0	0
24H(0-24)	145	17.2	13.6	3.5	0	19	81	40	5	0	0	0	0	0	0	0
AM Peak	05:00 46	08:00 18.8	07:00 17.5	11:00 4.2	00:00 0	05:00 4	05:00 26	05:00 13	05:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 42	18:00 18.7	14:00 15.0	12:00 4.2	12:00 0	17:00 4	17:00 26	17:00 10	17:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Staverton ATC

Direction: Eastbound

14/10/2025

[illegible]

Paul Castle Associates

Direction: Westbound

[illegible]

Paul Castle Associates

Direction: Total Flow

[illegible]

Paul Castle Associates

Staverton ATC

Direction: Eastbound

15/10/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	15.8	12.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
05:00	29	16.2	12.8	3.3	0	4	20	4	1	0	0	0	0	0	0	0
06:00	7	15.0	11.1	3.8	0	3	3	1	0	0	0	0	0	0	0	0
07:00	14	14.6	11.8	2.7	0	3	10	1	0	0	0	0	0	0	0	0
08:00	26	14.9	11.7	3.1	0	7	16	3	0	0	0	0	0	0	0	0
09:00	5	17.3	14.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
10:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
11:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
13:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
14:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
17:00	19	14.9	12.8	2.0	0	1	16	2	0	0	0	0	0	0	0	0
18:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
2H(14-16)	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
12H(7-19)	80	15.2	12.3	2.8	0	14	55	11	0	0	0	0	0	0	0	0
24H(0-24)	124	15.4	12.4	3.0	0	22	84	17	1	0	0	0	0	0	0	0
AM Peak	05:00 29	09:00 17.3	09:00 14.5	06:00 3.8	00:00 0	08:00 7	05:00 20	05:00 4	05:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 19	12:00 18.7	12:00 15.0	12:00 3.5	12:00 0	17:00 1	17:00 16	17:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	24.8	17.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	21	17.7	14.6	3.0	0	1	10	10	0	0	0	0	0	0	0	0
06:00	8	17.4	13.8	3.5	0	1	4	3	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6	17.2	13.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
09:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
12:00	7	16.7	12.5	4.1	0	2	3	2	0	0	0	0	0	0	0	0
13:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
14:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
15:00	7	17.4	14.6	2.7	0	0	4	3	0	0	0	0	0	0	0	0
16:00	25	14.9	11.7	3.1	0	7	15	3	0	0	0	0	0	0	0	0
17:00	39	16.3	12.6	3.5	0	9	20	10	0	0	0	0	0	0	0	0
18:00	8	18.3	13.1	5.0	0	3	1	4	0	0	0	0	0	0	0	0
19:00	3	7.5	7.5	0.0	0	3	0	0	0	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
2H(14-16)	9	17.1	13.6	3.3	0	1	5	3	0	0	0	0	0	0	0	0
12H(7-19)	102	16.5	12.6	3.7	0	25	50	26	1	0	0	0	0	0	0	0
24H(0-24)	140	16.9	13.0	3.7	0	30	67	41	2	0	0	0	0	0	0	0
AM Peak	05:00 21	03:00 24.8	02:00 17.5	03:00 7.1	00:00 0	05:00 1	05:00 10	05:00 10	03:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 39	18:00 18.3	20:00 17.5	13:00 5.0	12:00 0	17:00 9	17:00 20	17:00 10	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
00:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	24.8	17.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
04:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
05:00	50	17.0	13.6	3.2	0	5	30	14	1	0	0	0	0	0	0	0
06:00	15	16.4	12.5	3.8	0	4	7	4	0	0	0	0	0	0	0	0
07:00	14	14.6	11.8	2.7	0	3	10	1	0	0	0	0	0	0	0	0
08:00	32	15.4	12.0	3.2	0	8	19	5	0	0	0	0	0	0	0	0
09:00	7	16.8	13.2	3.5	0	1	4	2	0	0	0	0	0	0	0	0
10:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
11:00	5	20.4	14.5	5.7	0	1	2	1	1	0	0	0	0	0	0	0
12:00	9	17.1	13.1	3.9	0	2	4	3	0	0	0	0	0	0	0	0
13:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
14:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
15:00	7	17.4	14.6	2.7	0	0	4	3	0	0	0	0	0	0	0	0
16:00	30	15.1	12.0	3.0	0	7	19	4	0	0	0	0	0	0	0	0
17:00	58	15.9	12.7	3.1	0	10	36	12	0	0	0	0	0	0	0	0
18:00	10	17.4	12.5	4.7	0	4	2	4	0	0	0	0	0	0	0	0
19:00	3	7.5	7.5	0.0	0	3	0	0	0	0	0	0	0	0	0	0
20:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	19.4	13.3	5.8	0	2	2	1	1	0	0	0	0	0	0	0
2H(14-16)	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
12H(7-19)	182	15.9	12.5	3.3	0	39	105	37	1	0	0	0	0	0	0	0
24H(0-24)	264	16.2	12.7	3.4	0	52	151	58	3	0	0	0	0	0	0	0
AM Peak	05:00 50	03:00 24.8	02:00 17.5	03:00 7.1	00:00 0	08:00 8	05:00 30	05:00 14	03:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 58	20:00 18.7	20:00 15.0	18:00 4.7	12:00 0	17:00 10	17:00 36	17:00 12	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0



Making Sustainability Happen