

A Planning Application by
BOYCE GROUP

In respect of
**Nonsuch House,
BROMHAM**

Transport Statement

2212-014/TS/01 | June 2026



Document Management

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Executive Summary

The This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf Boyce Group to support a planning application for a proposed hotel led development on land at Nonsuch House, Bromham, Wiltshire, SN15 2ED.

In summary the TS demonstrates that this high-quality development can be implemented without any material impact on the local highway network, in terms of trip generation, junction capacity or highway safety.

A Class Q Prior Approval application (which was determined in April 2023) assessed that the existing minor site entrances to Nonsuch House and the associated Farmstead on Westbrook Road were deemed satisfactory by both TPA and the Wiltshire Highway's Authority in terms of their safety, enhanced use, frequency of trip generation. The applicant seeks to ensure that these site entrances are maintained as secondary entrances and appropriate way finding will be incorporated into the scheme in order to ensure that these secondary accesses remain lower in the access hierarchy.

Further to our experience of delivering schemes within Wiltshire, and as a consequence of the information provided within the TS, it is recommended the proposed development should be supported by the Local Planning and Highway Authority. The applicant is keen to work with the Local Planning Authority and other relevant Stakeholders to address any matters which may arise during the course of the formal planning application.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf of Boyce Group to support a planning application for a proposed hotel development on land at Nonsuch House, Bromham, Wiltshire, SN15 2ED.
- 1.2 The development proposals will include the following:
- A 17-bedroom boutique hotel, with associated 28 bed short-stay accommodation totalling 45 bed spaces. Ancillary health and well-being facilities, including a welcome building with restaurant, a spa and artist's pavilion for the use of hotel guests and day guests;
 - Estate Managers Residence (5 beds); and
 - Forestry / Agricultural – Office/Workshop/Tractor Store (7 staff), Workshop and Tractor Store;
- 1.3 The proposals include on-site parking provision and a new primary access, comprising a priority junction taken from the A3102 Westbrook Road, located approximately 330m east of Nonsuch House and in place of an existing agricultural field access. Research by the wider design team demonstrates that this is also a historic entrance to the site over the centuries. Existing secondary entrances will be retained for general access. Appropriate wayfinding (such as website directions) will be incorporated into the scheme by the developer in order to promote use of the primary access.

Report Structure

- 1.4 The following key transport issues are examined in detail in this document
- Review of the local transport network and accessibility for all modes of travel;
 - A review of the local highway safety for the most recent five-year period available;
 - A summarised review of relevant transport planning policy;
 - An overview of the development proposals, including access, parking and servicing arrangements;
 - Calculation of trips forecast to be generated by the scheme; and
 - Assessment of transport impact on the surrounding network.
- 1.5 In summary, this TS demonstrates that the development can be implemented without a material impact on the local highway network. This TS finds the development acceptable in highways and transport terms.

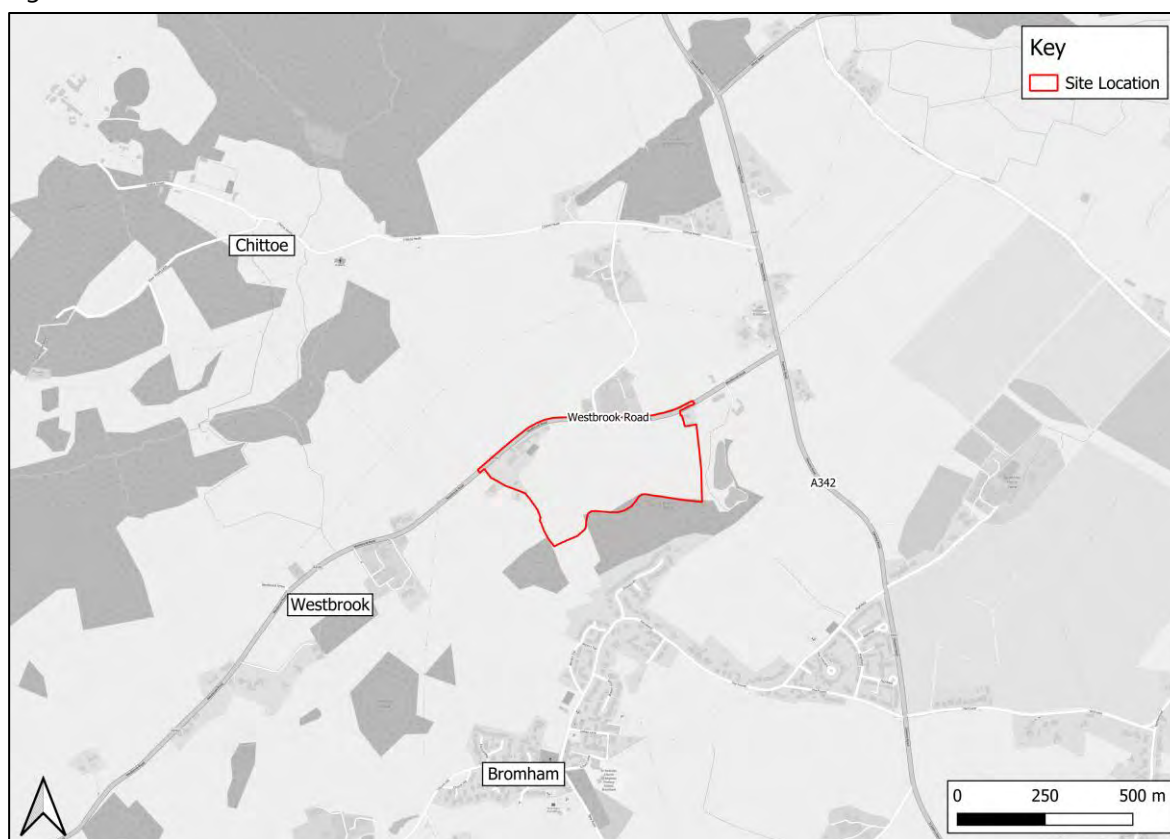
2 Existing Conditions

- 2.1 This section summarises the existing conditions of the site, including details of the site location, the local highway network, local public transport and the latest Personal Injury Collision (PIC) data.

Site Location

- 2.2 The site location is shown in **Figure 2.1**

Figure 2.1 Site Location Plan



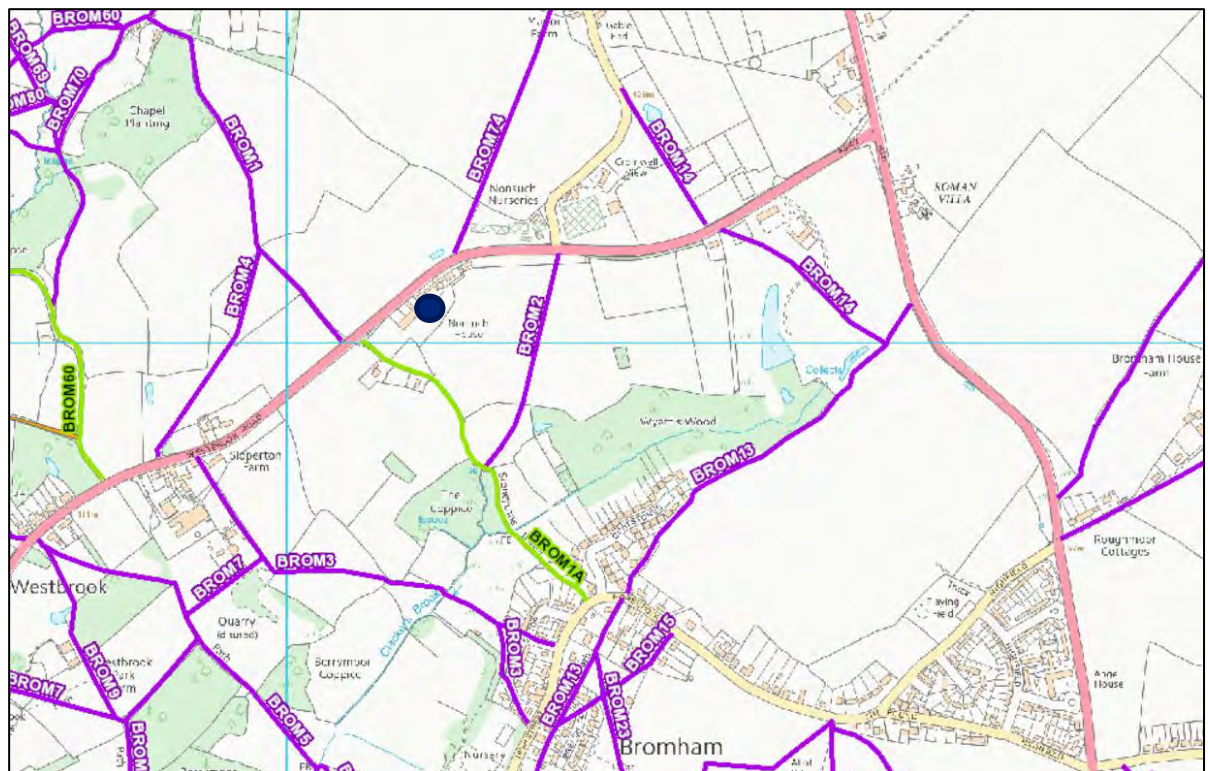
- 2.3 The Site is located approximately 550m north of the village of Bromham and 750m east of the hamlet of Westbrook. The site is located off of the A3102 Westbrook Road (which is not a designated trunk road), which routes along the site's northern boundary and is bound by agricultural land to the south.

Walking and Cycling

- 2.4 There is no specific walking or cycling infrastructure on the highway network within the vicinity of the site, with the exception of an existing 90 metres section of footway on the south side of the A3102 Westbrook Road, which routes along the frontage of Nonsuch House.

- 2.5 However, there is an extensive Public Rights of Way (PRoW) network in the vicinity of the site, which is likely to cater for leisure walking trips associated with the proposed hotel use. This includes the BROM2 footpath, which routes in a north/south direction through the centre site and connects to the BROM1A Bridleway, routing along the site's western boundary. BROM1A, provides an off-road walking and cycling route to the village of Bromham located approximately 550 metres to the south.
- 2.6 An overview of the PRoW network within the vicinity of the site is shown in **Figure 2.2**.

Figure 2.2 PRoW Network within the Vicinity of the Site



Local Facilities and Amenities

- 2.7 Given the nature of the development proposals and its rural location, it is anticipated that a majority of guests will remain on-site to make use of the ancillary facilities provided, including the hotel restaurant, health and well-being facilities and hotel grounds and parkland. Notwithstanding this observation, nothing would prevent the hotel guests from exploring the local area for general tourism and economic benefit by foot, bicycle and / or private vehicle.
- 2.8 The village of Bromham is located by walking approximately 550 metres south of the site via the BROM1A Bridleway and provides access to a number of facilities including a Butchers and Retail Shop, The Greyhound pub and restaurant and bus stops providing services to local destinations including Devizes, Chippenham and Melksham.

- 2.9 The town of Melksham is located by vehicle approximately 7.0 kilometres to the west of the site and Chippenham approximately 11.0 kilometres to the north of the site. These towns provide access to a wide range of retail, leisure and public transport facilities.

Local Highway Network

A3102 Westbrook Road

- 2.10 The A3102 Westbrook Road is a rural two-way single carriageway road. Within the vicinity of the Site, it is subject to the national speed limit (60mph) but reduces to 40mph 600 metres west. The carriageway has an approximate width of 6.5 metres.
- 2.11 The A3102 Westbrook Road runs in an east/west orientation and connects the town of Melksham to the west to the A342 to east of the Site. There are no footways or street lighting present on the A3102 Westbrook Road within the vicinity of the wider site, with the exception of an existing 90 metres section of footway on the south side of the A3102 Westbrook Road, which routes along the frontage of Nonsuch House.
- 2.12 An Automatic Traffic Count (ATC) traffic survey was undertaken on the A3102 Westbrook Road by an independent traffic survey company along the frontage of the site between 30th September 2023 and 6th October 2023. A summary of the results is presented in **Table 2.1** and **Table 2.2**, with the full results provided at **Appendix A**.

Table 2.1 Summary of ATC Traffic Survey Results – Weekday Average Traffic Flows

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Westbound	Eastbound	Westbound	Eastbound
Number of Vehicular Trips	337	325	358	388

Table 2.2 Summary of ATC Traffic Survey Results – 85th Percentile Speeds

	AM Peak (08:00-09:00)	
	Westbound	Eastbound
85th Percentile Speed	51.9mph	52.2 mph

- 2.13 The results show that traffic follows on the A3102 Westbrook Road are relatively low within the vicinity of the site and the observed 85th percentile speeds are within the posted speed limit of 60mph.

A432

- 2.14 The A432 is located approximately 500m east of Nonsuch House and can be accessed from the A3102 Westbrook Road via a priority junction with a right-turn lane, with the A3102 Westbrook Road forming the minor arm of the junction. The A432 is a two-way single carriageway road that is subject to the national speed limit, however, this reduces to 50mph approximately 650m north of the Westbrook Road junction.
- 2.15 The A432 connects the town of Chippenham to the north to Devizes in the South. The A432 has a footway located on the eastern side of the carriageway which measures approximately 1.2 metres in width. There is no street lighting present.

Public Transport

Bus Services

- 2.16 The closest bus stop is located approximately 900 metres to the south east of the Site on Bromham High Street with many additional bus stops in Bromham. These bus stops are served by three services. These services are summarised in **Table 2.3**.

Table 2.3 Summary of Bus Services

Service Number	Route	Operator	Weekday Frequency	Saturday Frequency	Sunday Frequency
33/X33	Chippenham Railway Station - Devizes	Faresaver	11 services between 07:27-18:04	7 services between 07:46-17:42	N/A
SB3	Devizes - Seend Cleeve - Devizes	The Seend Shuttle	Two services at 10:09 & 12:04	N/A	N/A
X76	Marlborough – Melksham - Bath	Swindon's Bus Company	One service per day at 09:45 (Tuesday – Friday)	N/A	N/A

Source: Traveline. Correct as of February 2024

Railway Services

- 2.18 The nearest railway station to the Site is Melksham Railway Station which is on the Wessex Main Line and located approximately 8.0km to the west of the Site, this is approximately 11 minutes from the Site by car. The services available from here are summarised in **Table 2.4**.

Table 2.4 Summary of Rail Services

Destination	Route	Operator	Weekday Frequency	Weekend Frequency
Swindon	Melksham – Chippenham - Swindon	Great Western Railway	Approximately once every 40-120 minutes between 07:21-21:32	Approximately once every 120 minutes between 08:00-20:25
Cheltenham Spa	Melksham — Swindon – Gloucester - Cheltenham	CrossCountry	Approximately once every 40-120 minutes between 07:21-22:56	Approximately once every 120 minutes between 08:32-21:34
Westbury	Melksham – Trowbridge - Westbury	CrossCountry	Approximately once every 60-120 minutes between 06:31-22:56	Approximately once every 120 minutes between 09:10-22:37

- 2.19 Additional services are also available from Chippenham Railway Station, which is on the Great Western Mainline and located 11.4km to the north of the site. This station offers direct services to/from the locations shown in **Table 2.5**. These locations will likely be the origin for many future guests staying at the hotel and offer a realistic opportunity for sustainable travel.

Table 2.5 Summary of Direct Rail Origins to Chippenham Railway Station

Destination	Origin
Chippenham	• Bath Spa; • London Paddington; • Bristol; • Reading; • Swindon; • Didcot; • Melksham; and • Westbury

- 2.20 The proximity of available rail services enhances the accessibility of the site and provides a genuine opportunity to travel by to and from the site by a combination of public transport and taxi. One of the methods of getting to the boutique hotel being explored by the application is to offer guests the ability to be collected from Chippenham station by the hotel concierge / porter.

Existing Connectivity

- 2.21 In accordance with the draft National Planning Policy Framework, the Department for Transport (DfT) Connectivity Tool has been used to assess the existing accessibility of the site. The proposed site access on Westbrook Road has been assessed (Square ID 396550_166150). A summary of the results is provided in **Table 2.6**, with the full Connectivity Tool report included at **Appendix B**.

Table 2.6 Summary of Overall Connectivity Tool Score for Square ID 296550 166150

Mode of Transport	National Score	National Distribution
Overall (except driving)	23	Low (20-30%)
Walking	15	Very low (10-20%)
Cycling	39	Below average (30-40%)
Public Transport	26	Low (20-30%)
Driving	72	High (70-80%)

- 2.22 Overall connectivity (excluding driving) and public transport both score low, walking scores very low and cycling scores below average. These scores are reflective of the site's rural location. It is anticipated that the majority of hotel guests, and staff during their working hours, will remain on-site and make use of the facilities provided as part of the proposed development, reducing the need to travel elsewhere during the day.

Personal Injury Collision Data

- 2.23 Crashmap has provided Personal Injury Collision (PIC) records for the local highway network in the vicinity of the proposed site for the most recent five-year period of 2020-2024. This is backed up by data we received in 2023 with collision information for the five-year period of 2018-2022.
- 2.24 The study area looked at the A3102 Westbrook Road within the vicinity of the proposed Site access. Only two accidents have been recorded within the vicinity of the proposed site access in the most recent five year period. One 'serious' incident occurred 300m to the west of the site access and one 'slight' incident occurred 350m to the east of the site access. The CrashMap and Wiltshire Council data is summarised in **Table 2.6**, with the reports provided at **Appendix C**.

Table 2.1 PIC Data Summary

Ref	Location	Severity	Date / Time / Condition	Description
62631/20 or	350m East of Site Access on Westbrook Road	2 Slight (both Drivers)	29/06/2020 14:35 Dry / Daylight	V1 (CAR) TRAV NE. V2 (CAR) TRAV NE. V2 WAITING TO TURN RIGHT. V1 COLLIDES REAR O/S V2. JT.
13933/22 or 2022541393322	300m West of Site Access on Westbrook Road	1 Serious (Pedestrian)	08/02/2022 16:18 Dry / Daylight	V1(CAR) TRAV SW. CAS1(PED) TRAV SE. CAS1 HAS CROSSED RD INTO PATH OF V1. V1 HAS STRUCK O/S WITH CAS1. CAS1 FALLEN TO GROUND.

- 2.25 The PIC data shows no accident clusters or patterns within the vicinity of the site. While one incident was classified as serious, they appear to be as a result of driver/pedestrian error or misjudgement rather than any inherent highway design issues. There is no evidence to suggest that the delivery of the proposed development would result in a material change to highway safety on the local highway network.

3 Transport Planning Policy and Guidance

3.1 This section outlines the relevant national and local transport policy in relation to the proposed development.

3.2 A review of the national and local transport policies with regards to the proposed development has been undertaken and identified the following transport policies and guidance as relevant to the proposed site. These policies are set out in the following documents:

- *National Planning Practice Guidance (2024);*
- *National Planning Policy Framework (2025 & Consultation Draft);*
- *Wiltshire Core Strategy (2015-2026); and*
- *Wiltshire Local Transport Plan 3 & 4 (2011 & 2025)*

National Policy

National Planning Policy Framework (2025)

3.3 The NPPF came into force on 27 March 2012 and was most recently revised in February 2025. The NPPF is currently undergoing reform, with a draft updated version published for public consultation until 10 March 2026. This Transport Assessment has been prepared in accordance with the currently adopted and operative NPPF, as the draft revised policy has not yet been adopted.

3.4 The NPPF retains the core principle set out within the preceding national policy guidance for development to be located in order to help reduce car dependency by making walking and cycling trips easier and by encouraging public transport trips between housing and jobs, shops and services. In transport terms the thrust of NPPF is a presumption in favour of sustainable development (paragraph 10).

3.5 Paragraph 110 of the NPPF states that “... *Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*”

3.6 Paragraph 115 states that “*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

3.7 Furthermore, paragraph 116 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

3.8 The enhanced primary access has been designed in accordance with DMRB design guidance. As such there are no unacceptable impacts on highway safety, or residual cumulative effects.

Consultation Draft of a Revised National Planning Policy Framework

3.9 The Draft National Planning Policy Framework (NPPF) was published in December 2025 and is currently out for public consultation until the 10th of March 2026. The Draft NPPF emphasises the need for sustainable transport to be fully embedded from the earliest stages of plan-making and development design, using a clear vision-led approach, as per policy TR1. The overarching objective is to ensure that transport infrastructure and travel choices contribute to the creation of "well-designed, sustainable, inclusive and popular places." (Chapter 15, Paragraph 1).

3.10 The consultation draft of the revised version of the Framework proposes the introduction of a national decision-making policy DP3 that will require development proposals to "provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport".

3.11 As per policy TR3, development is expected to be located and designed sustainably, by "limiting the need to travel and offering a genuine choice of transport modes for residents and users", thereby reducing reliance on the private car. A clear hierarchy of movement is promoted through Policy TR4, prioritising pedestrians, wheeling and cyclists first, followed by high-quality public transport.

- 3.12 Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR1 and policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence.
- 3.13 The Draft NPPF confirms that development should only be supported where it can proceed without a "severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed". This provides continuity with existing policy while reinforcing the expectation that transport impacts are addressed comprehensively and proportionally in support of sustainable development.
- 3.14 In line with the current NPPF and the revised Draft NPPF, the Site is sustainable due to the good walking, cycling, wheeling and public transport links, connecting the Site to Melksham, Devizes, Chippenham, Swindon and surrounding towns and cities, and the range of facilities within a short walking, wheeling and cycling distance.

Local Policy

Wiltshire Core Strategy (2015-2026)

- 3.15 The Wiltshire Core Strategy covers the period of 2015-2026 and replaces the South Wiltshire Core Strategy as well as a number of policies from the former district council local plans. The Wiltshire Core Strategy sets out a flexible and realistic framework within which local communities can work.
- 3.16 The core strategies underlying principle is to manage future developments to ensure communities have an appropriate balance of jobs, services and facilities and sets out the strategic vision for delivering sustainable growth over the period up to 2026.
- 3.17 The relationship between the Wiltshire Core Strategy and any community led planning policy documents, such as the Bromham Neighbourhood Plan, which may come forward is illustrated in **Plate 3.1**. Electric Vehicle (EV) charging will be incorporated into the parking area(s) in order to help reduce Wiltshire's transport carbon footprint. The proposed development is well-located between existing green transport infrastructure particularly the dozen or so PRowS that existing around and through the site.

Plate 3.1 Wiltshire Core Strategy Structure of the planning policy framework



3.18 There are a number of key principles which underpin the strategy to help build more resilient communities, as follows:

- Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport;
- Creating the right environment to deliver economic growth, delivering the jobs Wiltshire's population needs locally, and taking a flexible and responsive approach to employment land delivery;
- Managing development to ensure that jobs and the right infrastructure are delivered at the right time;
- Working towards lowering Wiltshire's carbon footprint through the appropriate location of development, and through renewable energy and sustainable construction;
- Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire's network of green infrastructure to support the health and wellbeing of communities;
- Providing high quality, well designed development, and ensuring full local community involvement in planning for significant new proposals; and
- Providing the framework to deliver appropriate community-led planning policy documents, including neighbourhood plans.

- 3.19 In accordance with Core Policy 61, consideration has been given to the needs of all transport users, where relevant and with consideration to the site's location. In accordance with the policy, the proposals are capable of being served by safe access to the highway network and fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.
- 3.20 In accordance with Core Policy 62, the proposed development provides appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Wiltshire Local Transport Plan 4 (LTP4) 2025-2038

- 3.21 Wiltshire's long-term aspiration in relation to transport is set out in the most recent Local Transport Plan (LTP4) with a vision for *"a safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire's communities and contributes to a low carbon future"*. The core strategies set out in the LTP4 are as follows:

- *"Supporting rural communities;*
- *Improving health, wellbeing and safety;*
- *Economic growth;*
- *Futureproofing transport;*
- *Transport decarbonisation; and*
- *Protecting and enhancing our unique environments."*

Car Parking Strategy – Wiltshire Local Transport Plan 3 (LTP3) 2011-2026

- 3.22 The current parking standards are based on the Wiltshire Local Transport Plan 3 (LTP3) Car Parking Strategy (Appendix C). Although Wiltshire has since adopted a newer Local Transport Plan (LTP4), it has not replaced these development parking standards. Maximum Parking Standards are summarised in **Table 3.1** for reference.

Table 3.1 Wiltshire Local Transport Plan 2025-2038

Use Class	Land Use	Standard
C1: Hotels and Hostels	Hotels & Hostels	1 per bedroom (including staff plus requirement for public facilities)

Summary

- 3.23 In summary, the proposed development can be fully delivered in accordance with national and local planning policy. There is a recognition that sustainable transport opportunities will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. The proposed development creates an environment to deliver rural economic growth, delivering the jobs Wiltshire's population needs locally.
- 3.24 In accordance with policy, this Transport Statement also demonstrates that any impact for the proposed development on highway safety, or the residual cumulative impacts on the road network would be negligible.

4 Development Proposals

- 4.1 This section provides a summary of the development proposals including access, parking and servicing arrangements.
- 4.2 The existing Site includes a Grade II Countryside House in a considerable state of disrepair. The main house suffered a fire in 2022 and was sold to the applicant to save the property from further unintended deterioration. An existing site plan encompassing the house and estate as shown at **Appendix D**.
- 4.3 The proposed development will comprise the repurposing and development of the site to provide the following:
- A 17-bedroom boutique hotel, with associated 28 bed short-stay accommodation totalling 45 bed spaces. Ancillary health and well-being facilities, including a welcome building with restaurant, a spa and artist's pavilion for the use of hotel guests and day guests;
 - Estate Managers Residence (5 beds); and
 - Forestry / Agricultural – Office/Workshop/Tractor Store (7 staff), Workshop and Tractor Store;
- 4.4 The proposals include for on-site parking provision and a formalised primary access from the A3102 Westbrook Road.
- 4.5 The proposed Site layout is shown at **Appendix E**.

Vehicle Access

- 4.6 The proposals include for a new primary access, comprising a priority junction taken from the A3102 Westbrook Road, located approximately 330 metres east of Nonsuch House and in place of an existing agricultural field access, which before this, was the historic entrance to the site.
- 4.7 It is proposed that the existing field access will be enhanced in order to form the main entrance to the boutique hotel. This will be achieved by increasing the existing visibility splays, a modest realignment of the existing dropped kerb onto the highway, and the formalisation of the turning radii with new kerbs extended into the site to the point of the new Cotswold stone wall. The proposed access layout is shown in **Drawing 2212-014-SK02**.
- 4.8 The access proposals have been designed in accordance with topographical survey data and observed traffic survey undertaken on the A3102 Westbrook Road.

- 4.9 In accordance with the recorded 85th percentile speeds presented in **Table 2.2**, the proposed access can provide visibility splays of 158 metres to the west and 156 metres to the east from a 2.4 metre set back distance. This is as per the accepted design guidance of DMRB. As per Wiltshire Council requirements, **Drawing 2212-014-SK02** also shows that the access can provide a visibility splay of 160 metres to the east and west from a 2.4 metre set back distance.
- 4.10 To accommodate the extent of visibility required to the west, a small section of existing hedgerow along the site frontage will be translocated behind the new section of Cotswold stone wall (a wayfinding feature) in accordance with the project team's ecologist, incorporating stakeholder requirements as necessary. There may also be a requirement to set back or remove existing pillars and a gate used to access the BROM2 footpath, which would also provide users with an increased landing area within the verge and improve pedestrian safety.
- 4.11 To accommodate the extent of visibility required to the east, one small tree and a small section of existing hedgerow will be translocated to as required and maintained to provide the required visibility splay.
- 4.12 The proposed internal access road will measure 6.0 metres in the vicinity of the access to allow for two-way vehicular movements. Any gates will be set back from the highway to ensure there is no queuing back onto the highway.
- 4.13 The proposed access layout will accommodate 10 metre kerb radii on either side of the access, providing sufficient space for a luxury coach to comfortably manoeuvre in and out of the site in a forward gear. A swept-path analysis of the proposed access arrangement is presented in **Drawing 2212-014-SK02**. This demonstrates that the primary access is compliant with the full range of vehicle types which will need access to the boutique hotel for visitors, maintenance and operational requirements.
- 4.14 The proposed access is located either within the limits of the public highway or on land within the applicant's control and is therefore fully deliverable.
- 4.15 The existing access points to Nonsuch House, will remain and serve as secondary points of access to the farm yard area and outbuildings. These secondary points have been deemed to be safe by Wiltshire Highways Department during a previous application during 2023.

Pedestrian and Cycle Access

- 4.16 Due to the location of the Site and the semi-rural nature of Westbrook Road, there is forecast to be limited pedestrian and cycle use in terms of trip destination. In terms of trip origination, the hotel will

encourage the use of hotel bicycles, and provide PRow maps in order to encourage visitors to explore the local area by sustainable modes of transport. The design of the internal layout is centred on the prioritisation of pedestrian and cyclist movements, this will most likely be for recreational use by visitors. This is demonstrated by the extensive network of footpaths which routes through the Wild Park and Wyatts Wood. The proposals will also accommodate and maintain exiting PRow and PRow connections throughout the site.

Parking Provision

Vehicle Parking

- 4.17 The proposed quantum of parking spaces to serve the proposed development is presented in **Table 4.1**.

Table 4.1 Proposed Car Parking Provision

Type of Parking	Quantity	Proposed No. of Parking Spaces
Hotel Guest	45 beds	45
Hotel Staff	21 staff	21
Estate Managers Residents Parking	5 beds	5
Forestry/Agricultural Office/Workshop/Tractor Store Parking	7 staff	4
Hotel Day Visitors	32	16
Total		91 Spaces

- 4.18 The proposed development will provide a total of 91 car parking spaces, inclusive of five wheelchair accessible parking bays.
- 4.19 Car parking provision for hotel guests has been provided in accordance with the *Wiltshire Local Transport Plan 2011- 2026 – Car Parking Strategy*, with one space provided per bedroom. Additional car parking spaces have been calculated on a first principles basis for 'Spa and Dine Package Day Guests'.
- 4.20 Given the rural nature of the site, it is assumed that a majority of staff will also travel by car and sufficient car parking has therefore been provided to cater for their needs and ensure there is no

overspill parking on the surrounding highway network. This has been calculated on a first principles basis ratio of 1:1 / staff: vehicle, due to the nature of shift pattern working, to facilitate rising and falling demand throughout the weekday / weekends and the changing seasons.

- 4.21 In addition to the spaces provided for the hotel use, parking spaces have also been provided accordingly for the proposed Forestry/Agricultural uses. based on the same ratio for the above reasons.
- 4.22 A swept-path analysis of the internal access road and car parking layout has been included in Drawing **2212-014-SP01**, this also shows that a luxury coach is able to enter and exit the site a forward gear, utilising the proposed turning area, located off the main site access road and to the east of the farm yard area.

Servicing and Deliveries

- 4.23 Refuse collection will be made by private refuse collection. It is demonstrated in **Drawing 2212-014-SP01** that an 11.2 metre refuse vehicle is able to access and egress the proposed servicing and delivery area in a forward gear. A gate or vehicle barrier will prevent the refuse vehicle from leaving the site via the secondary access point.

5 Trip Generation

- 5.1 This section provides a summary of the trip generation assessment undertaken for the proposed development.

Proposed Development Trip Rates and Generation

- 5.2 To understand the number of trips associated with the proposed hotel and short-stay accommodation, trip rates have been obtained using the TRICS database. The following criteria were used to calculate these rates:

- 06 – Hotel, Food and Drink;
- A – Hotels;
- Weekday Surveys;
- 20-300-bedroom hotels (average 78); and
- 'Out of Town' and 'Village' locations

- 5.3 The full TRICS report is attached as **Appendix F**. With the trips rates and resulting trip generation for the proposed development with the AM peak hour and PM peak hour provided in **Table 5.1**.

Table 5.1 TRICS Trip Rates and Trip Generation – Proposed Hotel (45 Beds)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per bed)	0.158	0.252	0.410	0.355	0.226	0.581	2.370	2.178	4.548
Trip Generation (45 beds)	7	11	18	16	10	26	107	98	205

- 5.4 The results in **Table 5.1** show the proposed hotel could result in a total of 18 trips in the AM peak hour and 26 trips in the PM peak hour.
- 5.5 Even with the addition of approximately 5 trips associated with the proposed agricultural and forestry uses in the peak hours, it is concluded that this would not result in a material impact on the

surrounding highway network and that the access proposals would be suitable to accommodate the anticipated level of trip generation.

Sensitivity Test

- 5.6 Given the semi-rural nature and location of the proposed development, it is accepted that there are no directly comparative sites within the TRICS data base. A sensitivity test based on first principles has therefore been undertaken to compare with the TRICS results presented in **Table 5.1**.
- 5.7 The sensitivity test has assumed a worst-case scenario, with two car trips (one arrival/one departure) generated per bedroom and two car trips (one arrival/one departure) generated per staff member per day. The car trips associated with hotel and short-stay accommodation guests allows for their arrival and departure at the beginning and end of their stay as well as a day trip undertaken by car for each full day of their stay. In reality, it is anticipated car use is likely to be much lower. This is because the hotel is designed to be a destination hotel; catering for a clientele who are there to primarily enjoy the facilities on site in terms of health and wellbeing. Attractions which can be accessed locally by foot or bicycle will also be promoted such as the villages of Westbrook and Bromham.
- 5.8 It has also been assumed that the hotel would generate approximately 12 delivery and service movements (6 arrivals and 6 departures) per day. These would be associated with:
- Linen & Laundry
 - Food & Drink Delivery
 - Refuse Collection
 - Maintenance Van
 - Waste Treatment Plant Pumping Vehicle
 - Newsagent / Grocers
- 5.9 The total daily trip generation is presented in **Table 5.2** and is broadly in accordance with the Trip Generation established using TRICS.

Table 5.2 First Principles Daily Trip Generation – Proposed Hotel (45 Beds)

Type of Parking	Quantum	Arrivals	Departures
Hotel Guest	45 beds (17-bedroom boutique hotel, with associated 28 bed short-stay accommodation)	45	45
Hotel Staff	19 staff	19	19
Hotel Servicing and Delivery	6 deliveries	6	6

Day Guests	32 guests (16 cars - 3x package rotations per day)	48	48
Total		118	118

- 5.10 Due to the operational nature of a hotel and the short-stay accommodation, it cannot be assumed that all guests and staff will arrive within the typical 'peak hours'. Therefore, using the TRICS data provided at **Appendix F**, a daily trip profile has been established. The daily trips have then been applied to the profile to show the times in which most people arrive/depart the proposed development. This resulting hourly trip generation is shown in **Table 5.3**.

Table 5.3 Daily Trip Generation

Time Range	Arrivals %	Number of Arrivals	Departures %	Number of Departures
07:00-08:00	2%	3	12%	14
08:00-09:00	7%	8	12%	14
09:00-10:00	8%	9	7%	8
10:00-11:00	4%	5	5%	6
11:00-12:00	3%	3	6%	7
12:00-13:00	4%	4	4%	5
13:00-14:00	4%	5	6%	8
14:00-15:00	8%	8	5%	6
15:00-16:00	6%	7	5%	6
16:00-17:00	8%	10	5%	6
17:00-18:00	15%	18	10%	12
18:00-19:00	12%	14	8%	10
19:00-20:00	9%	11	7%	8
20:00-21:00	6%	7	4%	4
21:00-22:00	6%	7	4%	5

- 5.11 **Table 5.3** shows that as worst-case scenario the AM peak period will have a total of 17 vehicle trips and the PM peak period will have a total 30 vehicle trips. This is broadly in accordance with the Trip Generation established using TRICS shown in **Table 5.1**.

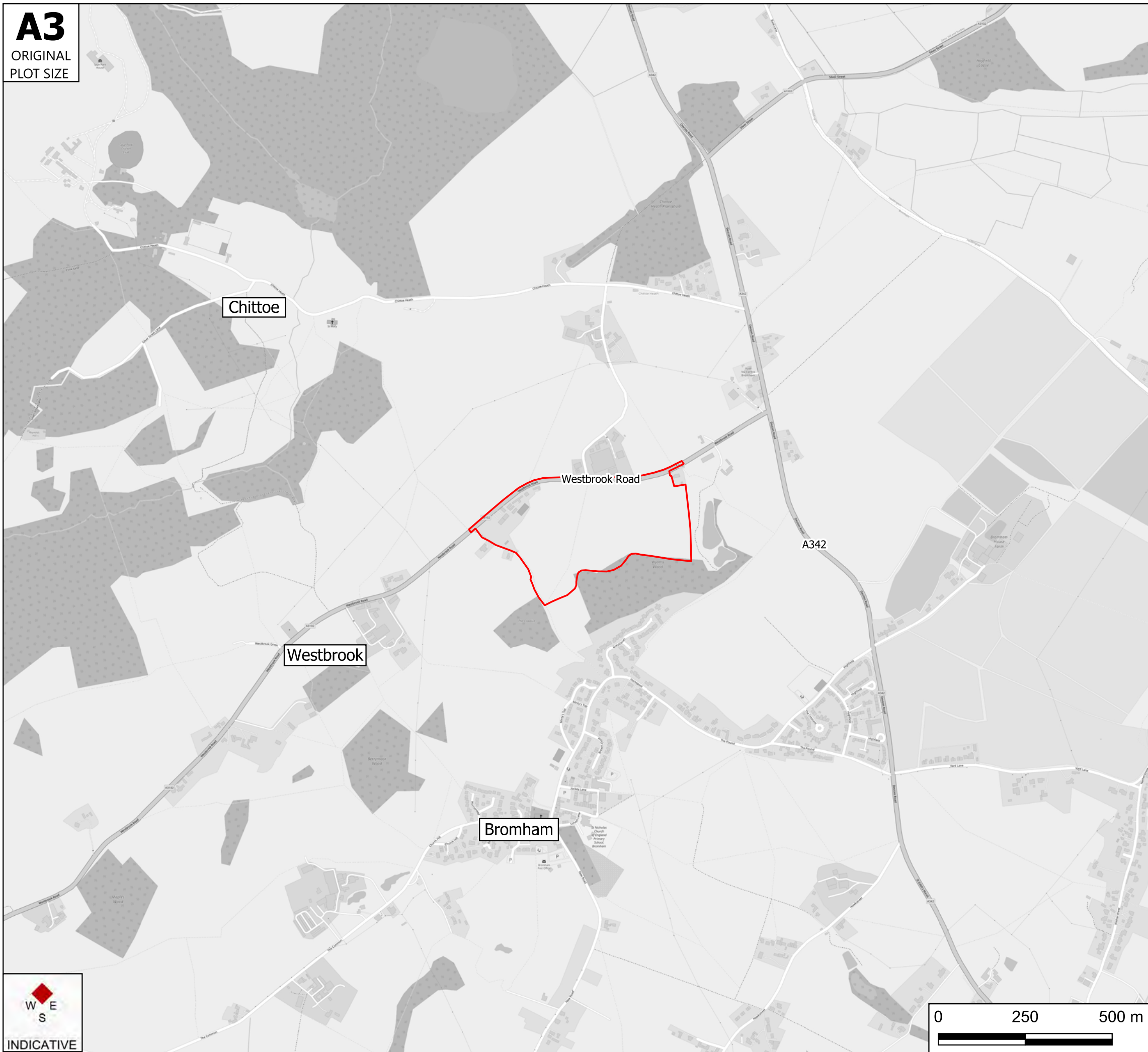
- 5.12 Even with the addition of approximately 5 trips associated with the proposed agricultural and forestry uses in the peak hours, it is concluded that this would not result in a material impact on the surrounding highway network and that the access proposals would be suitable to accommodate the anticipated level of trip generation.
- 5.13 This trip generation assessment has taken a worst-case approach. The assessment has assumed that no staff members will be car sharing, all bedrooms are occupied, and no guests are travelling to the Site via sustainable modes of transport. Even with these parameters, the Site is still associated with a low trip generation. Therefore, it is concluded the proposed development would result in no material impact on the local highway network.

6 Summary and Conclusions

- 6.1 This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf of Boyce Group (the Applicant) in relation to the to the delivery of a proposed hotel led boutique development on land at Nonsuch House, Bromham.
- 6.2 The Site is located in a semi-rural area and currently consists of a Grade II Manor House and outbuildings which is located approximately 820m north of the village of Bromham and 750m east of the hamlet of Westbrook. The Applicant is applying for planning permission for the repurposing and development of the Site, to provide a mixed-use development including, but not limited to, a 45-bed hotel, with ancillary facilities, including on-site parking.
- 6.3 Vehicle access to the Site is proposed via a priority junction arrangement with the A3102 Westbrook Road, retaining the priority of flow over site vehicles. The Site access arrangements and internal access road have been designed to accommodate all servicing vehicles for day-to-day deliveries as well as refuse collection.
- 6.4 A trip generation assessment has been undertaken which demonstrates that the proposed development is not forecast to have any material impact upon the operation or safety of the local highway network.
- 6.5 In conclusion, the National Planning Policy Framework (2025) Paragraph 116 states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 6.6 On the basis of the findings within this Transport Statement and in the context of the guidelines within paragraph 116 of the NPPF, it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network.
- 6.7 In light of the information set out within this Transport Statement, it is concluded that the redevelopment proposals are acceptable from a transport perspective.

FIGURES

A3
ORIGINAL
PLOT SIZE



Key

Site Location

Rev	Date	Details			Drawn by
					Checked by
					Approved by

Bristol
Cambridge
London
Norwich
Welwyn Garden City



40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:

Boyce Group

PROJECT:

Nonsuch House, Bromham

TITLE:

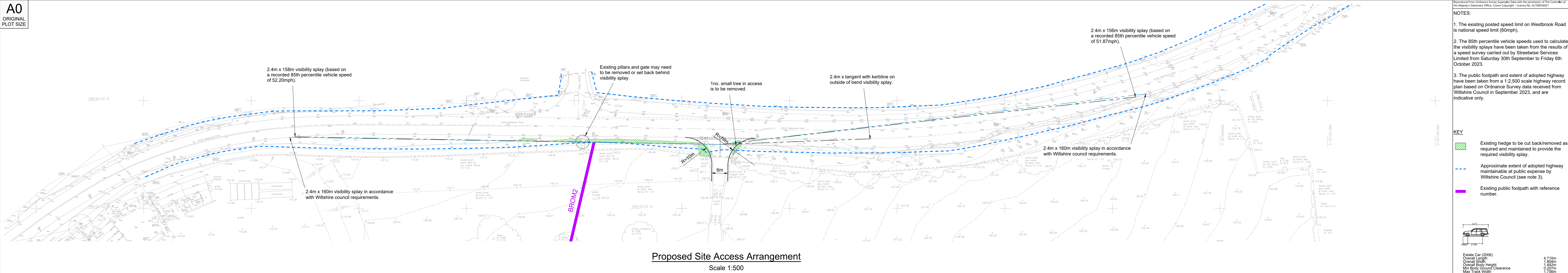
Site Location

STATUS:

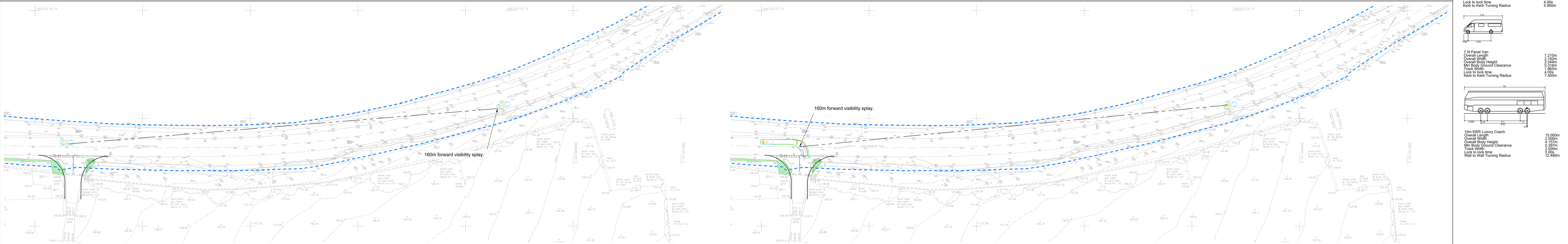
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	03/07/26	IW	SM	SM
JOB NO:		DRAWING NO:		REVISION:
2212-014		Figure 2.1		-

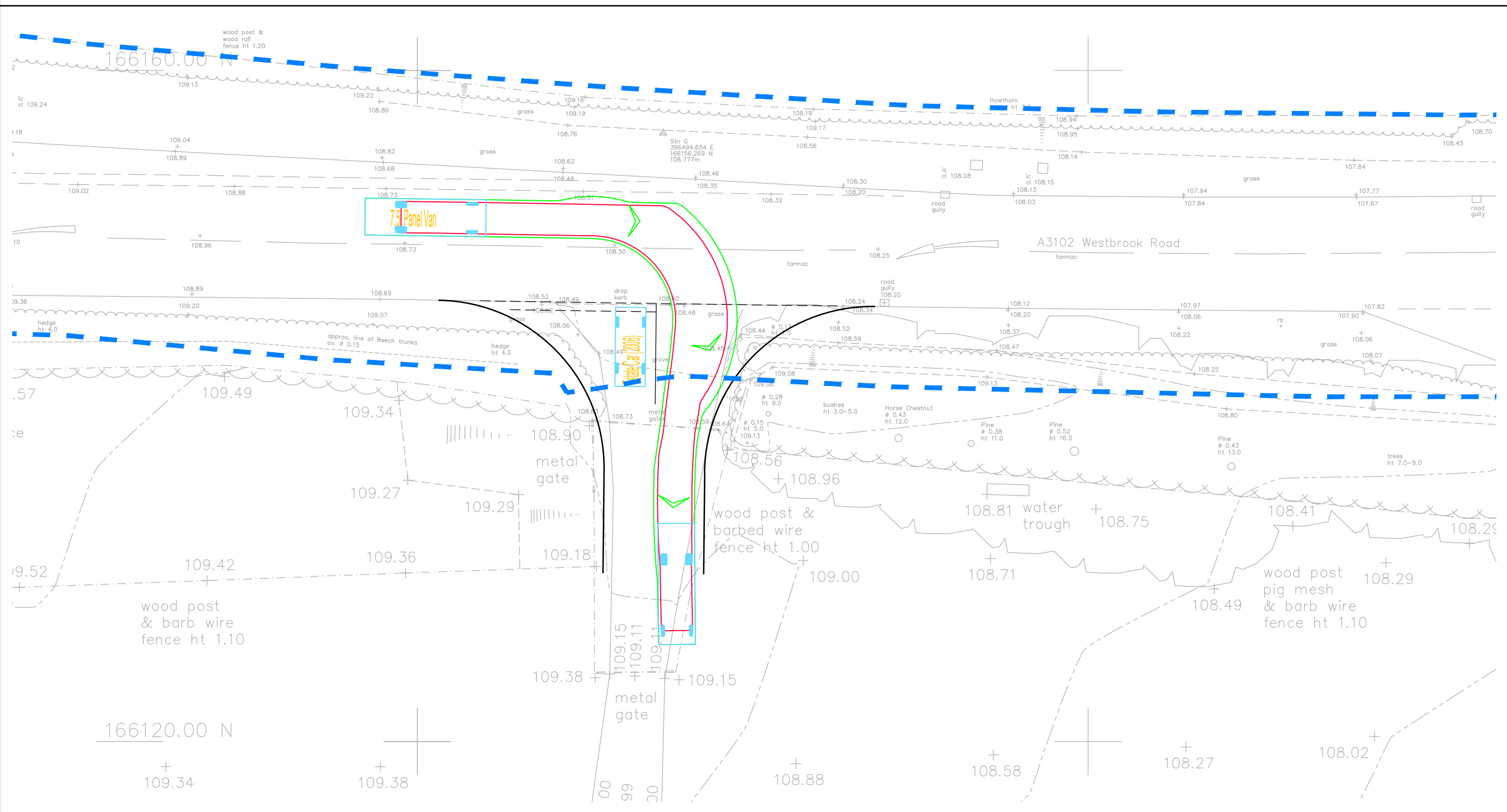
DRAWINGS



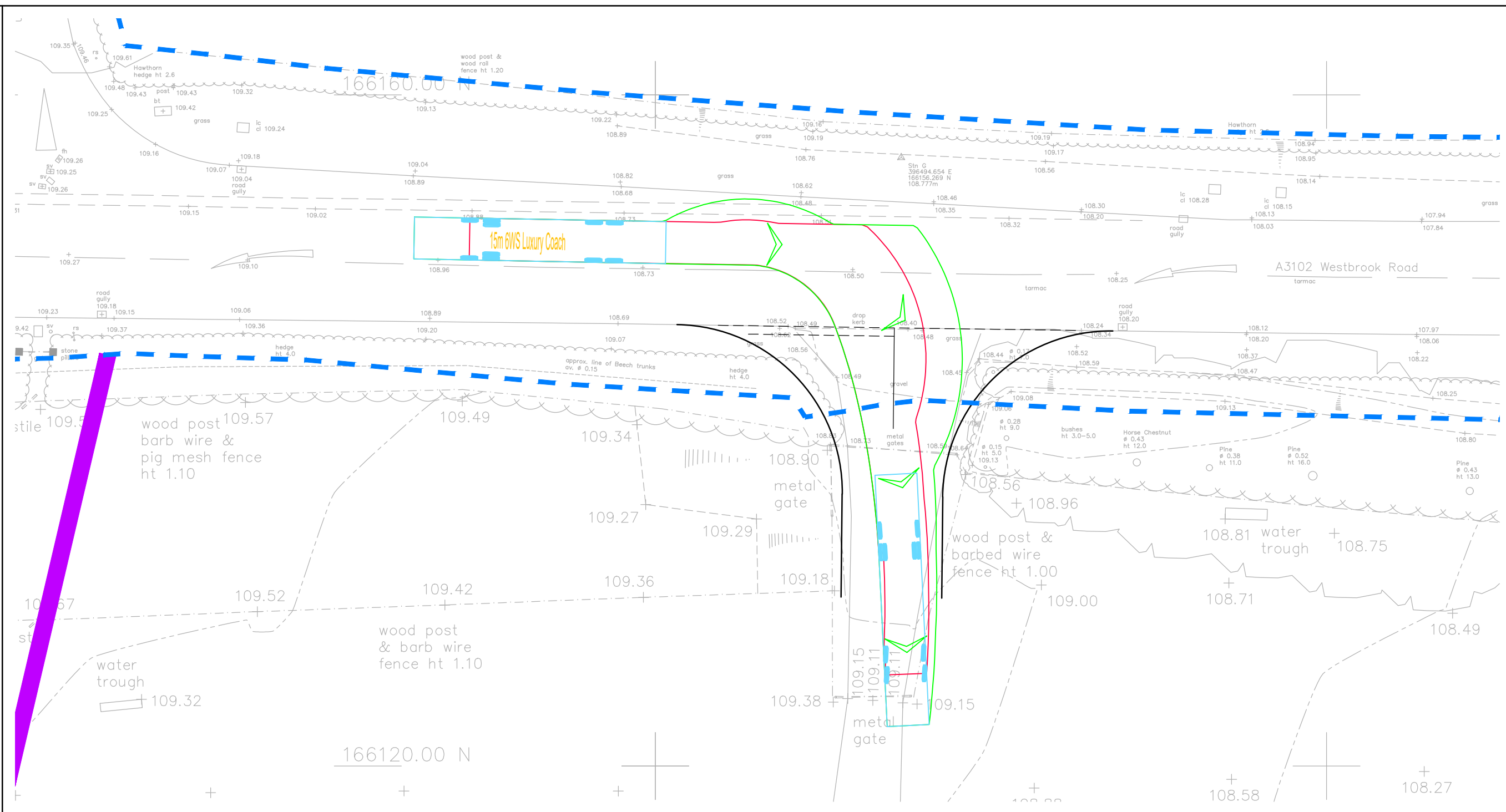
Proposed Site Access Arrangement
Scale 1:500



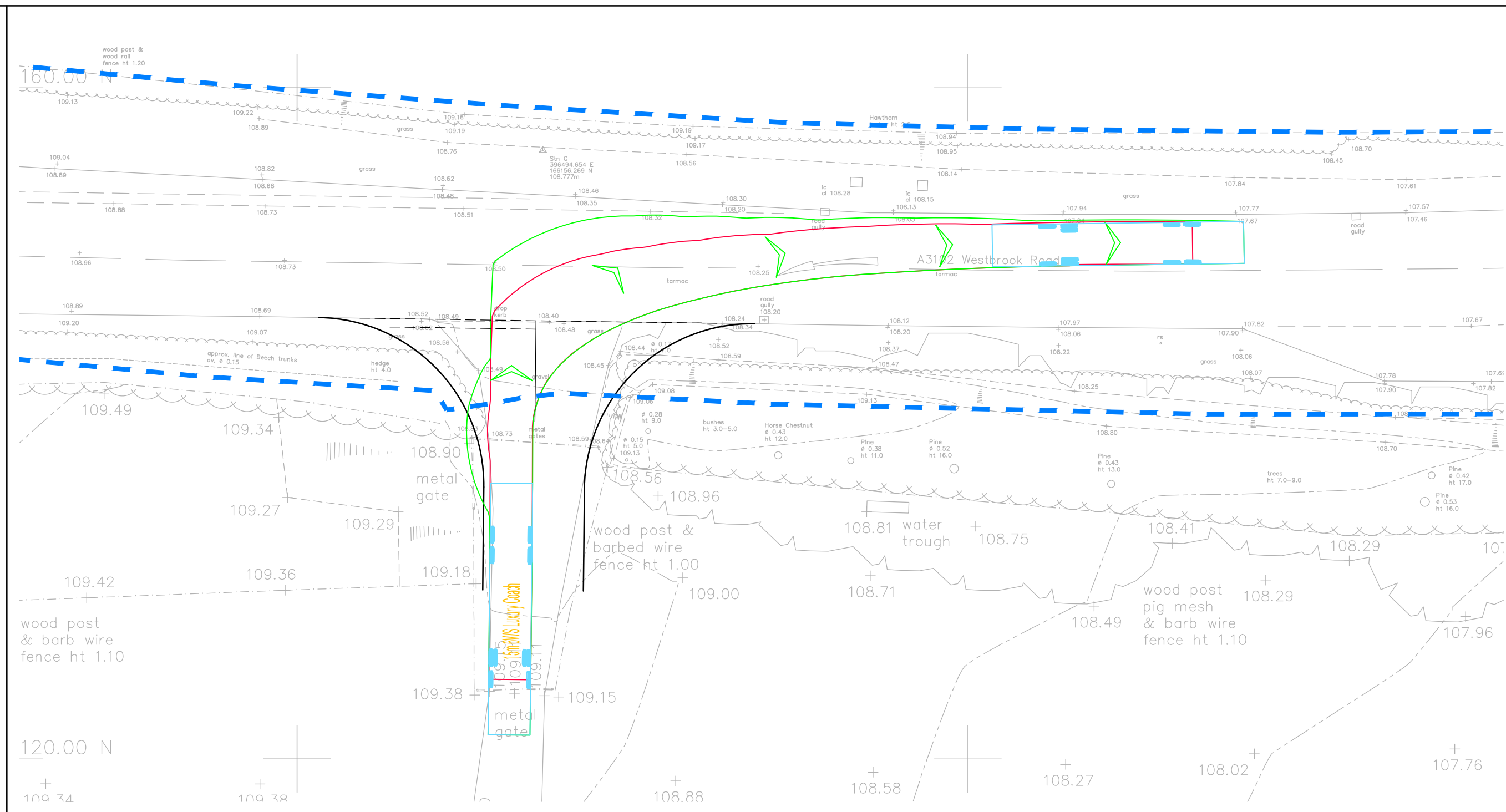
Forward Visibility on Westbrook Road
Scale 1:500



Panel Van Passing A Car Stopped At The Access
Scale 1:250



Luxury Coach Turning Into The Access
Scale 1:250



Luxury Coach Turning Out Of The Access
Scale 1:250

NOTES:

- The existing posted speed limit on Westbrook Road is national speed limit (60mph).
- The 85th percentile vehicle speeds used to calculate the visibility splays have been taken from the results of a speed survey carried out by Streetwise Services Limited from Saturday 30th September to Friday 6th October 2023.
- The public footpath and extent of adopted highway have been taken from a 1:2,500 scale highway record plan based on Ordnance Survey data received from Wiltshire Council in September 2023, and are indicative only.

KEY

- Existing hedge to be cut back/removed as required and maintained to provide the required visibility splay.
- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 3).
- Existing public footpath with reference number.

Vehicle Dimensions:

- Vehicle Car (2006): Overall Length 4.730m, Overall Width 1.850m, Overall Body Height 1.450m, Min Body Ground Clearance 0.100m, Max Track Width 1.750m, Lock to lock time 4.00s, Min to Max Turning Radius 5.00m.
- 7.5t Panel Van: Overall Length 7.210m, Overall Width 2.100m, Overall Body Height 2.440m, Min Body Ground Clearance 0.100m, Max Track Width 1.950m, Lock to lock time 4.00s, Min to Max Turning Radius 7.400m.
- 15m BWS Luxury Coach: Overall Length 15.000m, Overall Width 2.500m, Overall Body Height 4.100m, Min Body Ground Clearance 0.100m, Max Track Width 2.500m, Lock to lock time 6.00s, Min to Max Turning Radius 12.400m.

Client: BOYCE D & B LIMITED

Project: NONSUCH HOUSE, BROMHAM

Title: Proposed Site Access Arrangement - Alternative Option

Status: PRELIMINARY

Scale: As Shown

Date: 18.10.23

Drawn: PSW

Checked: STM

Approved: JD

Job No: 2212-014

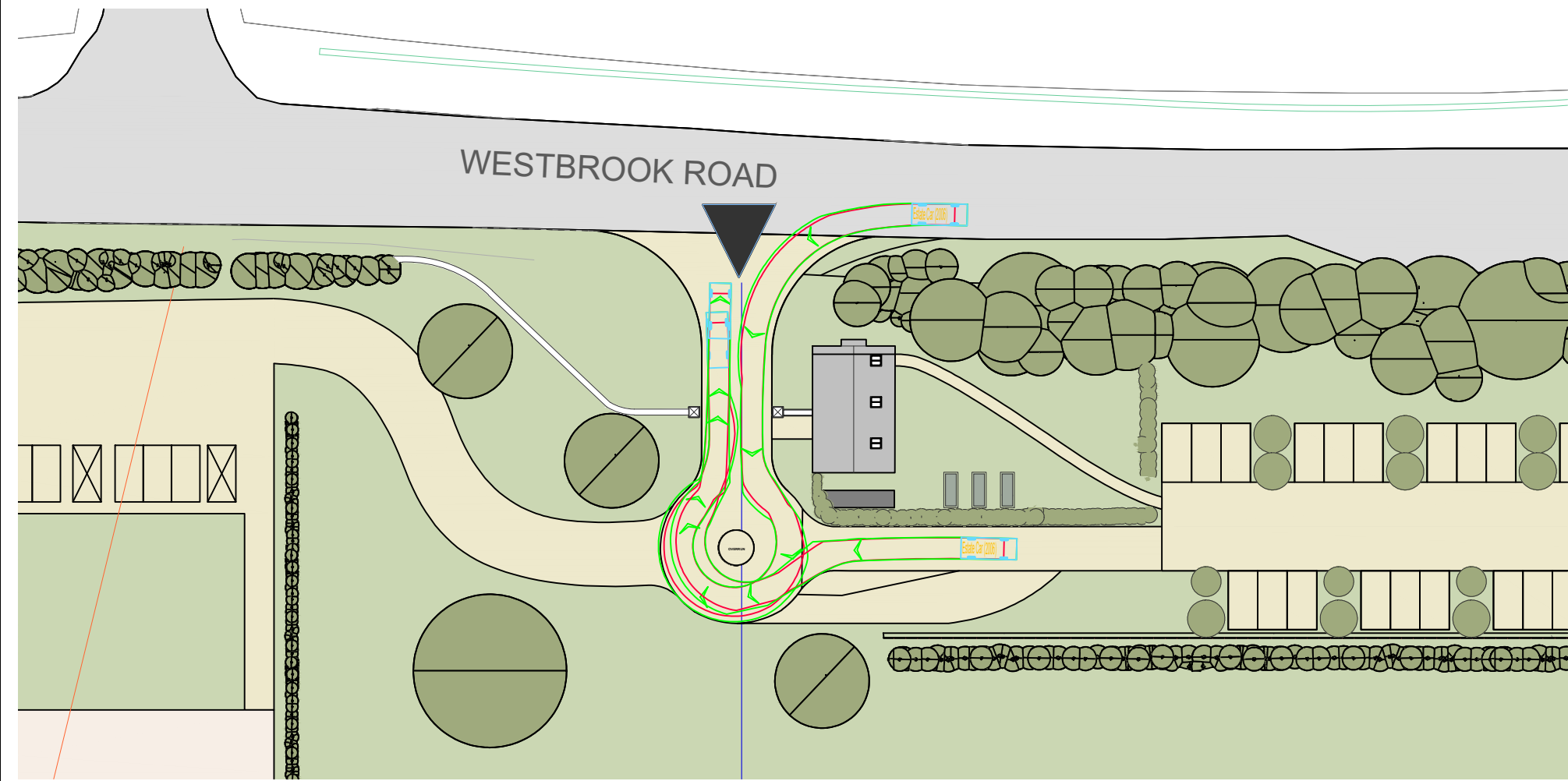
Drawing No: SK02

Revision: A

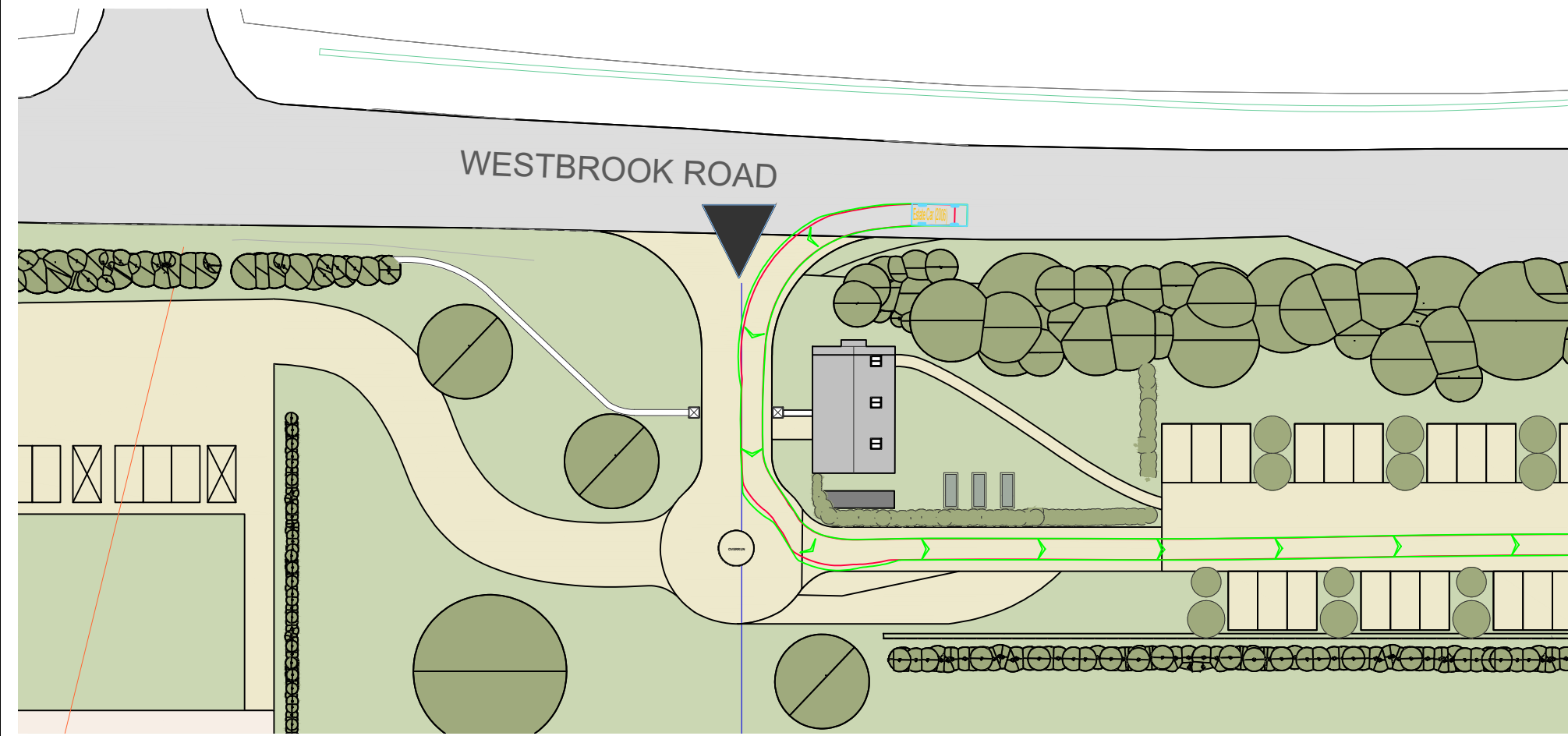
RESERVED COPYRIGHT



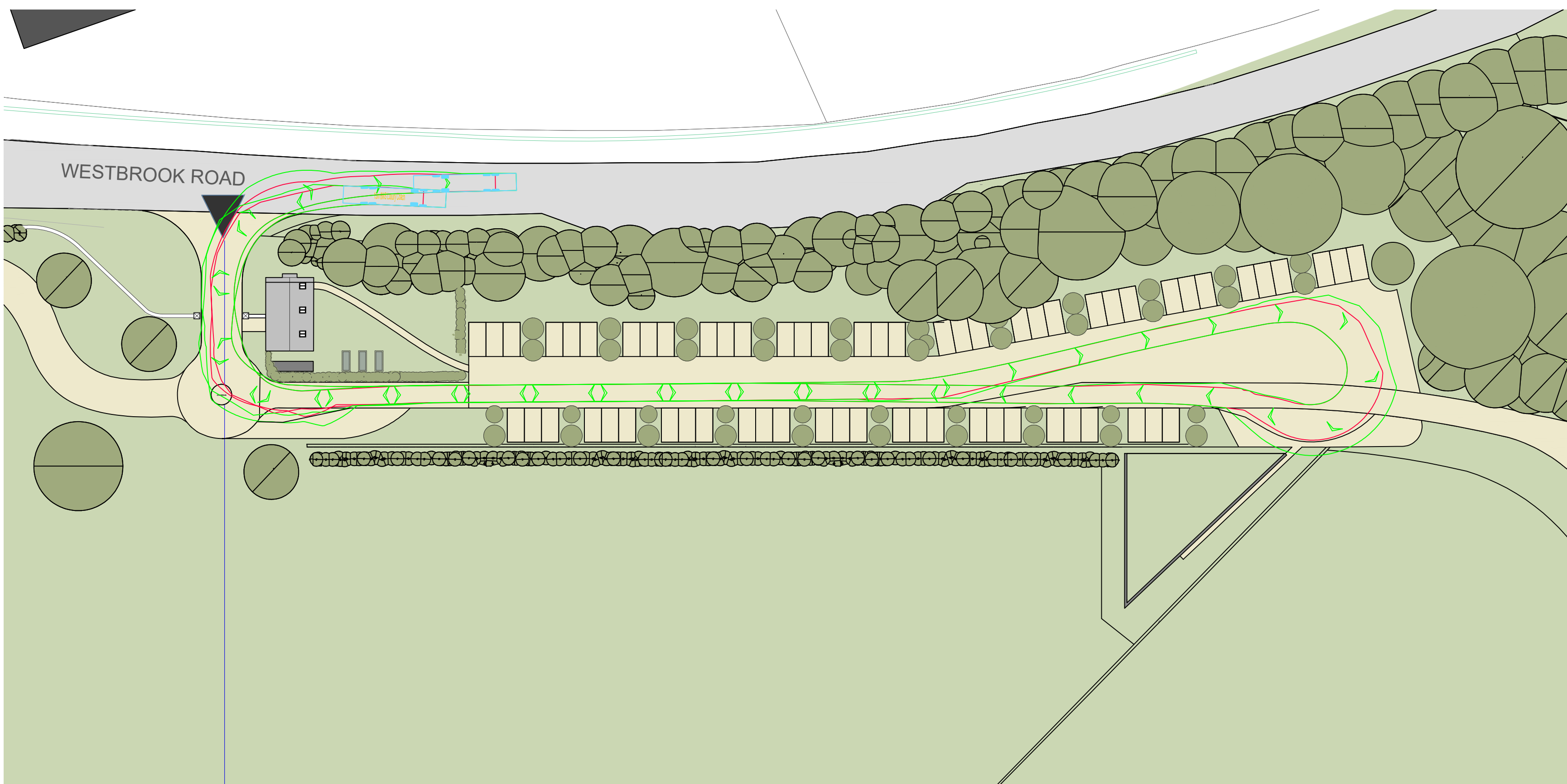
Swept Path Location Plan
Scale 1:2,500



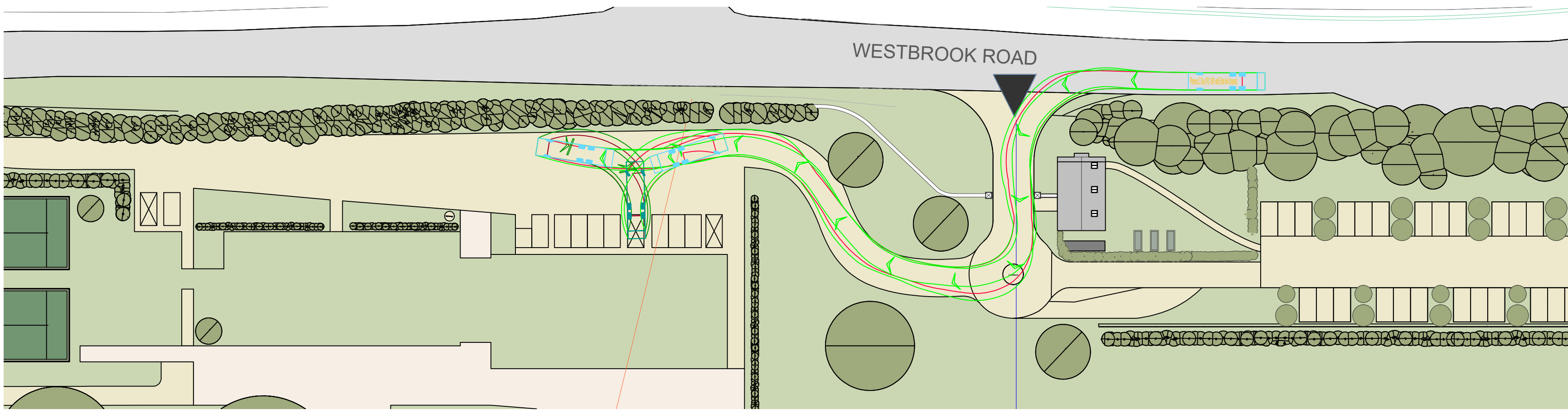
INSET 1 - Estate Car Turning At The Roundabout
Scale 1:500



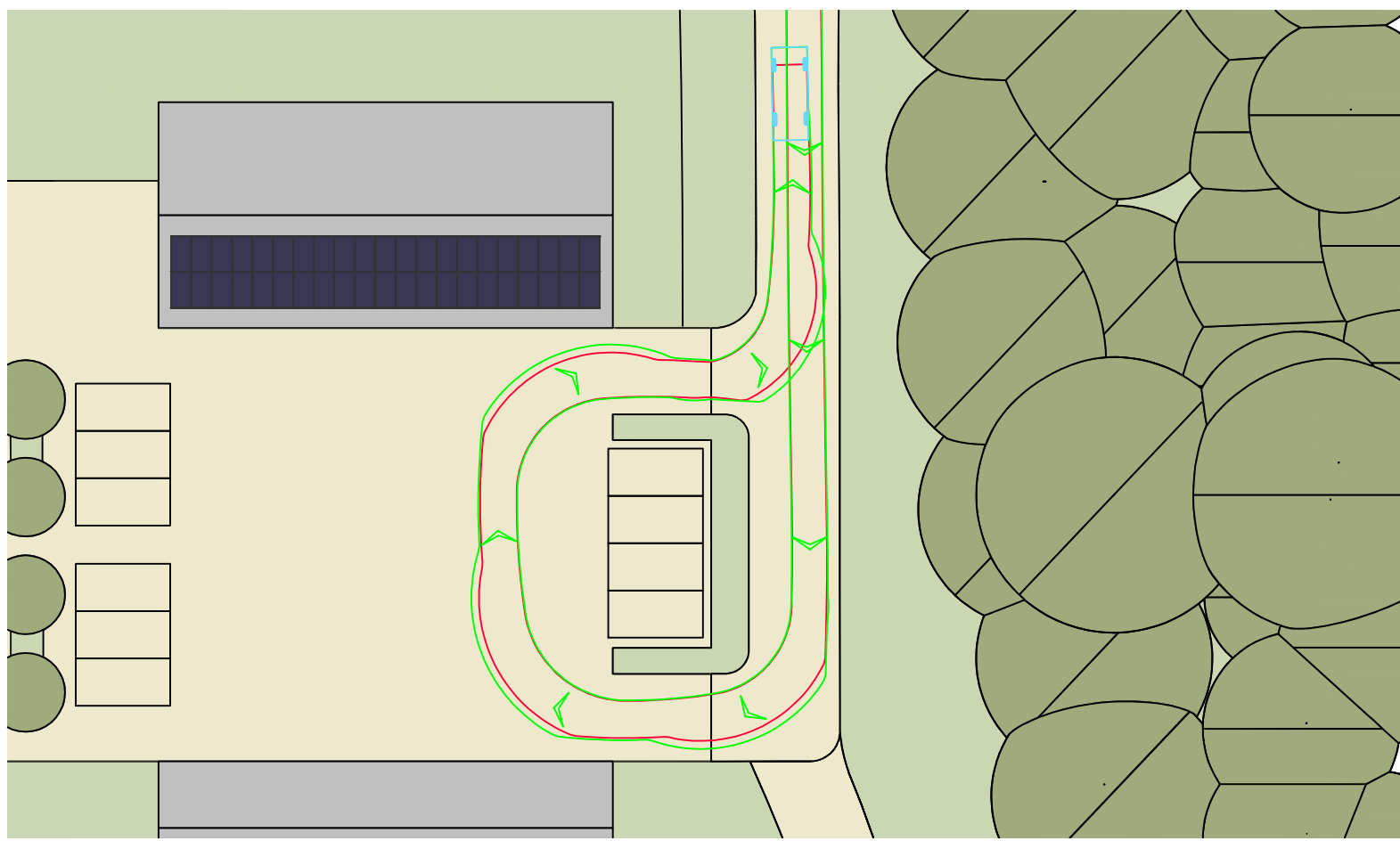
INSET 1 - Estate Car Towards Insert 4
Scale 1:500



INSET 2 - Luxury Coach
Scale 1:500



INSET 3 - Refuse Vehicle
Scale 1:500



INSET 4 - Estate Car Turning
Scale 1:500

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NOTES:

15m 6WS Luxury Coach
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.387m
Track Width 2.500m
Lock to lock time 5.30s
Wall to Wall Turning Radius 12.490m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.755m
Lock to lock time 4.05s
Kerb to Kerb Turning Radius 5.950m

C	29.07.26	Updated to latest layout and amended tracking to match	KVT	STM	JD
B	07.07.26	Updated to latest layout	JS	AS	JD
A	14.02.24	Updated with latest architects layout and vehicle tracking revm.	PSW	STM	JD
Rev	Date	Drawn By	Checked By	Approved By	

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Transport Planning Associates

CLIENT:
BOYCE D & B LIMITED

PROJECT:
**NONSUCH HOUSE,
BROMHAM**

TITLE:
**Swept Path Analysis Of A
Luxury Coach, 11.2m Refuse
Vehicle and An Estate Car**

STATUS:
INFORMATION

SCALE: As Shown	DATE: 17.11.23	DRAWN: PSW	CHECKED: STM	APPROVED: JD
JOB NO: 2212-014	DRAWING NO: SK01	REVISION: C		



APPENDIX A

11449 - Westbrook Road, North of Bromham ATC 1

Produced by Streetwise Services Ltd.



Channel - Eastbound

Saturday 30/09/2023		Vehicle Classes														TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14	
1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
5	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
6	0	16	15	0	0	1	0	0	0	0	0	0	0	0	32	
7	0	47	23	0	1	0	0	0	0	0	0	1	2	0	74	
8	0	121	25	0	0	2	0	0	0	0	0	0	3	0	151	
9	0	136	24	0	0	2	0	0	0	0	0	0	2	0	164	
10	0	178	29	0	0	2	0	0	0	0	0	0	1	0	210	
11	0	186	34	0	0	3	0	0	0	0	0	0	0	0	223	
12	0	175	33	1	0	0	0	0	0	0	0	0	0	0	209	
13	0	193	31	1	0	0	0	1	0	0	0	0	1	0	227	
14	0	176	31	0	0	1	0	1	2	0	0	0	1	0	212	
15	0	152	23	0	0	0	0	1	0	0	0	0	0	0	176	
16	0	157	25	0	0	1	0	0	1	1	0	0	1	0	186	
17	0	159	24	0	0	1	0	0	0	0	0	0	1	0	185	
18	0	134	17	0	0	0	0	1	0	0	0	0	0	0	152	
19	0	73	27	0	0	0	0	0	0	1	0	0	0	0	101	
20	0	41	7	0	0	0	0	0	0	0	0	0	0	0	48	
21	0	40	7	0	0	0	0	0	0	0	0	0	0	0	47	
22	0	38	4	0	0	0	0	0	0	0	0	0	0	0	42	
23	0	27	4	0	0	0	0	0	0	0	0	0	0	0	31	

Hour	7-19	1887	346	2	1	12	0	4	3	2	0	1	12	0	2270
Ranges:	6-22	2022	379	2	1	13	0	4	3	2	0	1	12	0	2439
	6-24	2049	383	2	1	13	0	4	3	2	0	1	12	0	2470
	0-24	2087	386	2	1	13	0	4	3	2	0	1	13	0	2512

Channel - Westbound

Saturday 30/09/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
6	0	26	4	0	0	1	0	1	0	0	0	0	0	0	32
7	0	67	14	0	0	0	0	1	0	0	0	1	0	0	83
8	0	139	11	0	0	0	0	0	0	0	0	1	0	0	151
9	0	157	21	1	0	0	0	0	0	1	0	0	1	0	181
10	0	196	22	0	0	0	0	0	0	0	0	0	1	0	219
11	0	221	24	0	0	0	0	0	0	0	0	0	0	0	245
12	0	231	26	0	0	1	0	0	0	1	1	0	0	0	260
13	0	206	14	0	0	0	0	0	0	0	0	0	0	0	220
14	0	172	13	0	0	0	0	0	0	1	0	0	0	0	186
15	0	150	16	0	0	0	0	0	0	0	0	0	0	0	166
16	0	175	12	0	0	0	0	0	0	0	0	0	0	0	187
17	0	177	11	0	0	0	0	1	0	0	0	0	0	0	189
18	0	154	15	0	0	0	0	0	0	0	2	0	0	0	171
19	0	84	6	0	0	0	0	0	0	0	0	0	0	0	90
20	0	60	2	0	0	0	0	0	0	0	0	0	0	0	62
21	0	43	3	0	0	0	0	0	0	0	0	0	0	0	46
22	0	30	2	0	0	0	0	0	0	0	0	0	0	0	32
23	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19

Hour	7-19	2129	205	1	0	1	0	2	0	3	3	2	2	0	2348
Ranges:	6-22	2288	216	1	0	2	0	3	0	3	3	2	2	0	2520
	6-24	2305	218	1	0	2	0	3	0	3	3	2	2	0	2539
	0-24	2342	225	1	0	2	0	3	0	3	3	2	2	0	2583

Channel - Eastbound

Sunday		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
6	0	17	8	0	0	1	0	0	0	0	0	0	1	0	27
7	0	33	23	0	0	1	0	0	0	0	0	0	1	0	58
8	0	76	18	0	0	0	0	1	0	0	0	0	0	0	95
9	0	145	36	0	0	1	0	0	0	0	0	0	0	0	182
10	0	157	26	0	0	1	0	0	0	0	0	0	0	0	184
11	0	146	21	0	0	1	0	0	0	0	0	0	0	0	168
12	0	164	36	0	0	2	0	1	0	0	0	0	0	0	203
13	0	158	35	0	0	0	0	0	0	0	0	0	0	0	193
14	0	160	28	1	0	1	0	0	0	0	0	0	0	0	190
15	0	143	27	0	0	0	0	1	0	0	0	0	0	0	171
16	0	159	23	0	0	1	0	0	0	0	0	0	0	0	183
17	0	124	28	0	0	0	0	0	0	0	0	0	1	0	153
18	0	100	19	0	0	0	0	0	1	0	0	0	1	0	121
19	0	80	11	0	0	0	0	0	0	0	0	0	0	0	91
20	0	52	11	0	0	0	0	0	0	0	0	0	0	0	63
21	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
22	0	14	1	0	0	2	0	0	0	0	0	0	0	0	17
23	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8

Hour	7-19	1645	331	1	0	8	0	3	1	0	0	0	3	0	1992
Ranges:	6-22	1761	354	1	0	11	0	3	1	0	0	0	4	0	2135
	6-24	1788	355	1	0	11	0	3	1	0	0	0	4	0	2143
	0-24	1804	364	1	0	11	0	3	1	0	0	0	4	0	2188

11449 - Westbrook Road, North of Bromham ATC 1

Produced by Streetwise Services Ltd.



Channel - Eastbound

Saturday 30/09/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	2	3	5	3	1	14	
1	0	0	0	0	0	0	0	0	3	2	4	0	0	9	
2	0	0	0	0	0	0	0	0	0	1	0	2	0	3	
3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4	0	0	0	0	0	0	0	0	0	1	1	0	0	2	
5	0	0	0	0	0	0	0	0	0	1	8	4	0	13	
6	0	0	0	0	0	0	0	0	3	5	14	9	1	32	
7	0	0	0	0	0	1	0	0	6	15	18	31	2	74	
8	0	0	0	0	0	0	0	1	31	49	66	4	0	151	
9	0	0	0	0	1	0	1	0	3	48	59	49	2	164	
10	0	0	0	0	0	0	0	7	9	55	81	55	3	210	
11	0	0	0	0	0	0	0	3	6	53	83	73	5	223	
12	0	0	0	0	0	0	0	1	6	59	88	51	4	209	
13	0	0	0	0	0	0	1	3	12	29	69	109	4	227	
14	0	0	0	0	0	0	0	14	20	28	79	63	7	212	
15	0	0	0	0	0	0	0	3	5	29	81	52	5	176	
16	0	0	0	0	0	0	4	0	5	35	84	55	3	186	
17	0	0	0	0	0	0	0	3	4	28	65	77	8	185	
18	0	0	0	0	0	0	0	0	4	28	46	71	3	152	
19	0	0	0	0	0	0	0	0	4	21	31	38	7	101	
20	0	0	0	0	0	0	0	0	4	17	24	2	1	48	
21	0	0	0	0	0	0	0	0	2	8	5	30	0	47	
22	0	0	0	0	0	0	0	0	3	6	9	23	1	42	
23	0	0	0	0	0	1	0	0	3	4	6	12	4	31	

Hour	7-19	0	0	1	1	6	34	85	459	833	790	57	4	2270
Ranges:	6-22	0	0	1	1	6	34	90	480	869	881	69	8	2439
	6-24	0	0	1	2	6	34	93	484	875	893	73	9	2470
	0-24	0	0	1	2	6	34	93	489	883	912	82	10	2512

Channel - Westbound

Saturday 30/09/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	0	0	0	0	1	4	1	4	2	0	12
1	0	0	0	0	0	0	0	0	1	1	2	2	0	6
2	0	0	0	0	0	0	0	0	1	0	2	0	0	3
3	0	0	0	0	0	0	1	1	1	0	0	0	0	3
4	0	0	0	0	0	0	0	0	2	1	2	0	0	5
5	0	0	0	0	0	0	0	1	1	5	7	1	0	15
6	0	0	0	0	0	0	0	1	3	9	16	3	0	32
7	0	0	0	0	0	0	1	8	20	29	21	3	1	83
8	0	0	0	0	1	0	4	14	43	46	40	2	1	151
9	0	0	0	1	1	0	9	22	58	55	32	3	0	181
10	0	0	3	1	0	2	7	37	55	66	46	2	0	219
11	0	0	2	0	0	2	5	38	63	74	58	2	1	245
12	0	0	0	0	0	0	2	24	71	97	61	5	0	260
13	0	0	0	2	0	3	6	16	51	67	74	1	0	220
14	0	0	0	1	1	1	6	15	45	54	57	3	3	186
15	0	0	0	0	0	0	3	9	53	57	42	2	0	166
16	0	0	0	0	1	1	0	10	51	58	59	6	1	187
17	0	0	0	0	1	0	0	9	40	73	61	4	1	189
18	0	0	0	0	0	0	3	20	35	56	48	8	1	171
19	0	0	0	1	1	1	0	5	30	28	20	3	1	90
20	0	0	0	0	0	0	0	1	10	17	32	2	0	62
21	0	0	0	0	1	0	1	8	8	10	15	2	1	46
22	0	0	0	0	1	0	1	2	3	10	15	0	0	32
23	0	0	0	0	0	1	0	3	8	3	4	0	0	19

Hour	7-19	0	5	6	6	10	46	227	615	760	619	44	10	2348
Ranges:	6-22	0	5	6	8	10	48	239	639	806	697	51	11	2520
	6-24	0	5	6	8	11	48	242	647	809	701	51	11	2539
	0-24	0	5	6	8	11	49	245	657	817	718	56	11	2583

Channel - Eastbound

Sunday		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	1	0	0	1	10	2	0	0	14	
1	0	0	0	0	0	0	0	0	2	1	3	0	0	6	
2	0	0	0	0	0	0	0	0	0	0	6	0	2	8	
3	0	0	0	0	0	0	0	0	0	0	2	1	0	3	
4	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
5	0	0	0	0	0	0	0	0	1	3	8	0	0	12	
6	0	0	0	0	0	0	0	1	3	10	12	1	0	27	
7	0	0	0	0	0	0	0	1	8	17	28	4	0	58	
8	0	0	0	0	0	0	1	1	9	25	55	4	0	95	
9	0	0	0	0	0	0	5	8	24	65	71	9	0	182	
10	0	0	0	0	0	0	0	2	38	68	70	6	0	184	
11	0	0	0	0	0	0	0	3	45	57	63	0	0	168	
12	0	0	0	0	0	1	2	14	29	75	76	6	0	203	
13	0	0	0	0	0	0	2	8	40	60	72	11	0	193	
14	0	0	0	0	1	5	1	9	25	68	75	6	0	190	
15	0	0	0	1	0	3	4	6	25	69	54	9	0	171	
16	0	0	0	0	0	0	1	1	24	71	82	3	1	183	
17	0	0	0	0	0	0	0	4	21	30	92	6	0	153	
18	0	0	0	0	0	2	3	2	15	38	52	9	0	121	
19	0	0	0	0	0	0	1	2	13	39	35	0	1	91	
20	0	0	0	0	0	0	0	3	7	12	34	6	1	63	
21	0	0	0	0	0	0	0	0	5	3	23	5	0	36	
22	0	0	0	0	0	0	0	0	3	5	8	1	0	17	
23	0	0	0	0	0	0	0	0	2	1	3	2	0	8	

Hour	7-19	0	0	1	1	11	20	61	316	682	825	73	2	1992
Ranges:	6-22	0	0	1	1	11	20	65	334	712	902	86	3	2135
	6-24	0	0	1	1	11	20	65	336	713	905	88	3	2143
	0-24	0	0	1	1	12	20	65	340	729	926	89	5	2188

11449 - Westbrook Road, North of Bromham ATC 1

Produced by Streetwise Services Ltd.



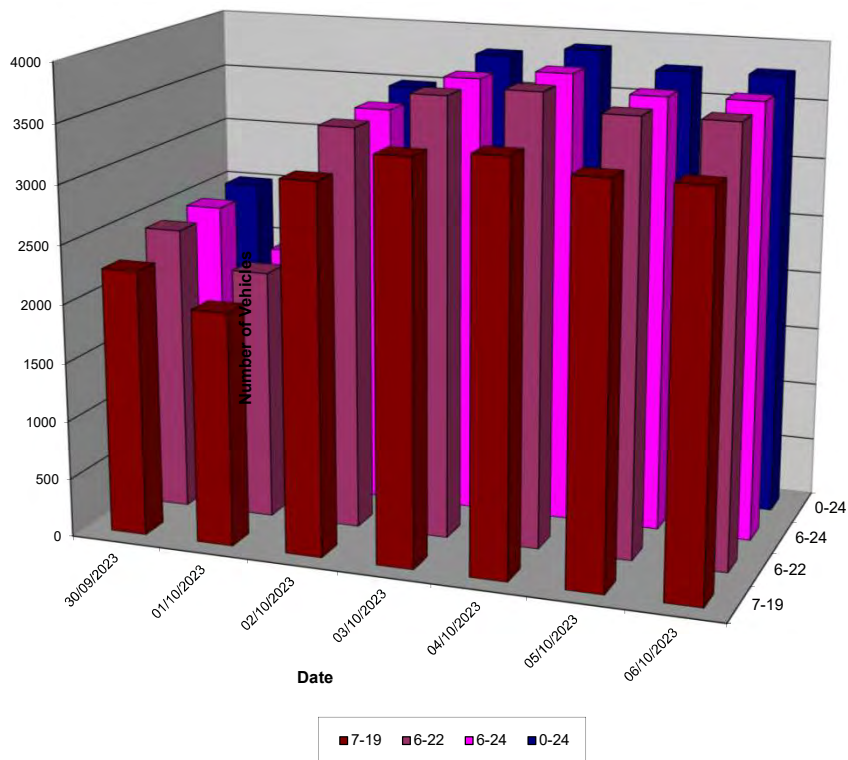
Channel - Eastbound

Vehicle Flow

Hour	Min	30/09/2023 Saturday	01/10/2023 Sunday	02/10/2023 Monday	03/10/2023 Tuesday	04/10/2023 Wednesday	05/10/2023 Thursday	06/10/2023 Friday	5 Day Ave	7 Day Ave
0	0	14	14	2	7	5	9	11	7	9
1	0	9	6	4	3	5	6	4	4	5
2	0	3	8	1	7	7	5	6	5	5
3	0	1	3	5	7	4	5	4	5	4
4	0	2	2	11	8	14	14	11	12	9
5	0	13	12	39	43	37	39	43	40	32
6	0	32	27	134	149	154	134	135	141	109
7	0	74	58	322	358	357	380	321	348	267
8	0	151	95	307	360	354	330	276	325	268
9	0	164	182	208	236	273	244	223	237	219
10	0	210	184	154	181	158	170	203	173	180
11	0	223	168	188	177	206	160	207	188	190
12	0	209	203	198	203	241	183	264	218	214
13	0	227	193	192	202	212	210	235	210	210
14	0	212	190	261	259	271	274	280	269	250
15	0	176	171	239	245	280	293	274	266	240
16	0	186	183	307	400	336	327	338	342	297
17	0	185	153	412	409	392	382	343	388	325
18	0	152	121	234	242	241	242	228	237	209
19	0	101	91	113	113	122	135	137	124	116
20	0	48	63	63	89	100	77	88	83	75
21	0	47	36	57	58	77	77	63	66	59
22	0	42	17	33	50	34	48	55	44	40
23	0	31	8	13	12	22	21	26	19	19

Hour	7-19	2270	1992	3135	3385	3443	3330	3329	3324	2983
Ranges:	6-22	2439	2135	3422	3731	3808	3666	3670	3659	3267
	6-24	2470	2143	3435	3743	3830	3687	3698	3678	3286
	0-24	2512	2188	3497	3818	3902	3765	3775	3751	3351

Vehicle Flow (Channel 1)



Channel - Westbound

Vehicle Flow

Hour	Min	30/09/2023 Saturday	01/10/2023 Sunday	02/10/2023 Monday	03/10/2023 Tuesday	04/10/2023 Wednesday	05/10/2023 Thursday	06/10/2023 Friday	5 Day Ave	7 Day Ave
0	0	12	25	5	14	10	10	9	10	12
1	0	6	4	1	1	2	5	8	3	4
2	0	3	5	8	6	10	2	2	6	5
3	0	3	4	5	4	5	4	14	6	6
4	0	5	2	10	16	10	15	9	12	10
5	0	15	6	70	85	89	77	68	78	59

11449 - Westbrook Road, North of Bromham ATC 1

Produced by Streetwise Services Ltd.



Channel - Eastbound

Average Speed

Hour	Min	30/09/2023	01/10/2023	02/10/2023	03/10/2023	04/10/2023	05/10/2023	06/10/2023
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0	0	56.12	47.39	50.15	51.20	54.09	52.14	51.82
1	0	49.11	52.28	53.61	48.61	49.57	55.75	55.53
2	0	57.30	61.70	52.57	47.18	51.11	48.95	49.21
3	0	54.47	58.50	46.96	47.04	48.79	52.29	56.33
4	0	51.61	48.37	49.97	55.42	51.10	51.38	53.06
5	0	56.97	53.84	51.01	49.73	51.98	51.79	52.45
6	0	55.78	50.18	48.43	47.97	48.74	49.82	50.05
7	0	49.77	51.53	47.82	45.55	44.42	47.00	48.06
8	0	50.04	52.41	47.39	45.73	45.92	45.83	47.30
9	0	48.06	49.69	45.17	46.36	45.34	46.89	46.67
10	0	47.84	49.49	45.44	46.49	45.66	46.42	45.14
11	0	48.84	48.72	47.07	48.95	46.72	46.08	45.49
12	0	48.11	48.88	46.98	46.44	47.18	46.65	46.00
13	0	49.87	49.78	47.10	48.06	46.41	44.76	46.30
14	0	47.85	49.25	45.51	47.20	46.41	46.11	47.16
15	0	49.09	49.12	46.63	46.64	47.94	47.85	47.87
16	0	48.33	50.67	46.75	47.16	47.81	47.53	47.76
17	0	50.28	51.61	46.09	48.52	47.53	49.21	48.02
18	0	50.03	50.29	48.28	48.45	47.89	47.80	49.30
19	0	50.21	49.30	49.06	48.57	49.71	47.54	47.84
20	0	51.95	52.24	48.63	50.98	51.65	50.57	50.71
21	0	52.17	54.41	51.33	50.62	49.38	50.28	49.03
22	0	50.39	51.33	48.57	51.12	52.71	52.40	50.50
23	0	51.50	54.14	53.98	55.88	53.48	51.67	51.25

Hour Ranges:	10-12	48.27	49.04	46.57	47.25	46.63	46.40	45.59
	14-16	48.39	49.69	46.31	47.03	47.42	47.20	47.60
	0-24	49.33	50.10	47.09	47.43	47.15	47.46	47.63

7 Day Ave 48.03

Channel - Eastbound

85th Percentile

Hour	Min	30/09/2023	01/10/2023	02/10/2023	03/10/2023	04/10/2023	05/10/2023	06/10/2023
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0	0	64.85	50.42	56.36	58.22	57.76	63.81	61.04
1	0	53.33	59.49	59.89	51.30	54.32	60.02	58.59
2	0	62.62	75.50	52.57	50.68	58.60	56.19	58.74
3	0	54.47	61.11	51.24	50.62	52.17	57.76	63.95
4	0	55.64	48.94	54.62	60.16	55.22	60.62	57.99
5	0	63.30	59.53	55.38	54.86	57.33	57.62	57.69
6	0	62.48	54.89	53.71	53.25	54.03	55.47	56.10
7	0	56.53	56.85	51.56	50.76	50.92	52.37	52.91
8	0	55.24	58.20	52.34	51.12	51.35	51.15	52.18
9	0	52.68	55.48	50.63	51.87	50.25	51.44	51.88
10	0	54.01	54.15	50.50	52.07	51.82	52.12	51.81
11	0	53.72	54.24	51.40	54.19	51.58	50.78	51.44
12	0	53.27	53.64	52.91	52.88	52.35	52.42	51.54
13	0	55.07	56.80	52.23	52.74	51.29	51.04	51.98
14	0	53.99	54.37	50.02	52.07	51.35	51.47	52.24
15	0	53.68	56.62	51.31	51.46	52.12	52.47	53.00
16	0	52.80	56.00	51.90	52.95	52.03	53.41	52.75
17	0	55.85	55.98	51.43	53.86	51.40	53.56	53.35
18	0	55.46	56.64	54.51	53.75	53.15	54.24	54.24
19	0	55.92	53.70	55.05	54.41	54.29	53.76	53.25
20	0	57.56	58.23	55.64	57.09	55.98	56.14	57.30
21	0	57.66	59.13	59.33	56.78	52.32	56.24	55.78
22	0	55.99	55.93	53.80	57.38	58.44	57.29	56.71
23	0	59.72	63.97	58.53	62.38	59.20	61.50	59.47

Hour Ranges:	10-12	53.71	53.89	51.48	53.13	52.01	51.68	51.61
	14-16	53.51	55.70	51.37	52.44	52.01	52.49	52.69
	0-24	53.18	55.91	52.44	52.99	52.28	53.08	53.20

7 Day Ave 53.58

Channel - Westbound

Average Speed

Hour	Min	30/09/2023	01/10/2023	02/10/2023	03/10/2023	04/10/2023	05/10/2023	06/10/2023
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0	0	49.89	49.15	46.26	47.60	48.63	50.57	52.70
1	0	55.82	48.11	54.12	48.27	54.31	54.04	41.01
2	0	51.23	56.72	47.44	40.64	41.29	38.09	53.16
3	0	39.25	50.67	53.82	45.51	50.01	41.40	48.07
4	0	48.89	39.45	45.17	45.99	48.40	48.30	48.11
5	0	51.81	50.17	48.75	45.75	47.01	49.78	50.34
6	0	52.09	51.36	46.67	46.14	45.71	46.54	47.32
7	0	48.51	50.91	47.10	45.75	44.62	45.37	46.69
8	0	47.18	48.13	46.56	45.34	45.51	46.13	46.35
9	0	45.45	47.05	45.78	44.44	44.76	45.31	45.90
10	0	45.19	47.31	45.07	44.79	44.36	45.27	43.49
11	0	46.34	47.29	45.60	44.31	44.79	45.40	42.38
12	0	47.20	47.25	44.68	43.57	45.76	44.24	44.62
13	0	47.39	47.71	45.16	45.63	45.21	44.94	45.56
14	0	47.48	43.54	41.75	45.13	46.30	45.95	45.41
15	0	47.54	46.61	44.27	45.35	46.22	45.65	45.82
16	0	48.34	48.54	45.37	47.55	47.27	47.47	47.40
17	0	48.79	47.60	47.46	47.41	47.39	47.74	48.41
18	0	48.49	47.92	45.76	48.27	46.29	48.42	46.75
19	0	47.22	47.61	47.00	49.09	47.01	46.90	46.22
20	0	50.24	48.89	45.70	45.65	50.36	48.23	47.58
21	0	48.10	52.28	44.42	46.04	45.32	47.14	48.09
22	0	48.59	51.74	47.36	47.45	48.79	47.83	47.49
23	0	45.07	51.54	45.85	49.67	49.09	49.98	49.38

Hour Ranges:	10-12	46.30	47.28	45.14	44.24	44.95	44.98	43.55
	14-16	47.80	46.26	44.06	46.21	46.67	46.47	46.27
	0-24	47.42	47.50	45.71	46.00	46.03	46.38	46.19

7 Day Ave 46.46

11449 - Westbrook Road, North of Bromham ATC 1

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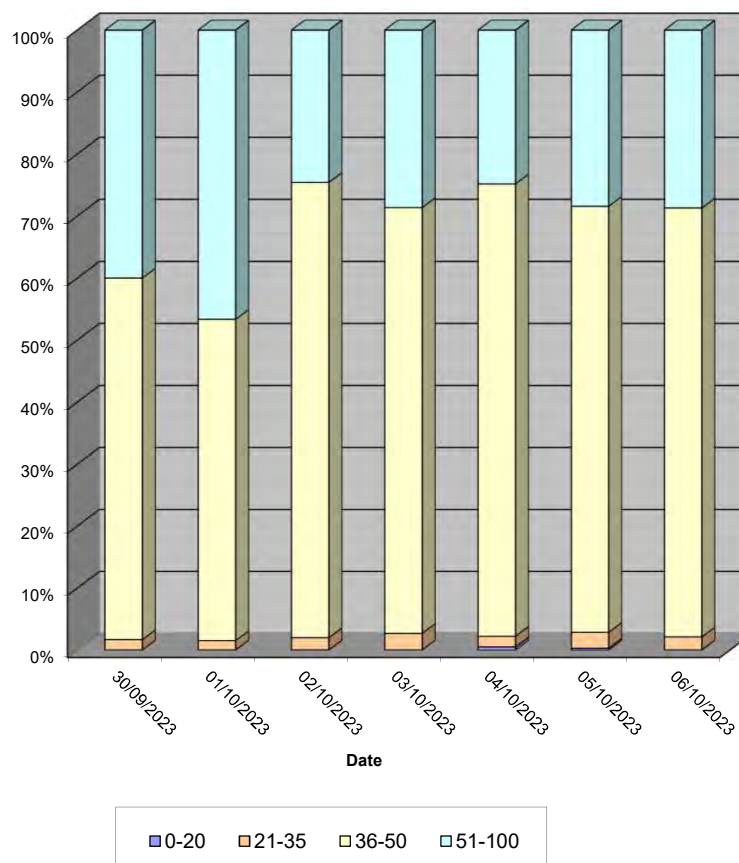


Channel - Eastbound

Speed Summary

	30/09/2023	01/10/2023	02/10/2023	03/10/2023	04/10/2023	05/10/2023	06/10/2023
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-20	1	1	2	2	21	12	2
21-35	42	33	69	102	67	97	79
36-50	1465	1134	2568	2622	2847	2587	2612
51-100	1004	1020	858	1092	967	1069	1082
TOTAL	2512	2188	3497	3818	3902	3765	3775

Speed Summary (MPH)

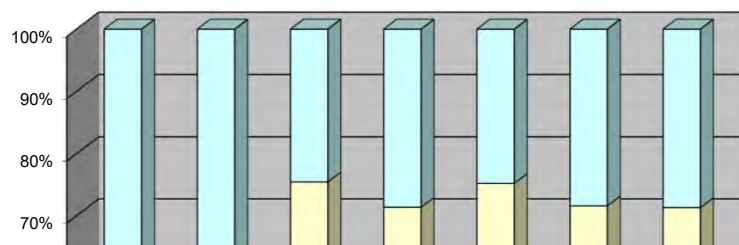


Channel - Westbound

Speed Summary

	30/09/2023	01/10/2023	02/10/2023	03/10/2023	04/10/2023	05/10/2023	06/10/2023
Speed (MPH)	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
0-20	11	10	20	28	19	29	23
21-35	68	76	123	122	117	102	143
36-50	1719	1453	2702	2844	2966	2755	2830
51-100	785	695	679	817	838	926	907
TOTAL	2583	2234	3524	3811	3940	3812	3903

Speed Summary (MPH)



11449 - Westbrook Road, North of Bromham ATC 1

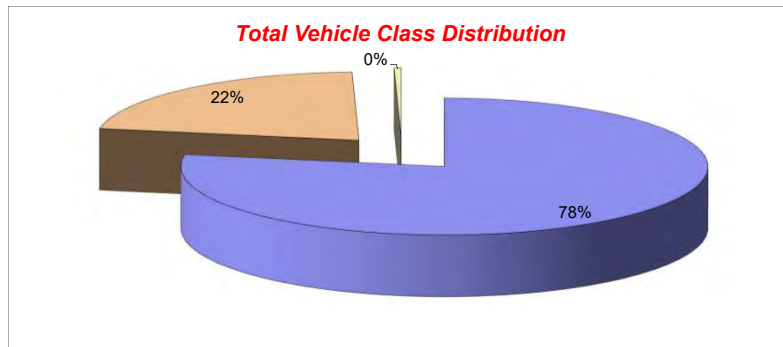
Produced by Streetwise Services Ltd.



Channel - Eastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
30/09/2023				
7-19	1887	376	7	2270
6-22	2022	410	7	2439
6-24	2049	414	7	2470
0-24	2087	418	7	2512
01/10/2023				
7-19	1645	346	1	1992
6-22	1761	373	1	2135
6-24	1768	374	1	2143
0-24	1804	383	1	2188
02/10/2023				
7-19	2340	777	18	3135
6-22	2558	846	18	3422
6-24	2568	849	18	3435
0-24	2608	870	19	3497
03/10/2023				
7-19	2571	798	16	3385
6-22	2834	881	16	3731
6-24	2844	883	16	3743
0-24	2898	904	16	3818
04/10/2023				
7-19	2602	820	21	3443
6-22	2889	897	22	3808
6-24	2907	901	22	3830
0-24	2962	917	23	3902
05/10/2023				
7-19	2598	714	18	3330
6-22	2866	782	18	3666
6-24	2883	786	18	3687
0-24	2936	811	18	3765
06/10/2023				
7-19	2595	723	11	3329
6-22	2864	792	14	3670
6-24	2887	794	15	3696
0-24	2946	814	15	3775
Average				
7-19	2320	651	13	2983
6-22	2542	712	14	3267
6-24	2568	714	14	3286
0-24	2606	731	14	3351



Channel - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
30/09/2023				
7-19	2129	211	45	2385
6-22	2288	224	53	2565
6-24	2305	226	61	2592
0-24	2342	233	69	2644
01/10/2023				
7-19	1832	225	4	2061
6-22	1943	231	4	2178
6-24	1951	231	6	2188
0-24	1995	233	6	2234
02/10/2023				
7-19	2512	572	23	3107
6-22	2773	606	27	3406
6-24	2789	609	27	3425
0-24	2876	618	30	3524
03/10/2023				
7-19	2705	590	28	3323
6-22	3002	624	31	3657
6-24	3024	628	33	3685
0-24	3122	649	40	3811
04/10/2023				
7-19	2847	586	27	3460
6-22	3132	625	35	3792
6-24	3148	629	37	3814
0-24	3249	649	42	3940
05/10/2023				
7-19	2780	553	15	3348
6-22	3079	582	21	3682
6-24	3095	583	21	3699
0-24	3192	593	27	3812
06/10/2023				
7-19	2886	537	17	3440

Channel - Westbound

Sunday																
01/10/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25	
1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
5	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
6	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
7	0	42	5	0	0	0	0	0	0	0	0	0	0	0	47	
8	0	71	8	0	0	0	0	0	0	0	0	1	0	0	80	
9	0	132	19	0	0	1	0	2	0	0	0	0	0	0	154	
10	0	163	14	0	0	0	0	0	0	0	0	1	0	0	178	
11	0	167	21	0	0	0	0	0	1	0	0	0	0	0	189	
12	0	232	22	0	0	1	0	0	0	0	0	0	0	0	255	
13	0	221	21	0	0	1	0	0	0	0	0	0	0	0	243	
14	0	153	17	1	0	0	0	1	0	0	0	1	0	0	173	
15	0	161	14	0	0	1	0	0	0	0	0	0	0	0	176	
16	0	161	16	0	0	0	0	0	0	0	0	0	1	0	178	
17	0	125	21	0	0	0	0	0	0	0	0	0	0	0	146	
18	0	114	25	0	0	1	0	2	0	0	0	0	0	0	142	
19	0	90	10	0	0	0	0	0	0	0	0	0	0	0	100	
20	0	50	2	0	0	0	0	0	0	0	0	0	0	0	52	
21	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35	
22	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17	
23	0	8	0	0	0	0	0	0	0	0	0	2	0	0	10	

Hour	7-19	1832	213	1	0	5	0	5	1	0	0	3	1	0	2061
Ranges:	6-22	1943	219	1	0	5	0	5	1	0	0	3	1	0	2178
	6-24	1951	219	1	0	5	0	5	1	0	0	5	1	0	2188
	0-24	1995	221	1	0	5	0	5	1	0	0	5	1	0	2234

Channel - Eastbound

Monday 02/10/2023		Vehicle Classes													TOTAL	
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	4
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	1	2	0	0	0	0	0	0	0	1	0	0	0	5
4	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
5	0	28	11	0	0	0	0	0	0	0	0	0	0	0	0	39
6	0	93	37	0	0	0	0	0	0	0	0	0	4	0	0	134
7	0	234	79	0	1	1	0	0	0	0	0	0	7	0	0	322
8	0	220	75	0	0	3	0	0	0	1	0	0	8	0	0	307
9	0	125	73	3	1	1	0	0	1	0	0	3	1	0	0	208
10	0	102	40	3	0	3	0	0	0	0	0	0	6	0	0	154
11	0	143	39	1	0	3	0	0	0	0	0	1	1	0	0	188
12	0	146	46	1	0	2	0	0	0	1	0	0	2	0	0	198
13	0	136	49	2	1	0	0	0	0	1	0	1	2	0	0	192
14	0	191	57	3	0	2	0	0	0	1	0	1	6	0	0	261
15	0	177	58	2	0	1	0	0	0	0	0	0	1	0	0	239
16	0	240	63	0	0	0	0	0	0	0	0	1	3	0	0	307
17	0	342	66	0	0	1	0	0	0	1	0	0	2	0	0	412
18	0	197	33	0	0	1	0	0	0	1	0	0	2	0	0	234
19	0	87	23	0	0	0	0	0	0	0	0	1	2	0	0	113
20	0	51	11	0	0	0	0	1	0	0	0	0	0	0	0	63
21	0	47	10	0	0	0	0	0	0	0	0	0	0	0	0	57
22	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
23	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13

Hour	7-19	2340	701	15	3	18	0	0	1	6	0	8	43	0	3135
Ranges:	6-22	2558	765	15	3	18	0	1	1	6	0	8	47	0	3422
	6-24	2568	768	15	3	18	0	1	1	6	0	8	47	0	3435
	0-24	2608	786	17	3	19	0	1	1	6	0	9	47	0	3497

Channel - Westbound

Monday 02/10/2023		Vehicle Classes														TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
2	0	5	2	0	0	0	0	0	0	0	0	1	0	0	8	
3	0	4	0	0	0	0	0	0	0	1	0	0	0	0	5	
4	0	8	1	0	0	0	0	0	0	1	0	0	0	0	10	
5	0	65	1	0	0	4	0	0	0	0	0	0	0	0	70	
6	0	106	18	1	0	1	0	0	0	4	0	0	0	0	130	
7	0	258	58	4	0	1	0	0	1	1	0	0	3	0	326	
8	0	278	55	3	0	0	0	0	0	0	0	1	4	0	341	
9	0	158	30	1	2	3	0	1	0	1	0	0	2	0	198	
10	0	145	24	1	1	2	0	0	0	0	0	1	1	0	175	
11	0	161	35	1	0	1	0	0	0	0	0	1	2	0	201	
12	0	134	35	1	0	2	0	0	0	1	0	0	1	0	174	
13	0	150	38	1	1	2	0	0	0	0	0	0	1	0	193	
14	0	179	45	1	1	3	0	0	0	1	0	0	0	0	230	
15	0	244	58	2	1	1	0	0	1	1	0	0	1	0	309	
16	0	264	84	3	0	2	0	0	2	0	0	2	2	0	359	
17	0	300	36	0	1	0	0	0	0	0	0	0	0	0	337	
18	0	145	12	0	0	0	0	0	0	1	0	0	0	0	158	
19	0	96	8	0	0	0	0	0	0	1	0	0	1	0	106	
20	0	73	3	0	0	0	0	0	0	0	0	0	1	0	77	
21	0	49	4	0	0	0	0	0	0	0	0	0	1	0	54	
22	0	33	5	0	0	0	0	0	0	0	0	0	0	0	38	
23	0	16	2	0	0	1	0	0	0	0	0	0	0	0	19	

Hour	7-19	2512	518	18	7	17	0	1	4	7	0	5	18	0	3107
Ranges:	6-22	2773	548	19	7	18	0	1	4	11	0	5	20	0	3406
	6-24	2789	550	19	7	18	0	1	4	11	0	5	20	0	3425
	0-24	2876	555	19	7	23	0	1	4	13	0	6	20	0	3524

Channel - Westbound

Sunday		Vehicle Speeds (MPH)													TOTAL
01/10/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min	0	0	0	0	0	0	2	5	8	10	0	0	25	
1	0	0	0	0	0	0	0	0	1	2	1	0	0	4	
2	0	0	0	0	0	0	0	0	0	1	3	1	0	5	
3	0	0	0	0	0	0	0	0	2	0	1	1	0	4	
4	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
5	0	0	0	0	0	0	0	0	2	1	3	0	0	6	
6	0	0	0	0	0	0	0	0	3	5	3	2	0	13	
7	0	0	0	0	0	0	0	1	8	12	24	2	0	47	
8	0	0	1	0	0	0	0	2	23	30	21	3	0	80	
9	0	0	0	0	1	0	4	10	51	44	42	2	0	154	
10	0	0	0	0	0	0	4	16	48	62	46	2	0	178	
11	0	0	0	0	1	0	3	22	44	60	55	4	0	189	
12	0	0	1	0	2	0	8	17	59	94	66	8	0	255	
13	0	0	0	0	1	0	5	16	66	81	65	8	1	243	
14	0	0	4	0	0	10	16	19	38	55	30	1	0	173	
15	0	0	1	2	2	4	1	6	53	58	47	1	1	176	
16	0	0	0	1	0	0	0	6	45	67	56	3	0	178	
17	0	0	0	0	0	1	5	17	28	45	47	3	0	146	
18	0	0	0	0	1	1	0	17	30	49	40	2	2	142	
19	0	0	0	0	1	2	1	12	21	30	27	5	1	100	
20	0	0	0	0	0	1	1	1	15	14	15	5	0	52	
21	0	0	0	0	0	0	0	1	5	9	16	3	1	35	
22	0	0	0	0	0	0	0	0	4	4	8	0	1	17	
23	0	0	0	0	0	0	0	0	3	1	6	0	0	10	

Hour	7-19	0	7	3	9	18	47	161	514	687	566	44	5	2061
Ranges:	6-22	0	7	3	9	19	48	163	541	719	608	54	7	2178
	6-24	0	7	3	9	19	48	163	544	725	614	54	7	2188
	0-24	0	7	3	9	19	48	167	554	732	632	56	7	2234

Channel - Eastbound

Monday 02/10/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	
1	0	0	0	0	0	0	0	0	0	2	1	1	0	4	
2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
3	0	0	0	0	0	0	0	1	0	3	1	0	0	5	
4	0	0	0	0	0	0	0	2	1	1	7	0	0	11	
5	0	0	0	0	0	0	1	0	4	11	21	2	0	39	
6	0	0	0	0	0	0	1	3	28	64	36	2	0	134	
7	0	0	0	0	0	0	1	6	85	156	72	2	0	322	
8	0	0	0	0	0	0	0	23	94	117	70	3	0	307	
9	0	0	1	0	0	6	8	25	62	73	32	1	0	208	
10	0	0	0	1	0	0	2	21	61	46	20	3	0	154	
11	0	0	0	0	0	1	0	10	59	77	39	2	0	188	
12	0	0	0	0	2	0	2	15	52	76	49	2	0	198	
13	0	0	0	0	1	0	0	5	69	73	42	2	0	192	
14	0	0	0	0	0	0	3	38	81	108	30	1	0	261	
15	0	0	0	0	0	0	1	19	88	84	46	1	0	239	
16	0	0	0	0	1	1	4	36	71	118	74	2	0	307	
17	0	0	0	0	0	2	20	40	105	166	77	2	0	412	
18	0	0	0	0	1	0	4	23	38	82	81	5	0	234	
19	0	0	0	0	0	0	3	6	27	24	50	3	0	113	
20	0	0	0	0	0	0	0	1	23	18	20	1	0	63	
21	0	0	0	0	0	0	2	3	7	11	28	6	0	57	
22	0	0	0	0	0	0	2	2	2	18	8	1	0	33	
23	0	0	0	0	0	0	0	0	2	1	9	1	0	13	

Hour	7-19	0	1	1	5	10	48	267	892	1200	682	29	0	3135
Ranges:	6-22	0	1	1	5	10	53	276	952	1311	774	39	0	3422
	6-24	0	1	1	5	10	53	278	954	1312	783	40	0	3435
	0-24	0	1	1	5	10	54	279	960	1329	815	43	0	3497

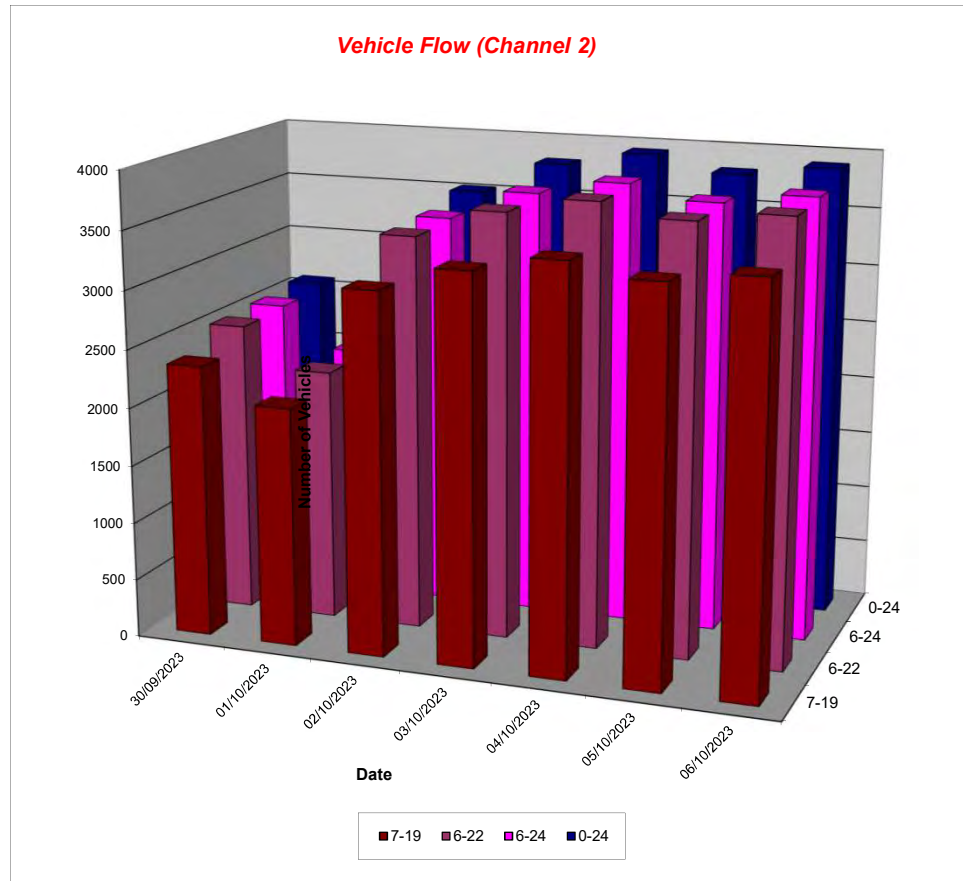
Channel - Westbound

Monday 02/10/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	
1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
2	0	0	0	0	0	0	0	1	3	2	1	1	0	8	
3	0	0	0	0	0	0	0	0	0	2	2	1	0	5	
4	0	0	0	0	0	0	0	3	2	3	2	0	0	10	
5	0	0	0	0	0	0	0	9	13	24	23	1	0	70	
6	0	0	0	0	0	1	0	15	43	41	29	1	0	130	
7	0	0	0	1	2	1	2	21	89	134	72	4	0	326	
8	0	0	0	2	0	0	4	26	121	128	55	5	0	341	
9	0	0	0	1	0	2	8	26	51	72	36	2	0	198	
10	0	0	1	4	0	3	2	22	57	48	37	1	0	175	
11	0	0	0	1	0	0	4	31	65	65	34	1	0	201	
12	0	0	2	1	1	5	8	22	47	51	37	0	0	174	
13	0	0	0	2	2	0	7	15	70	64	33	0	0	193	
14	0	0	0	0	1	2	19	76	75	48	9	0	0	230	
15	0	0	1	1	0	1	14	50	117	84	39	2	0	309	
16	0	0	2	1	1	2	8	35	132	122	55	1	0	359	
17	0	0	0	0	0	0	3	25	102	116	83	8	0	337	
18	0	0	0	0	0	1	4	24	45	58	23	3	0	158	
19	0	0	0	0	0	1	1	11	33	27	31	1	1	106	
20	0	0	0	0	1	0	1	16	17	27	13	2	0	77	
21	0	0	0	0	1	1	7	5	14	16	9	1	0	54	
22	0	0	0	0	0	0	1	7	4	13	13	0	0	38	
23	0	0	0	0	0	0	1	5	2	5	6	0	0	19	

Hour	7-19	0	6	14	7	18	84	384	1004	1017	544	28	1	3107
Ranges:	6-22	0	6	14	9	20	93	427	1082	1114	608	32	1	3406
	6-24	0	6	14	9	20	94	432	1084	1119	614	32	1	3425
	0-24	0	6	14	9	20	94	445	1104	1153	643	35	1	3524

6	0	32	13	130	129	136	136	138	134	102
7	0	83	47	326	367	382	358	311	349	268
8	0	151	80	341	323	350	353	319	337	274
9	0	181	154	198	218	251	222	243	226	210
10	0	219	178	175	193	212	190	202	194	196
11	0	245	189	201	192	216	197	212	204	207
12	0	260	255	174	176	198	192	245	197	214
13	0	220	243	193	193	191	201	232	202	210
14	0	186	173	230	246	242	255	292	253	232
15	0	166	176	309	305	315	285	370	317	275
16	0	187	178	359	393	389	369	371	376	321
17	0	189	146	337	385	386	387	295	358	304
18	0	171	142	158	219	206	212	211	201	188
19	0	90	100	106	113	122	127	137	121	114
20	0	62	52	77	76	78	71	72	75	70
21	0	46	35	54	86	67	82	71	72	63
22	0	32	17	38	43	51	45	49	45	39
23	0	19	10	19	28	22	17	23	22	20

Hour	7-19	2348	2061	3107	3323	3460	3348	3440	3336	3012
Ranges:	6-22	2520	2178	3406	3657	3792	3682	3770	3661	3286
	6-24	2539	2188	3429	3685	3814	3699	3793	3683	3306
	0-24	2583	2234	3524	3811	3940	3812	3903	3798	3401



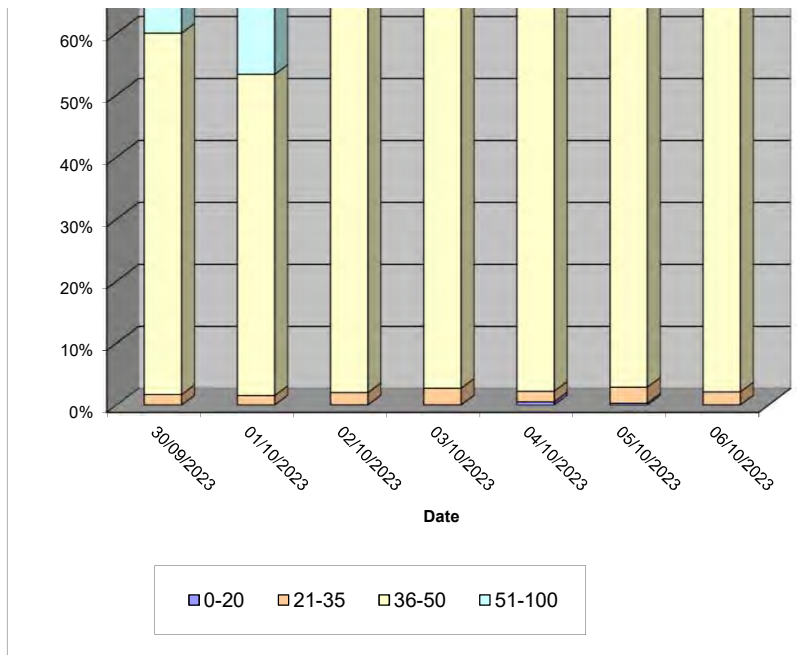
Channel - Westbound

85th Percentile

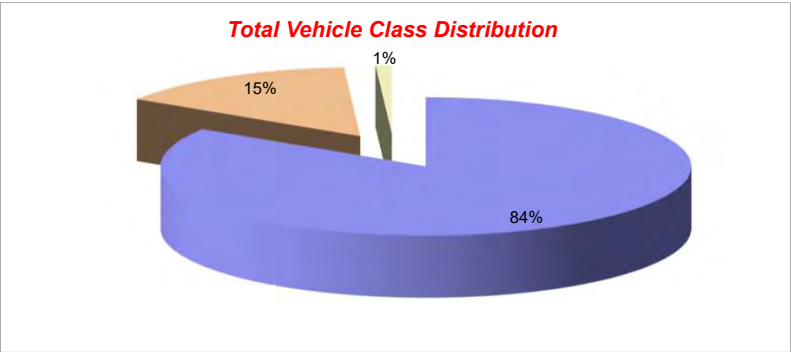
Hour	Min	30/09/2023 Saturday	01/10/2023 Sunday	02/10/2023 Monday	03/10/2023 Tuesday	04/10/2023 Wednesday	05/10/2023 Thursday	06/10/2023 Friday
0	0	58.52	55.36	47.87	52.22	56.14	55.49	59.42
1	0	64.50	50.91	54.12	48.27	66.44	60.11	51.51
2	0	56.84	60.89	50.94	47.98	46.95	39.15	53.27
3	0	42.58	58.10	58.06	49.71	52.53	44.71	57.66
4	0	54.27	39.77	51.79	53.18	52.98	54.25	54.87
5	0	57.78	54.31	56.10	52.88	55.78	55.24	58.29
6	0	57.78	58.03	52.63	52.32	50.51	52.42	53.07
7	0	55.68	57.32	51.42	51.05	49.74	50.97	52.21
8	0	53.49	54.16	51.57	50.71	51.10	51.61	52.72
9	0	51.30	53.36	51.91	51.65	50.21	50.78	51.27
10	0	52.27	52.95	51.33	50.80	50.23	50.53	49.12
11	0	52.62	53.37	51.00	50.54	49.59	51.46	49.07
12	0	51.92	53.02	51.69	49.30	51.73	51.13	50.32
13	0	53.48	53.45	51.09	50.64	51.57	51.58	51.63
14	0	53.76	51.23	47.76	51.53	51.79	52.83	51.03
15	0	52.44	53.19	50.25	50.86	52.23	51.73	51.45
16	0	54.20	53.91	50.65	52.87	53.54	52.86	53.40
17	0	54.25	54.09	53.02	53.20	53.08	53.96	55.08
18	0	54.54	53.80	50.98	54.27	52.29	54.25	53.52
19	0	53.27	54.24	53.05	56.43	51.23	52.99	54.37
20	0	55.11	56.35	51.47	52.02	55.28	54.28	56.15
21	0	55.01	58.46	51.62	54.49	55.02	53.90	54.10
22	0	55.04	57.35	52.29	53.19	57.03	57.90	56.27
23	0	53.07	57.57	53.19	55.25	57.91	55.27	55.39

Hour	10-12	52.31	53.10	51.53	50.31	50.43	51.01	49.36
Ranges:	14-16	53.51	52.65	49.95	51.81	52.60	52.61	52.36
	0-24	53.62	53.83	51.48	51.84	52.00	52.69	52.60

7 Day Ave	52.58
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6-22	3175	577	18	3770
6-24	3197	578	18	3793
0-24	3281	599	23	3903
Average				
7-19	2527	468	23	3018
6-22	2770	496	27	3293
6-24	2787	498	29	3314
0-24	2865	511	34	3410



Channel - Eastbound

Tuesday 03/10/2023		Vehicle Classes														TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	
1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
2	0	4	1	1	0	1	0	0	0	0	0	0	0	0	7	
3	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7	
4	0	4	3	0	0	0	0	0	0	0	0	0	1	0	8	
5	0	35	7	0	0	0	0	0	0	0	0	0	1	0	43	
6	0	97	47	1	0	1	0	0	0	0	0	0	3	0	149	
7	0	275	74	1	0	2	0	0	0	0	0	0	6	0	358	
8	0	259	86	2	2	6	0	1	0	1	0	1	2	0	360	
9	0	163	57	2	0	3	0	0	0	1	0	0	10	0	236	
10	0	126	47	0	1	2	0	1	0	0	0	0	4	0	181	
11	0	126	41	1	0	4	0	1	0	0	0	1	3	0	177	
12	0	144	41	4	1	5	0	1	0	2	0	0	5	0	203	
13	0	143	53	0	1	1	0	0	0	1	0	1	2	0	202	
14	0	194	53	2	2	1	0	0	0	1	0	0	6	0	259	
15	0	186	53	2	0	1	0	0	0	0	0	0	3	0	245	
16	0	308	82	2	0	2	0	0	0	0	0	0	6	0	400	
17	0	351	56	0	0	1	0	0	0	0	0	0	1	0	409	
18	0	203	39	0	0	0	0	0	0	0	0	0	0	0	242	
19	0	93	20	0	0	0	0	0	0	0	0	0	0	0	113	
20	0	73	15	0	0	1	0	0	0	0	0	0	0	0	89	
21	0	49	9	0	0	0	0	0	0	0	0	0	0	0	58	
22	0	44	3	0	0	2	0	1	0	0	0	0	0	0	50	
23	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12	

Hour	7-19	2571	702	16	7	28	0	4	0	6	0	3	48	0	3385
Ranges:	6-22	2834	776	17	7	32	0	5	0	6	0	3	51	0	3731
	6-24	2844	778	17	7	32	0	5	0	6	0	3	51	0	3743
	0-24	2898	794	19	7	33	0	5	0	6	0	3	53	0	3818

Channel - Westbound

Tuesday 03/10/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	12	0	0	1	1	0	0	0	0	0	0	0	0	14
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	2	2	0	0	0	0	0	0	2	0	0	0	0	6
3	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4
4	0	10	4	0	0	1	0	0	0	0	0	1	0	0	16
5	0	70	11	0	0	2	0	0	0	2	0	0	0	0	85
6	0	108	20	0	0	0	0	0	0	0	0	1	0	0	129
7	0	295	57	6	5	0	0	0	0	1	0	0	3	0	367
8	0	270	46	1	1	4	0	0	0	0	0	0	1	0	323
9	0	165	46	1	2	1	0	0	0	1	0	0	2	0	218
10	0	157	29	4	0	0	0	1	0	0	0	0	2	0	193
11	0	138	46	1	1	1	0	0	0	3	0	0	2	0	192
12	0	141	27	4	0	0	0	0	0	1	0	0	3	0	176
13	0	151	36	2	2	0	0	0	1	0	0	0	1	0	193
14	0	178	58	1	0	4	0	0	1	2	0	1	1	0	246
15	0	242	54	4	0	2	0	0	0	1	0	1	1	0	305
16	0	323	65	1	0	1	0	0	1	1	0	0	1	0	393
17	0	345	39	0	0	1	0	0	0	0	0	0	0	0	385
18	0	198	18	0	0	1	0	0	0	0	0	1	1	0	219
19	0	102	9	1	0	0	0	0	0	1	0	0	0	0	113
20	0	71	5	0	0	0	0	0	0	0	0	0	0	0	76
21	0	79	5	0	0	0	0	0	0	0	0	2	0	0	86
22	0	39	3	0	0	0	0	0	0	0	0	0	1	0	43
23	0	22	3	0	0	1	0	0	0	0	0	2	0	0	28

Hour	7-19	2705	530	26	11	15	0	1	3	11	0	3	18	0	3323
Ranges:	6-22	3002	563	26	11	15	0	1	3	11	0	6	19	0	3657
	6-24	3024	566	26	11	16	0	1	3	11	0	6	19	0	3685
	0-24	3122	583	26	12	20	0	1	3	15	0	10	19	0	3811

Channel - Eastbound

Wednesday 04/10/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
1	0	2	2	0	0	0	0	0	0	0	0	1	0	0	5
2	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
5	0	31	6	0	0	0	0	0	0	0	0	0	0	0	37
6	0	103	48	2	0	0	0	0	0	0	0	0	1	0	154
7	0	249	94	1	0	5	0	0	1	1	0	0	6	0	357
8	0	263	78	1	0	4	0	1	0	1	0	0	6	0	354
9	0	192	68	0	1	4	0	0	1	2	0	1	4	0	273
10	0	105	43	4	1	2	0	0	0	0	0	0	3	0	158
11	0	144	51	2	0	3	0	2	0	0	0	1	3	0	206
12	0	188	43	2	1	4	0	0	0	0	0	1	2	0	241
13	0	150	49	9	1	1	0	0	0	1	0	0	1	0	212
14	0	207	53	3	1	2	0	0	1	1	0	0	3	0	271
15	0	201	72	2	0	1	0	0	0	0	0	0	4	0	280
16	0	262	72	0	0	0	0	0	0	0	0	1	1	0	336
17	0	329	55	1	0	1	0	0	0	0	0	3	3	0	392
18	0	206	35	0	0	0	0	0	0	0	0	0	0	0	241
19	0	106	15	0	0	1	0	0	0	0	0	0	0	0	122
20	0	87	12	0	0	0	0	0	0	0	0	0	1	0	100
21	0	69	7	0	0	1	0	0	0	0	0	0	0	0	77
22	0	28	4	0	0	1	0	0	0	0	0	1	0	0	34
23	0	18	3	0	0	1	0	0	0	0	0	0	0	0	22

Hour	7-19	2602	728	25	5	28	0	3	3	6	0	7	36	0	3443
Ranges:	6-22	2889	799	27	5	30	0	3	3	6	0	8	38	0	3808
	6-24	2907	802	27	5	31	0	3	3	6	0	8	38	0	3830
	0-24	2962	818	27	5	31	0	3	3	6	0	9	38	0	3902

Channel - Eastbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	2	1	3	1	0	7	
1	0	0	0	0	0	0	0	0	0	2	1	0	0	3	
2	0	0	0	0	0	0	0	0	3	3	1	0	0	7	
3	0	0	0	0	0	0	0	1	1	3	2	0	0	7	
4	0	0	0	0	0	0	0	0	1	0	6	1	0	8	
5	0	0	0	0	0	0	0	0	8	16	19	0	0	43	
6	0	0	0	0	0	0	0	7	47	55	39	1	0	149	
7	0	0	0	0	6	4	11	32	119	124	59	3	0	358	
8	0	0	0	0	2	0	9	42	124	118	63	2	0	360	
9	0	0	0	0	0	3	7	12	87	80	45	2	0	236	
10	0	0	0	0	0	2	0	15	66	55	40	3	0	181	
11	0	0	0	0	0	1	1	3	32	81	57	2	0	177	
12	0	0	1	1	1	4	3	15	55	61	61	1	0	203	
13	0	0	0	0	0	0	1	15	42	83	58	3	0	202	
14	0	0	0	0	0	0	1	22	68	107	59	1	1	259	
15	0	0	0	0	0	1	2	19	86	88	42	6	1	245	
16	0	0	0	0	0	2	10	40	98	139	101	10	0	400	
17	0	0	0	0	4	12	1	16	56	166	147	6	1	409	
18	0	0	0	0	0	0	11	10	48	76	92	5	0	242	
19	0	0	0	0	0	0	0	20	19	35	33	4	2	113	
20	0	0	0	0	0	0	2	1	13	29	40	2	2	89	
21	0	0	0	0	0	0	1	1	8	22	23	3	0	58	
22	0	0	0	0	0	0	0	0	6	16	23	5	0	50	
23	0	0	0	0	0	0	0	0	1	1	7	3	0	12	

Hour	7-19	0	1	1	13	29	57	261	900	1213	857	48	5	3385
Ranges:	6-22	0	1	1	13	29	60	270	974	1335	982	59	7	3731
	6-24	0	1	1	13	29	60	270	975	1336	989	62	7	3743
	0-24	0	1	1	13	29	60	271	990	1361	1021	64	7	3818

Channel - Westbound

Tuesday															
03/10/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
0	0	0	0	0	0	0	0	3	3	4	3	0	1	14	
1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
2	0	0	0	0	0	0	3	0	0	2	1	0	0	6	
3	0	0	0	0	0	0	0	0	2	1	1	0	0	4	
4	0	0	0	0	0	0	0	3	7	2	4	0	0	16	
5	0	0	0	0	0	0	4	11	32	20	18	0	0	85	
6	0	0	0	0	0	2	0	15	46	40	23	3	0	129	
7	0	0	0	1	1	0	4	35	150	110	63	3	0	367	
8	0	0	1	3	0	0	5	45	98	119	52	0	0	323	
9	0	0	0	0	0	7	8	50	58	50	45	0	0	218	
10	0	0	1	4	0	0	4	23	76	55	26	4	0	193	
11	0	0	2	1	0	1	11	31	62	54	25	5	0	192	
12	0	0	1	1	0	5	6	31	71	42	16	3	0	176	
13	0	0	0	1	1	1	2	23	68	67	27	2	1	193	
14	0	0	0	0	0	3	18	25	83	70	45	2	0	246	
15	0	0	0	3	0	0	18	25	103	103	51	1	1	305	
16	0	0	0	0	0	0	1	19	127	145	96	5	0	393	
17	0	0	1	4	2	2	2	30	91	141	103	8	1	385	
18	0	0	0	0	0	0	3	21	44	81	59	11	0	219	
19	0	0	1	0	0	0	1	8	23	39	32	8	1	113	
20	0	0	0	2	0	0	4	11	17	24	17	1	0	76	
21	0	0	0	1	0	1	2	17	25	15	21	4	0	86	
22	0	0	0	0	0	0	0	5	13	14	9	1	1	43	
23	0	0	0	0	0	0	0	0	7	8	13	0	0	28	

Hour	7-19	0	7	18	4	19	83	366	1054	1076	640	52	4	3323
Ranges:	6-22	0	7	21	4	22	89	414	1155	1169	710	61	5	3657
	6-24	0	7	21	4	22	89	414	1162	1177	723	61	5	3685
	0-24	0	7	21	4	22	96	431	1206	1207	750	61	6	3811

Channel - Eastbound

Wednesday 04/10/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	
1	0	0	0	0	0	0	0	0	1	3	0	1	0	5	
2	0	0	0	0	0	0	0	0	1	3	3	0	0	7	
3	0	0	0	0	0	0	0	0	1	2	1	0	0	4	
4	0	0	0	0	0	0	0	0	1	7	5	1	0	14	
5	0	0	0	0	0	0	0	0	2	12	21	2	0	37	
6	0	0	0	0	0	0	0	3	36	71	38	5	1	154	
7	0	0	0	18	11	3	4	25	104	133	55	4	0	357	
8	0	2	0	0	1	0	7	50	94	126	70	4	0	354	
9	0	0	0	0	1	1	2	31	107	93	37	1	0	273	
10	0	0	0	0	0	1	11	18	39	54	33	2	0	158	
11	0	0	0	0	0	3	0	14	64	80	43	2	0	206	
12	0	0	0	0	0	0	1	21	68	92	59	0	0	241	
13	0	0	0	0	0	0	1	2	16	73	81	37	2	0	212
14	0	0	0	1	0	1	11	22	71	109	51	5	0	271	
15	0	0	0	0	0	2	1	5	71	124	72	5	0	280	
16	0	0	0	0	0	1	0	19	77	155	79	4	1	336	
17	0	0	0	0	0	0	0	18	100	190	83	1	0	392	
18	0	0	0	0	0	1	0	21	58	85	72	4	0	241	
19	0	0	0	0	0	0	0	3	20	54	41	3	1	122	
20	0	0	0	0	0	1	0	2	6	31	54	6	0	100	
21	0	0	0	0	0	0	0	1	16	38	18	3	1	77	
22	0	0	0	0	0	0	0	0	5	10	14	4	1	34	
23	0	0	0	0	0	0	0	0	2	7	10	2	1	22	

Hour	7-19	2	0	19	13	14	39	263	946	1376	732	37	2	3443
Ranges:	6-22	2	0	19	13	15	39	269	1009	1526	856	55	5	3808
	6-24	2	0	19	13	15	39	269	1011	1533	866	57	6	3830
	0-24	2	0	19	13	15	39	270	1016	1561	900	61	6	3902

Channel - Westbound

Wednesday 04/10/2023		Vehicle Classes														TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	7	1	0	0	0	0	0	0	1	0	0	1	0	10	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	4	3	1	0	0	0	0	0	2	0	0	0	0	10	
3	0	3	1	0	0	0	0	0	0	0	0	1	0	0	5	
4	0	8	1	0	0	0	0	0	0	1	0	0	0	0	10	
5	0	77	9	0	0	1	0	0	0	0	0	0	2	0	89	
6	0	112	22	0	0	0	0	0	0	1	0	1	0	0	136	
7	0	302	66	9	1	1	0	0	0	0	0	1	2	0	382	
8	0	297	47	1	0	3	0	0	0	1	0	0	1	0	350	
9	0	194	46	3	0	1	0	0	1	4	0	0	2	0	251	
10	0	162	37	4	2	1	0	1	0	1	0	0	4	0	212	
11	0	182	29	1	0	2	0	0	0	0	0	1	1	0	216	
12	0	152	40	0	1	1	0	0	0	0	0	0	4	0	198	
13	0	147	40	2	0	0	0	0	0	0	0	1	1	0	191	
14	0	198	36	0	2	1	0	0	1	2	0	1	1	0	242	
15	0	241	64	2	0	7	0	0	0	0	0	1	0	0	315	
16	0	329	55	1	2	0	0	0	0	0	0	1	1	0	389	
17	0	341	40	0	0	2	0	0	1	1	0	0	1	0	386	
18	0	188	15	1	0	1	0	0	0	0	0	1	0	0	206	
19	0	114	8	0	0	0	0	0	0	0	0	0	0	0	122	
20	0	71	6	0	0	0	0	0	0	0	0	1	0	0	78	
21	0	58	7	0	0	0	0	0	0	1	0	1	0	0	67	
22	0	44	3	1	0	0	0	0	0	1	0	2	0	0	51	
23	0	16	3	0	0	1	0	0	0	0	0	2	0	0	22	

Hour	7-19	2847	523	24	8	20	0	1	3	9	0	7	18	0	3460
Ranges:	6-22	3132	561	25	8	20	0	1	3	12	0	12	18	0	3792
	6-24	3148	564	25	8	21	0	1	3	12	0	14	18	0	3814
	0-24	3249	579	26	8	22	0	1	3	16	0	15	21	0	3940

Channel - Eastbound

Thursday 05/10/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	0	3	1	0	0	0	0	0	0	0	0	0	1	0	5
4	0	7	4	0	0	1	0	0	0	0	0	0	2	0	14
5	0	29	9	0	0	0	0	0	0	0	0	0	1	0	39
6	0	93	39	0	0	0	0	0	0	0	0	0	2	0	134
7	0	283	86	2	0	4	0	0	0	2	0	0	3	0	380
8	0	236	88	0	0	2	0	0	1	0	0	1	2	0	330
9	0	181	57	1	0	1	0	0	0	2	0	1	1	0	244
10	0	133	32	0	0	0	0	3	0	1	0	0	1	0	170
11	0	108	42	1	1	4	0	0	0	1	0	1	2	0	160
12	0	142	37	0	1	1	0	0	0	0	0	1	1	0	183
13	0	149	40	8	2	1	0	0	0	0	0	0	10	0	210
14	0	213	50	5	1	2	0	0	1	0	0	0	2	0	274
15	0	238	51	0	0	1	0	0	0	1	0	0	2	0	293
16	0	260	64	1	0	1	0	0	0	0	0	0	1	0	327
17	0	324	56	1	0	0	0	0	0	0	0	0	1	0	382
18	0	214	28	0	0	0	0	0	0	0	0	0	0	0	242
19	0	117	17	0	0	0	0	0	0	0	0	0	1	0	135
20	0	66	11	0	0	0	0	0	0	0	0	0	0	0	77
21	0	66	11	0	0	0	0	0	0	0	0	0	0	0	77
22	0	43	4	0	0	1	0	0	0	0	0	0	0	0	48
23	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21

Hour	7-19	2598	648	19	5	17	0	3	2	7	0	4	27	0	3330
Ranges:	6-22	2866	713	19	5	18	0	3	2	7	0	4	29	0	3666
	6-24	2883	717	19	5	18	0	3	2	7	0	4	29	0	3687
	0-24	2936	737	19	5	19	0	3	2	7	0	4	33	0	3765

Channel - Westbound

Thursday 05/10/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	9	0	0	0	0	0	0	0	0	0	1	0	0	10
1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	0	2	1	0	0	0	0	0	0	0	0	1	0	0	4
4	0	8	3	0	0	1	0	0	0	2	0	1	0	0	15
5	0	72	3	1	0	0	0	0	0	1	0	0	0	0	77
6	0	118	16	0	0	0	0	0	0	0	0	2	0	0	136
7	0	290	54	12	0	1	0	0	0	0	0	0	1	0	358
8	0	295	48	3	0	3	0	0	0	0	0	0	4	0	353
9	0	180	35	0	2	1	0	0	0	1	0	0	3	0	222
10	0	154	30	1	0	0	0	1	0	1	0	0	3	0	190
11	0	154	41	1	0	0	0	0	0	0	0	1	0	0	197
12	0	153	36	0	1	0	0	0	0	1	0	0	1	0	192
13	0	165	30	3	0	0	0	0	0	3	0	0	0	0	201
14	0	209	42	1	1	1	0	1	0	0	0	0	0	0	255
15	0	224	54	2	1	2	0	1	0	0	0	0	1	0	285
16	0	306	60	0	0	1	0	0	0	1	0	0	1	0	369
17	0	335	49	0	1	1	0	0	0	0	0	1	0	0	387
18	0	196	15	0	0	1	0	0	0	0	0	0	0	0	212
19	0	119	8	0	0	0	0	0	0	0	0	0	0	0	127
20	0	67	4	0	0	0	0	0	0	0	0	0	0	0	71
21	0	77	3	0	0	0	0	0	0	1	0	1	0	0	82
22	0	37	6	0	0	0	0	0	0	0	0	2	0	0	45
23	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17

Hour	7-19	2780	502	23	6	11	0	3	0	7	0	2	14	0	3348
Ranges:	6-22	3079	531	23	6	11	0	3	0	8	0	7	14	0	3682
	6-24	3095	532	23	6	11	0	3	0	8	0	7	14	0	3699
	0-24	3192	540	24	6	12	0	3	0	11	0	10	14	0	3812

Channel - Westbound

Wednesday 04/10/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	1	3	2	4	0	0	10	
1	0	0	0	0	0	0	0	1	0	0	0	0	1	2	
2	0	0	0	0	0	0	2	4	1	2	1	0	0	10	
3	0	0	0	0	0	0	0	0	0	2	3	0	0	5	
4	0	0	0	0	0	0	0	0	2	5	3	0	0	10	
5	0	0	0	0	0	0	3	15	25	17	27	2	0	89	
6	0	0	0	0	1	1	2	12	56	43	19	2	0	136	
7	0	0	0	0	1	6	15	55	142	115	45	2	1	382	
8	0	2	1	0	2	2	6	40	112	120	63	2	0	350	
9	0	0	1	2	1	0	7	35	99	71	34	1	0	251	
10	0	0	1	1	0	1	8	43	61	65	31	0	1	212	
11	0	0	0	2	0	2	6	29	86	69	19	2	1	216	
12	0	0	0	3	3	0	2	18	72	62	35	3	0	198	
13	0	0	1	0	0	3	6	28	58	62	30	3	0	191	
14	0	0	0	1	0	1	4	23	76	87	45	5	0	242	
15	0	0	0	0	1	0	1	47	100	98	64	3	1	315	
16	0	0	1	1	0	0	2	41	116	116	106	6	0	389	
17	0	0	0	0	2	1	5	27	96	146	103	6	0	386	
18	0	0	0	0	0	1	8	22	58	65	47	4	1	206	
19	0	0	0	0	0	0	0	9	38	48	26	1	0	122	
20	0	0	0	0	0	0	1	5	12	24	31	4	1	78	
21	0	0	0	1	0	1	8	11	9	19	13	5	0	67	
22	0	0	1	0	0	0	1	2	12	14	18	3	0	51	
23	0	0	0	0	0	0	0	3	5	4	10	0	0	22	

Hour	7-19	2	5	10	10	17	70	417	1114	1124	648	38	5	3460
Ranges:	6-22	2	6	11	11	19	82	447	1203	1224	729	52	6	3792
	6-24	2	8	11	11	19	82	450	1208	1228	739	52	8	3814
	0-24	2	6	11	11	19	87	471	1239	1256	777	54	7	3940

Channel - Eastbound

Thursday 05/10/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	1	1	2	3	2	0	9	
1	0	0	0	0	0	0	0	0	0	2	3	1	0	6	
2	0	0	0	0	0	0	0	1	0	2	2	0	0	5	
3	0	0	0	0	0	0	0	0	0	3	1	1	0	5	
4	0	0	0	0	0	0	2	0	0	4	5	3	0	14	
5	0	0	0	0	0	0	0	0	6	11	18	4	0	39	
6	0	0	0	0	0	0	0	3	34	38	51	8	0	134	
7	0	0	1	0	0	0	4	34	104	134	99	4	0	380	
8	0	0	0	0	0	8	11	30	108	110	60	3	0	330	
9	0	0	0	0	0	1	5	12	76	101	47	2	0	244	
10	0	0	0	0	1	6	2	11	41	72	36	1	0	170	
11	0	1	0	0	0	0	0	20	46	64	27	2	0	160	
12	0	0	0	0	0	2	3	18	57	62	38	3	0	183	
13	0	0	0	3	1	1	3	41	59	65	36	0	1	210	
14	0	0	0	1	2	9	8	17	66	112	58	1	0	274	
15	0	0	0	0	0	1	3	10	67	132	78	2	0	293	
16	0	0	0	0	0	4	11	16	74	120	98	4	0	327	
17	0	0	0	0	0	0	0	7	67	171	133	4	0	382	
18	0	1	2	3	2	3	0	10	36	108	71	6	0	242	
19	0	0	0	0	0	1	1	14	37	43	35	4	0	135	
20	0	0	0	0	0	0	0	2	9	31	31	4	0	77	
21	0	0	0	0	0	0	2	1	16	16	39	3	0	77	
22	0	0	0	0	0	0	0	1	10	9	25	1	2	48	
23	0	0	0	0	0	0	0	1	5	6	4	4	1	21	

Hour	7-19	2	3	7	6	36	51	240	838	1294	816	36	1	3330
Ranges:	6-22	2	3	7	6	36	53	247	907	1388	962	52	3	3666
	6-24	2	3	7	6	36	53	248	912	1394	966	56	4	3687
	0-24	2	3	7	6	36	55	250	919	1418	998	67	4	3765

Channel - Westbound

Thursday 05/10/2023		Channel - Westbound													TOTAL
Hour	Min	Vehicle Speeds (MPH)													
		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	1	0	4	5	0	0	10	
1	0	0	0	0	0	0	0	0	0	2	2	1	0	5	
2	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
3	0	0	0	0	0	0	0	2	1	1	0	0	0	4	
4	0	0	0	0	0	0	0	0	4	6	5	0	0	15	
5	0	0	0	0	0	0	0	4	11	36	21	5	0	77	
6	0	0	0	0	1	1	0	17	46	39	28	4	0	136	
7	0	0	1	8	1	0	0	36	129	115	67	1	0	358	
8	0	0	0	2	1	3	10	30	117	107	80	3	0	353	
9	0	0	0	1	2	0	5	24	86	69	32	3	0	222	
10	0	0	0	0	1	0	6	28	67	59	28	1	0	190	
11	0	2	0	1	0	1	3	22	70	63	30	5	0	197	
12	0	0	0	1	1	1	11	42	55	45	35	1	0	192	
13	0	0	0	2	0	3	4	34	73	47	36	2	0	201	
14	0	0	0	1	2	5	7	34	67	82	51	6	0	255	
15	0	0	1	0	0	1	5	45	97	76	55	5	0	285	
16	0	0	0	1	0	3	1	20	113	132	87	12	0	369	
17	0	0	1	1	1	1	7	36	79	128	129	4	0	387	
18	0	0	0	0	1	1	2	11	46	74	73	4	0	212	
19	0	0	0	2	0	0	2	16	32	46	20	9	0	127	
20	0	0	0	0	0	0	0	7	20	22	18	2	2	71	
21	0	0	0	2	0	0	5	9	14	24	25	3	0	82	
22	0	0	1	1	0	0	3	2	9	9	16	3	1	45	
23	0	0	0	0	0	0	0	0	4	7	5	1	0	17	

Hour	7-19	2	3	20	10	19	63	378	1031	1043	723	56	0	3348
Ranges:	6-22	2	4	23	11	20	71	413	1120	1137	810	68	3	3682
	6-24	2	4	23	11	20	71	413	1124	1144	815	69	3	3699
	0-24	2	4	23	11	20	71	422	1140	1193	848	75	3	3812

Channel - Eastbound

Friday																
06/10/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11	
1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
2	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6	
3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
4	0	7	1	0	0	1	0	0	0	0	0	0	2	0	11	
5	0	35	8	0	0	0	0	0	0	0	0	0	0	0	43	
6	0	88	42	0	0	1	0	0	0	0	0	2	2	0	135	
7	0	246	68	1	0	1	0	0	0	0	0	0	5	0	321	
8	0	201	71	0	0	2	0	0	0	0	0	0	2	0	276	
9	0	159	56	0	1	2	0	0	0	0	0	0	5	0	223	
10	0	161	39	0	0	2	0	0	0	0	0	0	1	0	203	
11	0	152	48	1	0	0	0	0	0	1	0	0	5	0	207	
12	0	200	52	4	1	2	0	1	0	0	0	1	3	0	264	
13	0	181	38	9	1	4	0	0	0	0	0	0	2	0	235	
14	0	214	55	4	1	1	0	0	0	0	0	3	2	0	280	
15	0	214	57	0	0	0	0	0	0	0	0	0	3	0	274	
16	0	272	62	0	0	3	0	0	0	0	0	0	1	0	338	
17	0	288	50	0	0	1	0	2	0	0	0	1	1	0	343	
18	0	198	30	0	0	0	0	0	0	0	0	0	0	0	228	
19	0	109	27	0	0	0	0	0	1	0	0	0	0	0	137	
20	0	77	10	0	0	0	0	0	0	0	0	1	0	0	88	
21	0	57	6	0	0	0	0	0	0	0	0	0	0	0	63	
22	0	47	8	0	0	0	0	0	0	0	0	0	0	0	55	
23	0	23	2	0	0	0	0	0	0	0	0	1	0	0	26	

Hour	7-19	2595	653	19	4	18	0	3	1	1	0	5	30	0	3329
Ranges:	6-22	2864	719	19	4	19	0	3	1	1	0	8	32	0	3670
	6-24	2887	721	19	4	19	0	3	1	1	0	9	32	0	3696
	0-24	2946	737	20	4	20	0	3	1	1	0	9	34	0	3775

Channel - Westbound

Friday 06/10/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	5	1	1	0	1	0	0	0	1	0	0	0	0	9
1	0	2	5	0	0	0	0	0	0	0	0	1	0	0	8
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	7	3	0	0	1	0	0	0	0	0	3	0	0	14
4	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
5	0	62	5	0	0	1	0	0	0	0	0	0	0	0	68
6	0	114	21	2	0	0	0	0	0	0	0	1	0	0	138
7	0	256	45	7	0	0	0	0	1	0	0	0	2	0	311
8	0	266	46	2	0	0	0	0	0	0	0	1	4	0	319
9	0	192	42	2	0	3	0	1	1	0	0	0	2	0	243
10	0	162	36	1	0	0	0	1	2	0	0	0	0	0	202
11	0	184	23	0	1	0	0	0	2	0	0	0	2	0	212
12	0	206	38	0	0	1	0	0	0	0	0	0	0	0	245
13	0	194	33	1	1	1	0	0	0	0	0	1	1	0	232
14	0	235	48	2	2	4	0	0	0	0	0	0	1	0	292
15	0	304	59	2	1	2	0	0	0	0	0	0	2	0	370
16	0	311	50	2	1	2	0	1	0	1	0	2	1	0	371
17	0	259	34	0	0	1	0	1	0	0	0	0	0	0	295
18	0	191	17	1	0	2	0	0	0	0	0	0	0	0	211
19	0	126	11	0	0	0	0	0	0	0	0	0	0	0	137
20	0	65	7	0	0	0	0	0	0	0	0	0	0	0	72
21	0	64	7	0	0	0	0	0	0	0	0	0	0	0	71
22	0	46	3	0	0	0	0	0	0	0	0	0	0	0	49
23	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23

Hour	7-19	2886	482	20	6	16	0	4	6	1	0	4	15	0	3440
Ranges:	6-22	3175	520	22	6	16	0	4	6	1	0	5	15	0	3770
	6-24	3197	521	22	6	16	0	4	6	1	0	5	15	0	3793
	0-24	3281	538	23	6	19	0	4	6	2	0	9	15	0	3903

Channel - Eastbound

Friday		Vehicle Speeds (MPH)													TOTAL
06/10/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min	0	0	0	0	0	0	0	2	4	3	2	0	11	
0	0	0	0	0	0	0	0	0	0	4	3	2	0	4	
1	0	0	0	0	0	0	0	0	0	0	4	0	0	6	
2	0	0	0	0	0	0	1	0	0	3	2	0	0	4	
3	0	0	0	0	0	0	0	0	0	1	2	1	0	4	
4	0	0	0	0	0	0	0	0	1	3	7	0	0	11	
5	0	0	0	0	0	0	0	0	3	12	24	4	0	43	
6	0	0	0	0	0	0	0	1	27	56	44	7	0	135	
7	0	0	1	0	0	0	1	17	75	133	89	4	1	321	
8	0	0	0	0	0	8	0	10	76	115	63	4	0	276	
9	0	0	0	0	0	1	3	20	69	78	50	2	0	223	
10	0	0	0	0	0	1	11	32	77	39	42	1	0	203	
11	0	0	0	1	1	1	4	30	69	62	37	2	0	207	
12	0	0	0	0	2	0	9	23	85	95	49	1	0	264	
13	0	0	0	0	0	2	14	22	60	86	45	6	0	235	
14	0	0	0	0	0	1	2	25	76	104	67	5	0	280	
15	0	0	0	0	1	0	1	15	70	110	71	6	0	274	
16	0	0	0	0	0	1	1	17	97	129	87	6	0	338	
17	0	0	0	0	3	4	0	10	82	130	112	2	0	343	
18	0	0	0	0	0	0	1	12	32	94	85	4	0	228	
19	0	0	0	0	2	0	1	11	36	47	36	3	1	137	
20	0	0	0	0	0	0	1	7	11	24	37	8	0	88	
21	0	0	0	0	0	0	0	4	15	22	18	4	0	63	
22	0	0	0	0	0	0	1	0	10	20	20	4	0	55	
23	0	0	0	0	0	0	0	0	5	11	7	3	0	26	

Hour	7-19	0	1	1	9	19	48	244	904	1222	833	46	2	3329
Ranges:	6-22	0	1	1	9	19	50	256	967	1344	952	69	2	3670
	6-24	0	1	1	9	19	50	256	972	1355	959	72	2	3696
	0-24	0	1	1	9	19	51	256	978	1378	1001	79	2	3775

Channel - Westbound

Friday		Vehicle Speeds (MPH)													TOTAL
06/10/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min														
0	0	0	0	0	0	0	0	1	2	1	3	1	1		
1	0	0	1	0	0	0	1	1	2	1	2	0	0		
2	0	0	0	0	0	0	0	0	0	0	2	0	0		
3	0	0	0	0	0	1	0	2	1	5	3	2	0		
4	0	0	0	0	0	0	1	0	2	3	3	0	0		
5	0	0	0	0	0	0	0	9	9	16	28	5	1		
6	0	0	0	0	0	1	1	11	44	40	39	1	1		
7	0	0	2	0	0	2	10	20	83	122	70	2	0		
8	0	0	1	1	3	2	11	37	78	104	76	6	0		
9	0	0	1	0	0	2	7	20	83	87	38	5	0		
10	0	0	3	0	0	1	14	36	72	54	22	0	0		
11	0	0	0	3	2	3	14	65	56	48	20	1	0		
12	0	1	0	0	0	3	5	36	105	62	29	4	0		
13	0	0	1	1	0	2	4	29	86	66	40	2	1		
14	0	0	0	0	1	1	8	43	102	85	49	3	0		
15	0	0	1	1	2	1	2	56	121	116	65	4	1		
16	0	0	0	0	0	2	6	38	97	116	105	6	1		
17	0	0	0	1	0	1	5	10	86	93	87	11	1		
18	0	0	0	3	0	3	3	19	64	60	57	2	0		
19	0	0	1	1	1	2	7	19	26	40	37	3	0		
20	0	0	0	0	1	1	0	7	18	24	18	2	1		
21	0	0	0	0	0	0	2	4	19	25	18	3	0		
22	0	0	0	0	0	0	4	6	11	12	14	2	0		
23	0	0	0	0	0	0	0	3	2	9	8	1	0		

Hour	7-19	1	10	11	9	25	96	428	1059	1053	695	49	4	3440
Ranges:	6-22	1	10	11	10	27	103	456	1151	1154	784	57	6	3770
	6-24	1	10	11	10	27	103	459	1153	1163	792	58	6	3793
	0-24	1	11	11	10	28	105	472	1169	1189	833	66	8	3903

APPENDIX B

Connectivity Tool

[Saved Schemes](#) [Saved locations and sites](#) [Guidance](#)

Explore the score

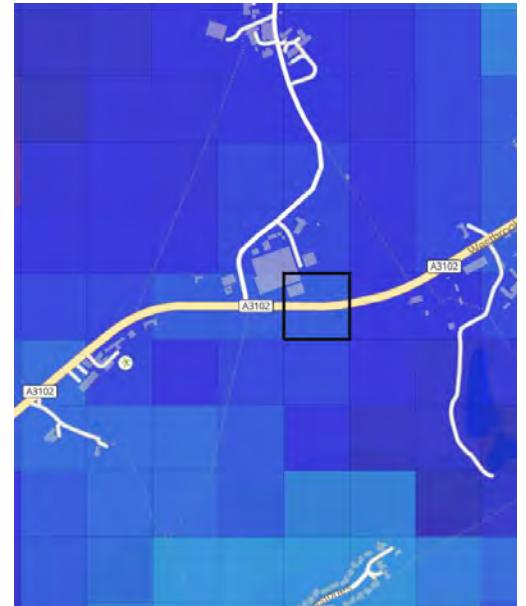
Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) for guidance

Square ID 396550_166150

Local authorities Wiltshire

Latitude 51.394376

Longitude -2.050975



Overall

Type	National score	National Distribution
Overall (except driving)	23	Lowest (0-10%)
Public transport	26	Lowest (0-10%)
Walking	15	Lowest (0-10%)
Cycling	39	Lowest (0-10%)
Driving	72	Lowest (0-10%)

Education

Type	National score	National Distribution
Overall (except driving)	19	Lowest (0-10%)

Type	National score	National Distribution
Public transport	27	Lowest (0-10%)
Walking	13	Lowest (0-10%)
Cycling	25	Lowest (0-10%)
Driving	60	Lowest (0-10%)

Leisure

Type	National score	National Distribution
Overall (except driving)	25	Lowest (0-10%)
Public transport	27	Lowest (0-10%)
Walking	22	Lowest (0-10%)
Cycling	34	Lowest (0-10%)
Driving	74	Very low (10-20%)

Health

Type	National score	National Distribution
Overall (except driving)	9	Lowest (0-10%)
Public transport	16	Lowest (0-10%)
Walking	0	Lowest (0-10%)
Cycling	11	Lowest (0-10%)
Driving	61	Lowest (0-10%)

Shopping

Type	National score	National Distribution
Overall (except driving)	16	Lowest (0-10%)

Type	National score	National Distribution
Public transport	21	Lowest (0-10%)
Walking	9	Lowest (0-10%)
Cycling	24	Lowest (0-10%)
Driving	72	Lowest (0-10%)

Residential

Type	National score	National Distribution
Overall (except driving)	33	Lowest (0-10%)
Public transport	33	Lowest (0-10%)
Walking	29	Lowest (0-10%)
Cycling	56	Very low (10-20%)
Driving	78	Very low (10-20%)

Workplaces

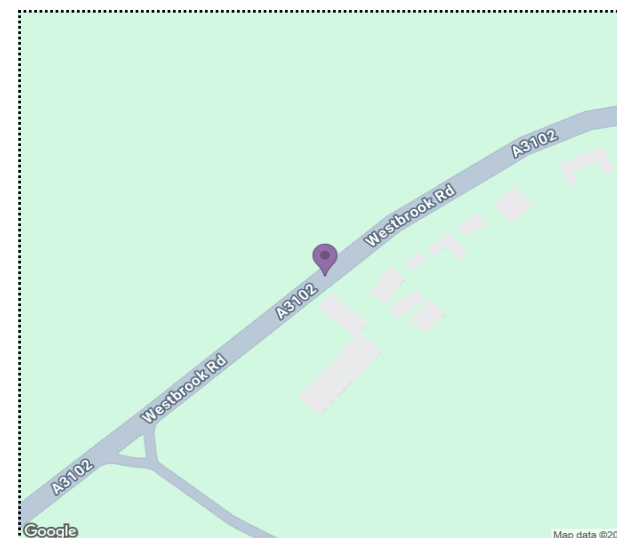
Type	National score	National Distribution
Overall (except driving)	27	Lowest (0-10%)
Public transport	27	Lowest (0-10%)
Walking	13	Lowest (0-10%)
Cycling	47	Very low (10-20%)
Driving	71	Very low (10-20%)

APPENDIX C



Validated Data

Crash Date:	Tuesday, February 8, 2022	Time of Crash:	16:18:00	Crash Reference:	2022541393322
Highest Injury Severity:	Serious	Road Number:	A3102	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	396195 166078
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, February 8, 2022

Time of Crash: 16:18:00

Crash Reference: 2022541393322

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Male	36 - 45	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Unknown or other

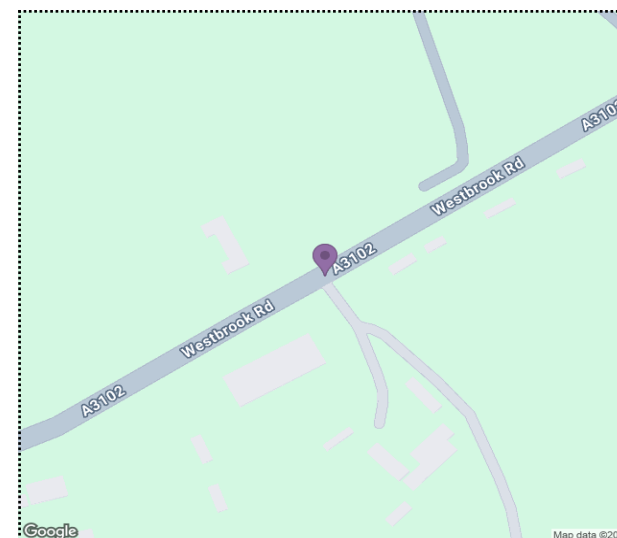
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, June 29, 2020	Time of Crash:	14:35:00	Crash Reference:	2020540062631
Highest Injury Severity:	Slight	Road Number:	A3102	Casualties:	2
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	396808 166251
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, June 29, 2020

Time of Crash: 14:35:00

Crash Reference: 2020540062631

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	66 - 75	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	10	Male	16 - 20	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Details of Personal Injury Accidents for Period - 01/04/2018 to 31/03/2023 (60) months

Selection:

Selected using Manual Selection

Notes:

Westbrook, Bromham for TPA

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
54936/18	Sunday	A3102 WESTBROOK RD, 355M SW OF	Veh 1	Car		Going ahead LH bend	W to NE			
A 3102	17/06/2018	JCT WITH A342 DEVIZES RD,	Veh 2	Car		Going ahead RH bend	NE to W	Dri	M	67 Serious
	1332hrs	BROMHAM	Veh 2	Car		Going ahead RH bend	NE to W	FSP	F	68 Serious
E 396,651	Daylight		Veh 2	Car		Going ahead RH bend	NE to W	RSP	F	47 Slight
N 166,164	Dry									
	Fine without high winds									
	60 mph									
V1 (CAR) TRAV NE ON LH BEND. DVR OF V1 HAS FALLEN ASLEEP & DRIFTED INTO OPPOSITE C/WAY, COLLIDING WITH V2 (CAR) TRAV SW. V2 LEFT C/WAY N/SIDE. KB										
62631/20	Monday	V1 (CAR) TRAV NE. V2 (CAR) TRAV	Veh 1	Car		Wait to turn right	SW to NE	Dri	M	66 Slight
A 3102	29/06/2020	NE. V2 WAITING TO TURN RIGHT. V2	Veh 2	Car		Going ahead	SW to NE	Dri	M	20 Slight
	1435hrs	COLLIDES REAR O/S V2. JT.								
E 396,795	Daylight									
N 166,246	Dry									
	Fine without high winds									
	60 mph									
V1 (CAR) TRAV NE. V2 (CAR) TRAV NE. V2 WAITING TO TURN RIGHT. V1 COLLIDES REAR O/S V2. JT.										
13933/22	Tuesday	A3102 WESTBROOK, OUTSIDE	Veh 1	Car		Going ahead	NE to SW	Ped	M	83 Serious
A 3102	08/02/2022	HOUSE NUMBER 194, BROMHAM.								
	1618hrs	SMO								
E 396,195	Daylight									
N 166,078	Dry									
	Unknown									
	60 mph									
V1(CAR) TRAV SW. CAS1(PED) TRAV SE. CAS1 HAS CROSSED RD INTO PATH OF V1. V1 HAS STRUCK O/S WITH CAS1. CAS1 FALLEN TO GROUND. SMO										

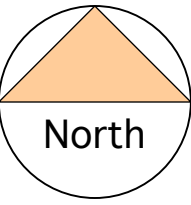
APPENDIX D



1 EXISTING SITE LAYOUT
Scale: 1:1000 @ A1



- 1 Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.
- 2 Any discrepancies to be referred to the Architect.
- 3 This drawing is to be read in conjunction with all relevant specifications and other drawings issued by the Architect, and other specialists.
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- 5 IF IN DOUBT, ASK.



PLANNING ISSUE

SCHEDULE OF ACCOMMODATION

- | | | |
|-------|---|---------------------------|
| 1.1.1 | - | Nonsuch House |
| 1.1.2 | - | East Wing |
| 1.1.3 | - | Stable Wing (1) |
| 1.1.4 | - | Stable Wing (2) |
| 1.2.1 | - | Gate Cottage - Farmhouse |
| 1.2.2 | - | Gate Cottage - Office |
| 1.2.3 | - | Gate Cottage - Store |
| 1.2.4 | - | Dovecote |
| 1.2.5 | - | The Bungalow |
| 1.2.6 | - | Barn A (The Tractor Barn) |
| 1.2.7 | - | Barn B (The Stables) |
| 1.2.8 | - | Barn C (The Piggery) |
| 1.4.4 | - | Summerhouse |

Revision	Description	Date	Check	Rev
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Project :
Nonsuch Estate
Westbrook, Bromham
Chippenham
Wiltshire
SN15 2ED

Drawing Title :
Existing Site Layout

Status PLANNING	Date OCT 2025	Drawn By RHB
Drawing No. 4992 -003	Revision	Scale 1:1000 @ A1

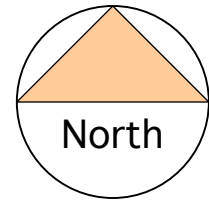
APPENDIX E



1 PROPOSED SITE LAYOUT
Scale: 1:1000 @ A1



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PLANNING ISSUE

SCHEDULE OF ACCOMMODATION

- | | | |
|---------|---|---|
| 1.1.1 | - | Nonsuch House |
| 1.1.2 | - | East Wing |
| 1.1.3 | - | Stable Wing (1) |
| 1.1.4 | - | Stable Wing (2) |
| 1.2.1 | - | Gate Cottage - Farmhouse |
| 1.2.2 | - | Gate Cottage - Office |
| 1.2.3 | - | Gate Cottage - Store |
| 1.2.4 | - | Dovecote |
| 1.2.5 | - | The Bungalow |
| 1.2.6 | - | Barn A (The Tractor Barn) |
| 1.2.7 | - | Barn B (The Stables) |
| 1.2.8 | - | Barn C (The Piggyery) |
| 1.3.3 | - | Tennis & Padel Courts |
| 1.4.1 | - | Toilet/ Shower Block |
| 1.4.2 | - | Outdoor Kitchen |
| 1.4.4 | - | Summerhouse |
| 2.1.1.1 | - | Welcome Building - Restaurant |
| 2.1.1.2 | - | Welcome Building - Health and Wellbeing |
| 2.1.1.3 | - | Welcome Building - Reception |
| 2.1.1.4 | - | Gym |
| 2.1.2 | - | Gate House |
| 2.1.3 | - | Yoga Studio/ Goat House |
| 2.2.1 | - | Boat House |
| 3.1.1 | - | Managers Residence |
| 3.1.2 | - | Forestry / Agricultural - Office |
| 3.1.3 | - | Forestry / Agricultural - Workshop |
| 3.1.4 | - | Forestry / Agricultural - Tractor Store |
| 3.1.5 | - | Bat House |
| 3.1.6 | - | Camera Obscura |
| 3.1.7 | - | Acoustic Bund Wall |
| 4.8.1 | - | New Road Entrance |

LANDSCAPING INDICATIVE ONLY - REFER TO SPECIALIST INFORMATION

Access amended	15/07/2026	RHB	A
Revision Description	Date	Check	Rev



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Project :

Nonsuch Estate
Westbrook, Bromham
Chippenham
Wiltshire
SN15 2ED

Drawing Title :

Proposed Site Layout

Status PLANNING	Date OCT 2025	Drawn By RHB
Drawing No. 4992	Revision - 004 (REV A)	Scale 1:1000 @ A1

APPENDIX F

Calculation Reference: AUDIT-219601-240214-0230

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days

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

Transport Planning Associates King Street Bristol

Licence No: 219601

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 40 to 138 (units:)
Range Selected by User: 20 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

Selected survey days:

Monday 1 days
Wednesday 1 days
Thursday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Village 1
Out of Town 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C1 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-06-A-07	TRAVELODGE	HAMPSHIRE
	COVE ROAD		
	FLEET		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	40	
	Survey date: THURSDAY	09/09/21	Survey Type: MANUAL
2	WK-06-A-01	HOLIDAY INN EXPRESS	WARWICKSHIRE
	STRATFORD ROAD		
	WARWICK		
	LONGBRIDGE		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	138	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	WM-06-A-05	HOTEL	WEST MIDLANDS
	BIRMINGHAM ROAD		
	BIRMINGHAM		
	HOPWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

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

Transport Planning Associates King Street Bristol

Licence No: 219601

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	78	0.051	3	78	0.252	3	78	0.303
08:00 - 09:00	3	78	0.158	3	78	0.252	3	78	0.410
09:00 - 10:00	3	78	0.179	3	78	0.150	3	78	0.329
10:00 - 11:00	3	78	0.098	3	78	0.115	3	78	0.213
11:00 - 12:00	3	78	0.068	3	78	0.124	3	78	0.192
12:00 - 13:00	3	78	0.085	3	78	0.098	3	78	0.183
13:00 - 14:00	3	78	0.094	3	78	0.141	3	78	0.235
14:00 - 15:00	3	78	0.167	3	78	0.111	3	78	0.278
15:00 - 16:00	3	78	0.132	3	78	0.107	3	78	0.239
16:00 - 17:00	3	78	0.197	3	78	0.107	3	78	0.304
17:00 - 18:00	3	78	0.355	3	78	0.226	3	78	0.581
18:00 - 19:00	3	78	0.291	3	78	0.179	3	78	0.470
19:00 - 20:00	3	78	0.226	3	78	0.150	3	78	0.376
20:00 - 21:00	3	78	0.137	3	78	0.081	3	78	0.218
21:00 - 22:00	3	78	0.132	3	78	0.085	3	78	0.217
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.370			2.178			4.548

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

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

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Parameter summary

Trip rate parameter range selected: 40 - 138 (units:)
 Survey date range: 01/01/15 - 12/11/21
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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