



ODYSSEY

DEVELOPING JOURNEYS

**CHICKLADE SERVICES, A303, HINDON,
SALISBURY, SP3 5ST**

TRANSPORT ASSESSMENT



CHICKLADE SERVICES, A303, HINDON, SALISBURY, SP3 5ST

**TRANSPORT ASSESSMENT
ON BEHALF OF INSTAVOLT**

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1.0 INTRODUCTION

1.1 *Preamble*

1.1.1 This report has been prepared by Odyssey on behalf of InstaVolt (the 'Applicant') in support of a planning application to extend the parking for the approved Electric Vehicle Service Station at Chicklade Services, A303, Hindon, Salisbury (SP3 5ST).

1.1.2 It is noted that in September 2022, a full planning application was submitted to Wiltshire Council (WC) for the re-development of Chicklade Services to provide an Electric Vehicle (EV) Service Station and associated facilities (planning reference: PL/2022/06298) and comprised the following proposal:

"Demolish existing service station (comprising petrol filling station, shop, cafe, outbuilding and associated infrastructure) and erection of a new service station (comprising electrical vehicle charging points, shop, restaurant / cafe, toilets and associated infrastructure) together with landscaping, revised vehicular access and formation of a new pedestrian link."

1.1.3 Planning permission for the EV Service Station was granted in January 2025. Since that time, the applicant has commenced the discharge of conditions, enabling works, and has identified a series of material amendments that are necessary to ensure the scheme remains viable, deliverable and capable of being implemented at pace, whilst working hard to secure a high-quality tenant for the building.

1.1.4 For reference, the previous Transport Assessment (dated August 2022) is contained within **Appendix A**.

1.2 *Overview*

1.2.1 The site is located adjacent to the northside of the A303 and circa 600m to the west of the village of Chicklade, 1.6km north of Hindon Village, and 2km east of the A350/ A303 intersection. The site was historically operating as a petrol filling station (PFS) with eight pumps, a restaurant/ café and shop, as well as 37 car parking spaces. The site's location is shown in **Figure 1-1**.



Figure 1-1: Site Location (Wider Context)



1.2.2 It is noted that WC act as both the local planning authority (LPA) and highway authority for local roads, with the exception of trunk roads, including the A303, which are managed by National Highways (NH).



2.0 POLICY AND BEST PRACTICE

2.1 *National Planning Policy Framework (February 2025)*

2.1.1 The Department of Communities and Local Government (DCLG) initially published the National Planning Policy Framework (NPPF) in March 2012. This document was revised in July 2018, and updated in February 2019, July 2021, December 2023, and 12th December 2024. Note - the latest version of the NPPF was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8, and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

2.1.2 Chapter 6 of the NPPF 'Building a strong, competitive economy' sets out the planning policies that would support rural economies. Paragraph 88 states that:

"Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings;*
- b) the development and diversification of agricultural and other land-based rural businesses;*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship."*

2.1.3 Paragraph 89 further goes on to state:

"Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist."



2.1.4 Chapter 9 of the NPPF 'Promoting sustainable transport' is a key thread of the NPPF and paragraph 109 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.1.5 Paragraph 110 goes on to state that, *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.1.6 Paragraph 111 states that planning policies should:



- a) *“support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) *be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) *identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) *provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
- e) *provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) *recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.”*

2.1.7 The NPPF adds to Paragraph 111 that:

“Policies for large scale facilities should, where necessary, be developed through collaboration between strategic policy-making authorities and other relevant bodies. Examples of such facilities include ports, airports, interchanges for rail freight, public transport projects and roadside services. The primary function of roadside services should be to support the safety and welfare of the road user (and most such proposals are unlikely to be nationally significant infrastructure projects)”.

2.1.8 Paragraph 113 outlines that:



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

2.1.9 In considering development proposals, the NPPF further states in paragraph 115 that:

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

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

2.1.10 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2 Wiltshire Local Plan (Withdrawn)

2.2.1 It is noted that at a meeting of full council on 19 May 2026 Councillors voted to withdraw the Wiltshire Local Plan Review from examination.



2.2.2 The withdrawal of the Wiltshire Local Plan Review does not affect the adopted documents forming the development plan for Wiltshire. Whilst the Wiltshire Core Strategy was adopted in 2015 and has a plan period to 2026, its policies are not automatically out of date for the purposes of decision making and will continue to guide development.

2.3 Wiltshire Core Strategy (January 2015)

2.3.1 In relation to rural communities, Core Policy 48: Supporting rural life, states that:

“Proposals which will focus on improving accessibility between towns and villages, helping to reduce social exclusion, isolation and rural deprivation, such as transport and infrastructure improvements, will be supported where the development will not be to the detriment of the local environment or local residents.”

2.3.2 The following relevant Transport policy as set out in the Wiltshire Core Strategy is set out in this section. Core Policy 60: Sustainable transport, that:

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

2.3.3 Core Policy 61: Transport and new development, states that:

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

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

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



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

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

2.3.4 Core Policy 62: Development impacts on the transport network, states that:

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

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

2.3.5 Core Policy 63: Transport strategies, states that:

“Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives.”



3.0 BASELINE CONDITIONS

3.1 *Walking and Cycling*

3.1.1 Development proposals for the consented EV Service Station include the provision of a 3m wide footpath, connecting the site to the village of Chicklade to the east, enabling residents of Chicklade to access the proposed service station and associated facilities, such as the shops and café on foot. The footpath will be provided in the form of a self-binding gravel path and would connect to the existing footway on the northern side of the A303 at Chicklade.

3.2 *Local Highway Network*

A303

3.2.1 The site is currently accessed from the A303 is a trunk road which forms part of the strategic road network (SRN) maintained by NH, running between Basingstoke in Hampshire and Honiton in Devon via Stonehenge. Connecting the M3 and the A30, it is part of one of the main routes from London to the South West of England. The A303 is subject to 40mph speed limits adjacent to the site frontage, while speeds increase to national speed limit to the west of the site, as shown in **Figure 3-1** and **Figure 3-2**.



Figure 3-1: A303 (view westbound)



Source: Google Street View (May 2024)

3.2.2 The speed limit adjacent to the site was reduced from 50mph to 40mph in 2024.



Figure 3-2: A303 (view eastbound)



Source: Google Street View (May 2024)

3.3 Public Transport Services

3.3.1 Owing to the site's rural location and anticipated use, there are currently no local public transport services within the vicinity of the site.

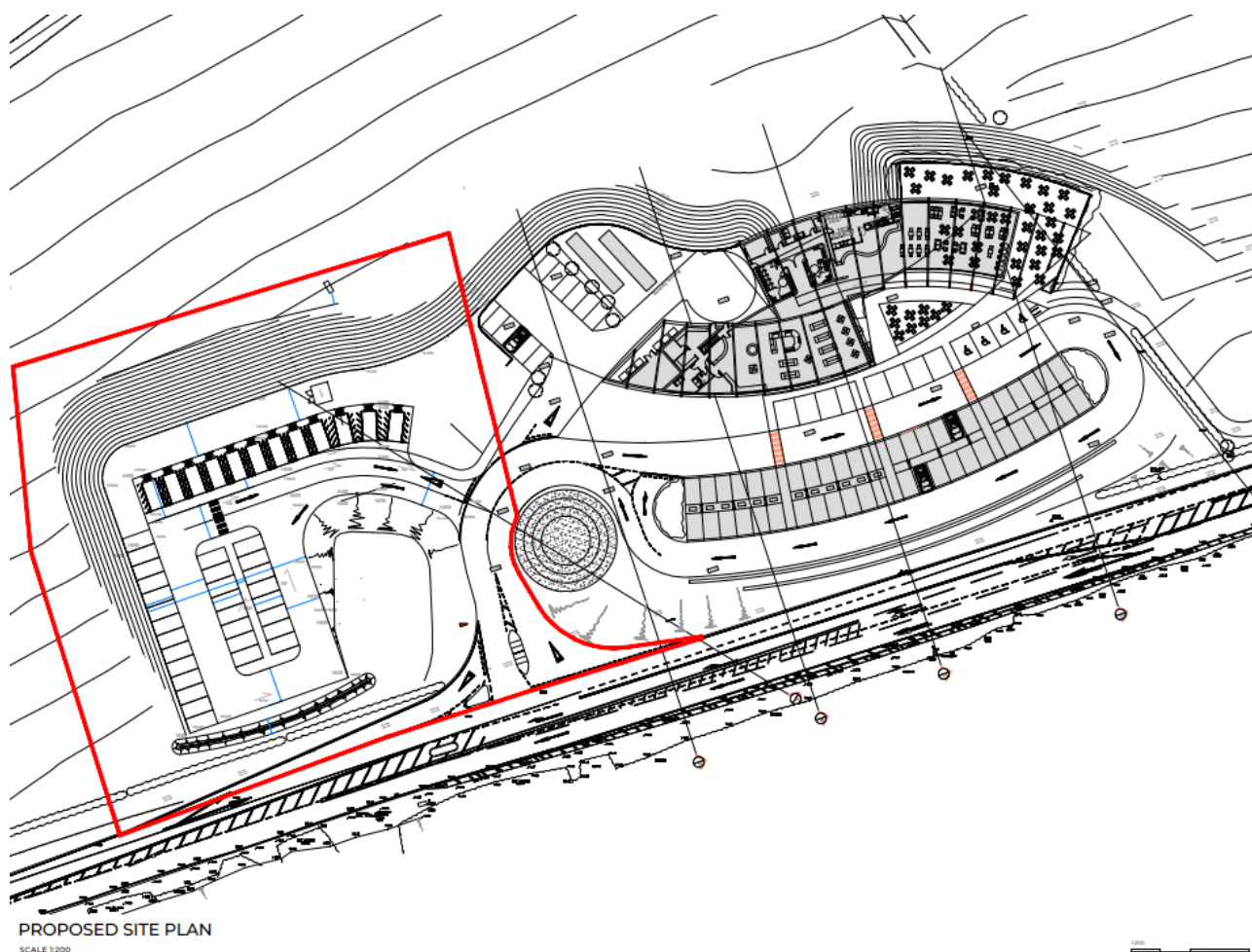


4.0 SUMMARY OF PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 The proposed development seeks to provide an additional 42 vehicle parking spaces for the EV Service Station currently under construction (planning reference: PL/2022/06298). The additional 42 car parking spaces would be provided to the west of the site and would be accessed via the consented EV Service Station. Of the 42 car parking spaces, 12 bays would be allocated as EV bays, while the remaining 30 spaces would be standard vehicle parking spaces. It is intended that these spaces would be provided to allow road users somewhere to stop and wait to either rest, or use the facilities such as wash rooms at the wider site. This would be in keeping with the NPPF stating that: *“the primary function of roadside services should be to support the safety and welfare of the road user”*. The proposed development layout plans are shown in **Figure 4-1** and contained in full in **Appendix B**.

Figure 4-1: Proposed Development Layout Plan





4.2 Proposed Access

Vehicular Access

4.2.1 Vehicles would access the additional parking area from the A303 via the consented wider site, with the provision of a dedicated arm from the existing internal road which serves the current site. Vehicle tracking has been undertaken for the proposed additional car parking area as shown in **Drawing 25-246-003**. Vehicle swept paths have been undertaken using a large car and illustrate that vehicles would be able to access and egress the site in forward gear and that the internal car parking layout is suitable for vehicles to manoeuvre. The development proposals would not alter the highway layout of the consented wider site and would provide a simple priority junction to access the additional car parking area.

4.2.2 Additionally, vehicle swept paths have been undertaken for a 3.5t light van (5.3m length) accessing and egressing the site, as shown in **Drawing 25-246-004**. It is anticipated that very infrequently, the 3.5t light van may be required to service the EV charging bays or to access the substation.

4.2.3 While spaces would not be provided for towing vehicles and it is anticipated that signage would be in place to warn towing vehicles that parking is not provided within the application for additional parking, the site has been designed to be conducive to vehicles of this length in the event they access the site, as shown in **Drawing 25-246-005**.

Pedestrian Access

4.2.4 The proposed site has been suitably designed for pedestrians by providing a marked strip on the surface of the car park that indicates where pedestrians would be walking between the car park and the services. The marked strip would reduce conflict between pedestrians and motorised vehicles using the car park. The car parking area would be lit, and the marked strip would be provided in a bright surface finish that would be visible to motorised vehicles.

4.2.5 A pedestrian crossing point is also proposed from the central area of car parking. The pedestrian movement strategy would seek to meet future pedestrian desire lines for the additional car parking area and has been designed to allow pedestrians to gain access to the on-site amenity services with as little vehicle conflict as possible.



5.0 TRIP GENERATION

5.1 Overview

5.1.1 A trip generation assessment has been undertaken using trip rates extracted from the TRICS database for similar sites to that proposed by the Applicant.

5.1.2 The following filtering summary was applied in order to extract relevant sites:

- Land-use: 13/C VEHICLE REFUELLING STATIONS/ELECTRIC VEHICLE CHARGING STATION
- Location:
 - United Kingdom
 - Edge of town
- Survey range: Latest 5-year period

5.1.3 The following relevant sites were identified as shown in **Table 5-1**. In addition to the filtering, sites were selected based on their proximity to trunk roads, as well as being located within or adjacent to road side services where possible.

Table 5-1: Extracted TRICS Sites

Location	Reference	Type	Date
Essex	EX-13-C-02	Gridserve	18/06/2025
Hertfordshire	HF-13-C-01	Gridserve	19/06/2025
Lancashire	LC-13-C-02	evpoint	25/05/2024
Norfolk	NF-13-C-01	Gridserve	25/06/2025

5.2 Trip Generation

5.2.1 In order to calculate the trip rate, car driver trips were extracted from TRICS. It is noted that given the site is only providing additional EV bays and standard car parking bays, no additional amenity services are provided. Therefore, servicing trips have been omitted from this assessment.

5.2.2 Whilst the proposed development will only provide 12 EV bays of the total 42 parking bays, it is reasoned to be a robust assessment to assess all parking bays at the proposed development as EV bays, given the paucity of data regarding standard parking bays, and that it is considered that the standard parking bays would not be trip attractors in their own right. The following relevant trip rates are shown in **Table 5-2**.

**Table 5-2: Extracted TRICS Car Driver Trips Rates (per 1 EV bay)**

Mode	Am Peak			PM Peak			Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Cars	0.535	0.412	0.947	0.588	0.64	1.228	7.624	7.569	15.193

5.2.3 42 parking bays have been applied to the trip rates to provide the trip generation for the proposed development. The trip generation is shown in **Table 5-3**.

Table 5-3: Car Driver Trip Generation (42 EV bays)

Mode	Am Peak			PM Peak			Daily		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Cars	22	17	40	25	27	52	320	318	638

N.B. Any calculation errors due to rounding.

5.2.4 The table shows that the proposed additional car parking bays could generate up to 40 two-way vehicle trips in the AM peak, 52 in the PM peak, and 638 daily. Arguably a high proportion of these trips would be pass by trips already travelling on the A303 past the site. These figures equate to less than one additional vehicle movement turning in and out of the site per minute and as such is expected to have a minimal impact on the operation of the site access junction with the A303, and on and the surrounding highway network.

5.2.5 It is considered that the additional car parking area would in practice act as an overspill car parking area to the main site at busy times and aside from the EV bays, the standard vehicle parking bays would not be trip attractors within their own right. Therefore, it is considered that a robust assessment has been undertaken of the proposed development, when viewed in context of the wider consented site.



6.0 SUMMARY AND CONCLUSION

6.1.1 This report has been prepared by Odyssey on behalf of InstaVolt (the 'Applicant') in support of a planning application to extend the parking for the approved Electric Vehicle Service Station at Chicklade Services, A303, Hindon, Salisbury (SP3 5ST). The site is currently accessed from the A303 is a trunk road which forms part of the strategic road network (SRN) maintained by NH.

6.1.2 It is noted that planning permission for the EV Service Station (planning reference: PL/2022/06298) was granted in January 2025. Since that time, the applicant has commenced the discharge of conditions, enabling works and has identified a series of material amendments that are necessary to ensure the scheme remains viable, deliverable and capable of being implemented at pace, whilst working hard to secure a high-quality tenant for the building.

6.1.3 The additional 42 car parking spaces would be provided to the west of the EV Service Station currently under construction and would be accessed via the consented junction with the A303. The new parking and EV spaces would form part of the new EV Service Station and associated facilities. It is recommended that the development proposals contained within this Transport Assessment are considered in the context of the previously granted development proposals (ref: PL/2022/06298) for the wider site.

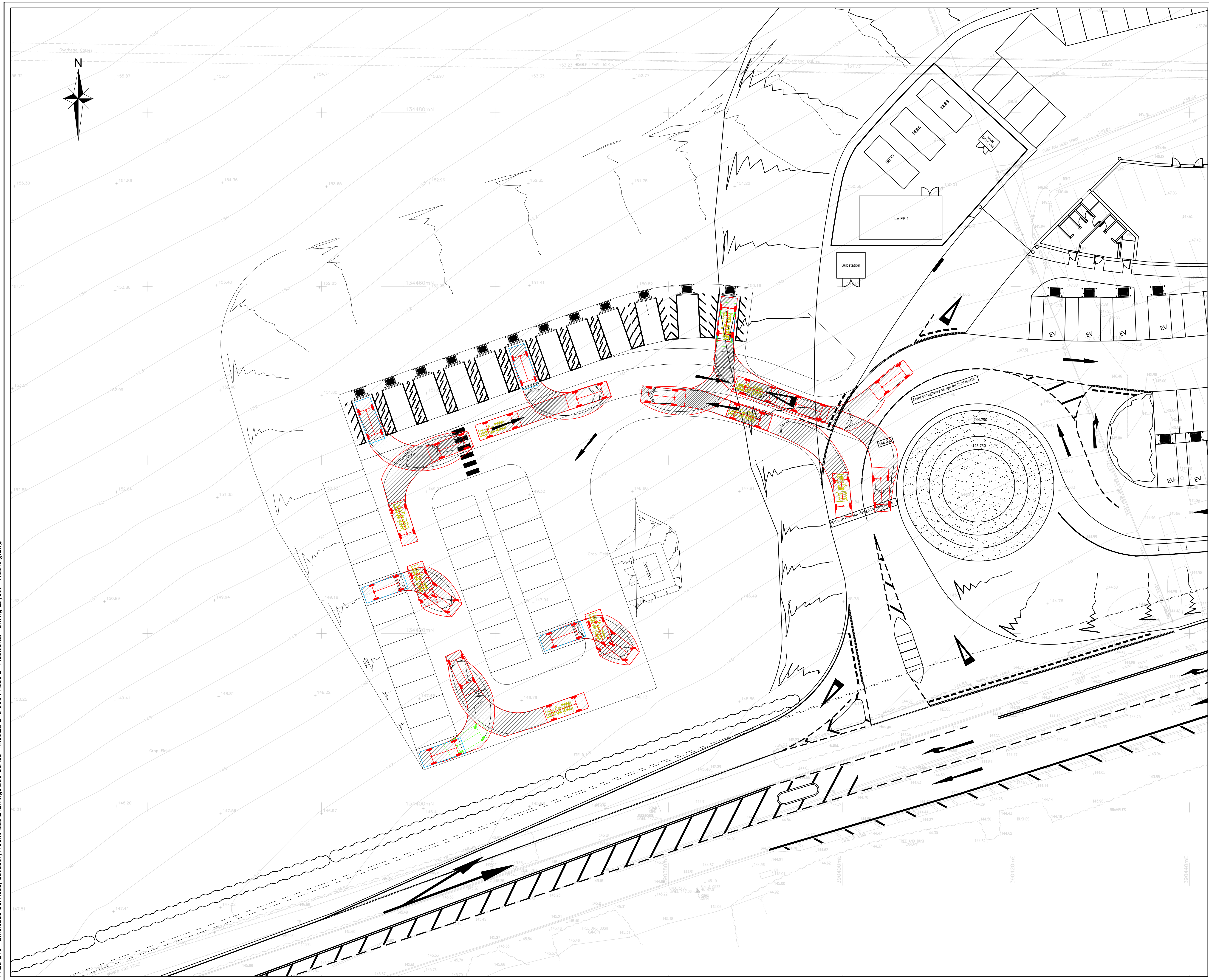
6.1.4 The trip generation assessment shows that the proposed development of 42 spaces could generate up to 40 two-way vehicle trips in the AM peak, 52 in the PM peak, and 638 daily turning into and out of the site. However, it is considered that a large proportion of these trips would be pass by trips already travelling on the A303 past the site. It is considered that this is a robust assessment given that the proposed development is providing additional parking for the main site at busy times and that aside from the 12 EV bays, the standard parking bays would not be trip attractors in their own right.

6.1.5 In conclusion, the development proposals would provide an opportunity for the provision of new, non-carbon energy generating facilities at a location that can be safely accessed by construction and operational vehicles. In short the proposals would:

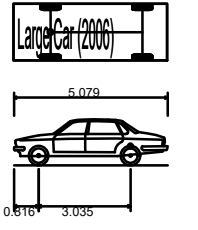
- Accord with National and Local transport and relevant rural policies;
- Provide safe and suitable access to the site; and
- Cater for traffic flows already on the network.

6.1.6 In accordance with paragraph 115 of the NPPF, there are therefore no transport or highway reasons why planning permission should be prevented or refused.

DRAWINGS



NOTES



79m
72m
25m
10m
31m
0s
00m

FOR INFORMATION ONLY -
NOT FOR CONSTRUCTION

Rev	Amendments	Drn	Chk	App



Job Title

CHICKLADE SERVICES
A303 SALISBURY

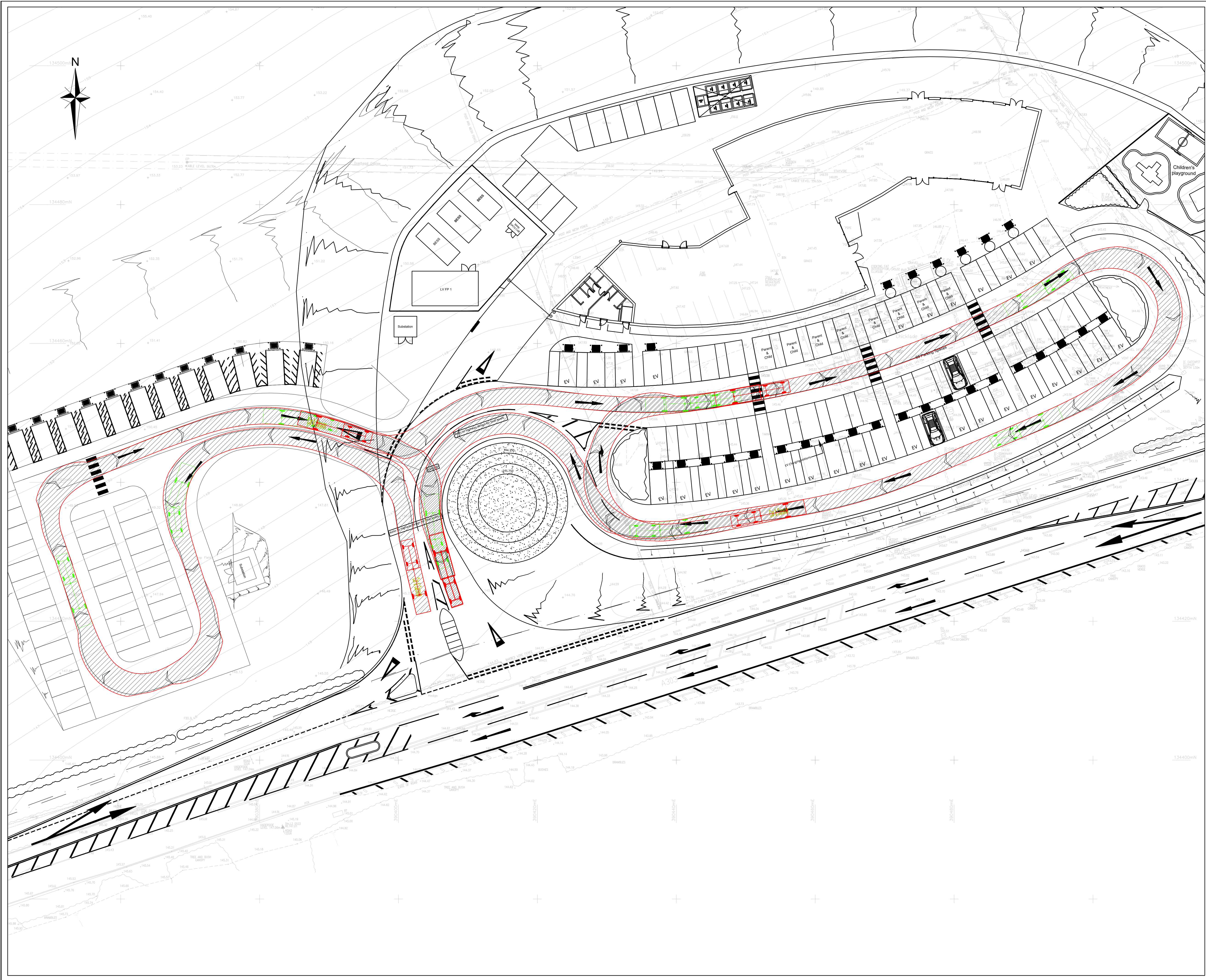
Drawing Title

PHASE 2 - ADDITIONAL PARKING
SWEPT PATH ANALYSIS

Client **INSTAVOLT**

Scale 1:200 @ A1	Date JUN 26	Designed JK	
Drawn JK	Checked BO/RC	Approved MB	
Job No 25-246	Drawing No 25-246-003		Rev -

P:\25-246 - Chicklade Services, Salisbury\Tech\Acad\Drawings\000 Series - Misc\25-246-005 Phase 2 - Swept Path Analysis - Vehicle Towing.dwg



Car & Caravan

4.372m

4.10m

8.882m

2.300m

2.300m

2.300m

Max 60° Head

Max 10° Tail

Car & Caravan

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

10.805m

2.130m

2.473m

0.201m

2.130m

4.00s

5.042m

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Rev	Amendments	Dim	Chk	App	Date

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Job Title

CHICKLADE SERVICES
A303 SALISBURY

Drawing Title

SWEPT PATH ANALYSIS
VEHICLE TOWING

Client

INSTAVOLT

Scale 1:200 @ A1	Date JUN 26	Designed JK
Drawn JK	Checked BO/RC	Approved MB
Job No 25-246	Drawing No 25-246-005	Rev -

APPENDIX A

Transport Assessment (PL/2022/06298)

TRANSPORT STATEMENT

Chicklade Services

Chicklade

August 2022

Transport Assessment

[vectos.co.uk](https://www.vectos.co.uk)

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Appendix B	- ATC DATA
Appendix C	- Turn In Data
Appendix D	- Access Design
Appendix E	- Tracking
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1 Introduction

Background

- 1.1 Vectos has been appointed by Penning Power and Water to prepare a Transport Assessment (TA) in support of the redevelopment of the existing Chicklade Service Station to provide a new Electric Vehicle Charging (EVC) station and associated restaurant /.
- 1.2 The site is currently occupied by a service station comprising a Petrol Filling Station (PFS) with 8 Pumps; a restaurant / café and shop; and 37 car parking spaces.
- 1.3 The development proposal seeks to demolish the existing service station (comprising petrol filling station, shop, cafe, outbuilding and associated infrastructure) and erection of a new service station (comprising electrical vehicle charging points, shop, restaurant / cafe, toilets and associated infrastructure) together with landscaping, revised vehicular access and formation of a new pedestrian link to the village of Chicklade.
- 1.4 The proposed scheme layout is provided at **Appendix A**.
- 1.5 This report has been prepared to consider the transport impact of the proposed re-development of the site and to set out the access strategy. The report considers these proposals in the context of relevant and local policy.

Structure of the Report

- 1.6 The structure of the remainder of the report is as follows:
 - Chapter 2 outlines the relevant planning policy
 - Chapter 3 sets out the existing conditions associated with the site as well a trip generation forecast associated with the existing use of the site
 - Chapter 4 describes the development proposal
 - Chapter 5 includes detailed modelling of the existing and proposed site accesses
 - Chapter 6 summarises and concludes the report.

2 Policy Context

- 2.1 This section of the report considers the relevant transport planning policies in relation to the development proposals. This section is written in the context of the proposal for an EVC charging station.

National Policy

National Planning Policy Framework (NPPF) (July 2021)

- 2.2 The National Policy Planning Framework (NPPF) (July 2021) refers to the promotion of sustainable transport, with section 9 stating that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 110 states that:

“In assessing site that may be allocated for development in plans, or specific application for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- 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.”*

- 2.3 Paragraph 111 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”.

- 2.4 Paragraph 107 and 112 states that there is a:

- “need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles; and that*
- Within this context, applications for development should... Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.”*

National Planning Practice Guidance

- 2.5 The Department for Communities and Local Government (DCLG) now provides a web-based National Planning Practice Guidance (NPPG) As of 6th March 2014. The resource includes guidance and good practice for transport statements.
- 2.6 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:
- *“Encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*
 - *reducing carbon emissions and climate impacts;*
 - *improving road safety; and*
 - *reducing the need for new development to increase existing road capacity or provide new roads.”*

Local Policy

Wiltshire Core Strategy (Adopted January 2015)

- 2.7 The Wiltshire Core Strategy States:
- “A transport assessment is required for any major development proportionate to the scale of the proposal, in particular identifying appropriate mitigation against any significant impact on transport users, local communities and the environment.”*

Wiltshire Local Transport Plan 2011-2016

- 2.8 The Wiltshire Local Transport Plan States its favourability towards EV under the goal of reducing emissions. It states that
- *Technological improvements (such as the emerging hybrid and electric car market) are major opportunities, but significant investment is needed to provide the infrastructure. According to the DfT, fuel use per kilometre is predicted to fall by 1.6% per year for petrol cars and 1.1% year for diesel cars. It is also predicted that shift away from petrol towards diesel cars will continue based on the expectation of meeting the European Commission’s target of 130g/km for CO2 emissions by 2015.*

Minimise CO2 emissions from transport by:

- *“looking at ways to promote car clubs and alternative fuelled vehicles such as electric cars and hybrids; and*
- *“promoting ‘smarter driving’ in partnership with the Energy Saving Trust to save fuel.”*

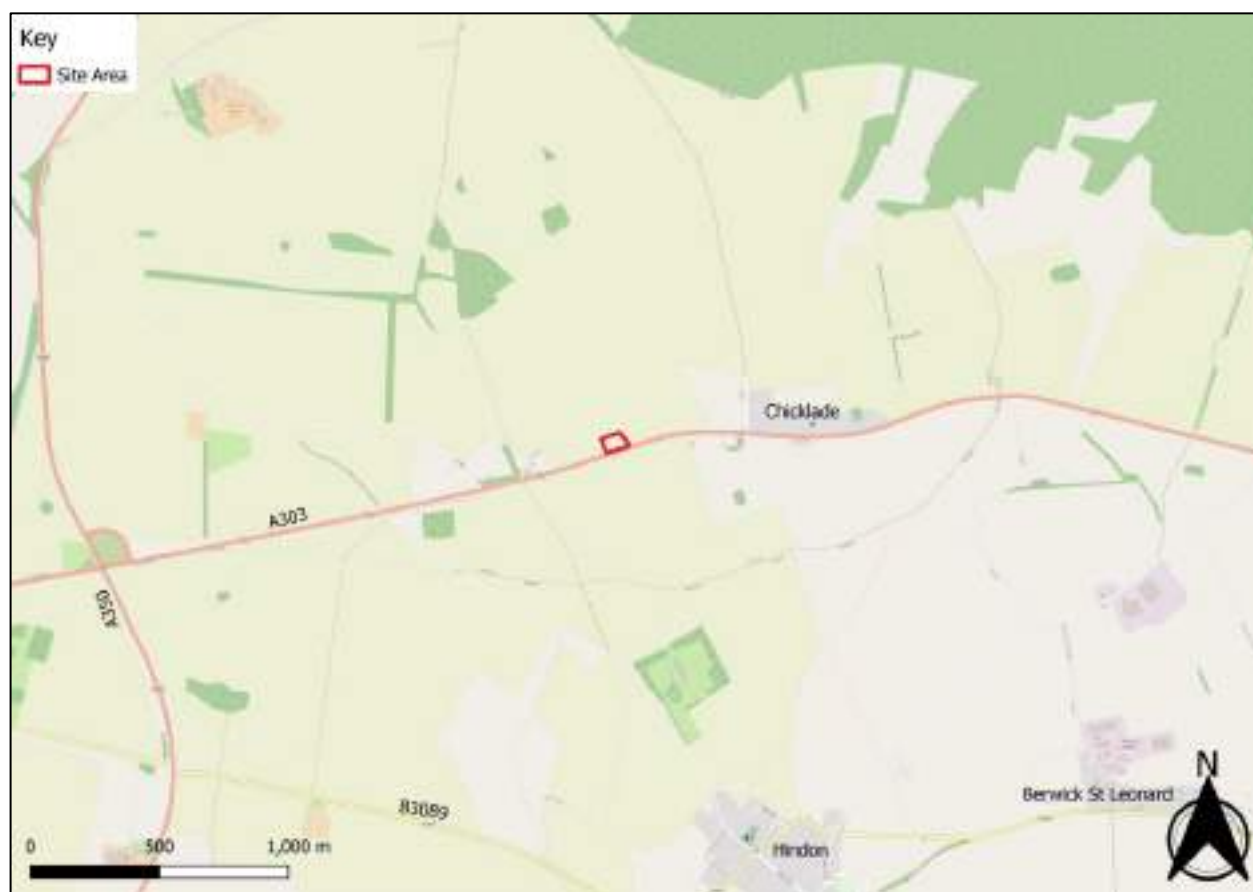
3 Baseline Conditions

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

Site Location

- 3.2 The site is located along the A303. The site is located 600m to the west of the village of Chicklade, 1.6km north of Hindon Village and 2km east of the A350 A303 intersection. This site has historically operated as a services station along the A303.
- 3.3 **Figure 3.1** shows the strategic location of the site.

Figure 3.1 – Strategic Site Location



Existing Site

- 3.4 The site is currently a primarily a Petrol Filling Station (PFS) but also provides retail space and Café associated with the PFS. In total the site provides:
- 8 fuel pumps;
 - Restaurant / café measuring 206 Sqm GFA;
 - PFS and Shop measuring 64sqm GFA and c200sqm canopy
 - Outbuilding measuring 32sqm and
 - 37 Car parking spaces (in addition to the PFS).
- 3.5 The site functions as a service station along A303 which forms part of the Strategic Road Network (SRN) and connects Basingstoke in Hampshire to Honiton in Devon.

Transport Conditions

Road Collisions

- 3.6 The www.crashmap.co.uk website has been consulted for the most recent 5 years' worth of data. In terms of collision history for the Chicklade area collisions are low, **Figure 3.2** highlights 1 slight and 1 serious incident associated with area.

Figure 3.2 Crash Map Collision Data



- 3.7 There is one collision recorded at the site access which is classed as slight. A further collision is recorded around 300m west of the site access and this is classed as serious. These are isolated incidents which does to suggest an inherent road safety concern.

Sustainable Transport

Walking and Cycling

- 3.8 As the sites primary purpose is to serve a as PFS there are no readily available walking and cycling routes that can be used to access the site. However as part of the development a footpath link is to be created linking the site with the village of Chicklade.

Public Transport

- 3.9 Given the nature of the current and proposed uses on site, there isn't an existing or proposed expectation for public transport-based trips to the site. Notwithstanding the above, there is no provision for public transport within the immediate vicinity of the site.

Highway Network

A303

- 3.10 The site is currently accessed from the A303 which forms part of the Strategic Road Network (SRN) maintained by National Highway (NH). The A303 is subject to a 50mph speed limit along the site frontage but changes to de-restricted at a point around 70 metres west of the access. Within the vicinity of the city the A303 is a single lane road.
- 3.11 The site benefits from separate access and egress points which connect directly onto the A303 with a ghost island facility provided to aid with right turn traffic into the site and to ensure that and potential queuing does not impact the flow of traffic along the mainline.

Traffic Survey

ATC

- 3.12 2 Automatic Traffic Count (ATC) surveys were undertaken at points east and west of existing Chicklade service access on the A303. They were conducted within the neutral month of May 2022 (Wednesday 18 May 2022 to Tuesday 24 May 2022). The ATC provided data in relation to traffic volume, composition and speeds. **Table 3.1** summarises the results of the ATCs survey, with the full outputs provided at **Appendix B**.

Table 3.1 ATC Summary

Western ATC					
5-Day Averages	AM Peak Flows	PM Peak Flows	Daily Total Flows	Avg Speed	85th %il speed
e/b	836	873	11516	47.7	55.2
w/b	802	913	11614	48.0	55.6
tot	1638	1756	23130	47.8	55.5
Eastern ATC					
5-Day Averages	AM Peak Flows	PM Peak Flows	Daily Total Flows	Avg Speed	85th %il speed
E/B	834	871	11503	47.0	52.5
W/B	788	913	11620	44.6	50.3
TOT	1697	1771	23124	45.8	51.4

- 3.13 **Table 3.1** shows that flow remains similar between the two ATCs which is as expected considering their coverage of nearby sections of the A303.
- 3.14 In terms of recorded speeds, the Western ATCs speeds are slightly higher than the eastern ATC. This is as expected as the Western ATC is located in a 60mph section of the A303 and the Eastern ATC is located in a 50mph section of the A303.

Traffic Associated with existing use

Traffic Forecast

- 3.15 Currently the site is not fully operational and as such it was not possible to survey the site to establish it's traffic generation.
- 3.16 The two methods have been used to forecast the traffic generation associated with the current use of the site. Traffic forecast have been calculated for the AM (0800 to 0900) and PM (1700 to 1800) peak hours as well as a 12-hour (0700 to 1900) period. These are:
- A first principles approach is used based on applying a factor to the A303 mainline flow to account for visitors. Roadside facilities perform an important road safety function by providing opportunities for the travelling public to stop and take a break in the course of their journey.
 - The second approach is based on derivation of vehicle trip rates associated from the TRICS database. This approach is commonly accepted when forecasting traffic levels.

First Principles

- 3.17 Traffic data for two service stations (off the A1 in Lincoln) has been obtained as well as mainline flows to understand what % of the mainline will utilise the service station. The traffic data is provided at **Appendix C**. The traffic survey for the sites in Lincoln were undertaken on 29 June and 1 July 2017. The % of turn ins from the mainline is summarised in **Table 3.2**. Whilst these roadside service

areas are not located in Wiltshire it provides an indication of the proportion of mainline traffic that might use a roadside facility. These turn in rates have been applied to the traffic surveys undertaken along the A303 and the results presented in **Table 3.3**.

Table 3.2: Average Turn Ins Proportions

	Day	0800 to 0900	1700 to 1800	0700 to 1900	Daily
% of Mainline utilising the roadside facility	Thursday	3.64%	3.36%	3.36%	3.14%
	Saturday	3.98%	3.03%	3.56%	3.26%

Table 3.3: Traffic forecast based on Turn ins

	Western ATC	Eastern ATC	Turn In Based on Western ATC	Turn In Based on Eastern ATC
AM Peak	1622	1638	118	119
PM Peak	1771	1756	119	118
0700 to 0900	18587	18573	1338	1337

**Turn in calculated based on % set out in Table 3.2 which then doubled to account for arrivals and departures*

- 3.18 The assessment shows that the existing roadside service could generate around 119 AM and PM peak hour vehicle trips.

TRICS Assessment – PFS+Retail and Restaurant

- 3.19 The TRICS database has been used to determine appropriate vehicle trip rates to calculate a traffic forecast associated with the current use of the site. Given the nature of the site and land uses available with the TRICS database it is considered appropriate to determine a traffic forecast for the Petrol Filling Station (PFS) and shop and then to separately calculate traffic associated with restaurant.

- 3.20 The following selection criteria has been used for the PFS:

- Petrol Filling Stations with Retail (13-B);
- Sites in England (Excluding London) and Wales Only;
- Surveys undertaken Monday to Friday only;
- Town Centre and Edge of Town Centre sites removed;
- Site with between 4 and 12 pumps; and
- Sites surveyed under COVID-19 restrictions removed.

- 3.21 The following selection criteria has been used for the restaurant:

- Restaurant (06-B);
- Sites in England (Excluding London) and Wales Only;
- Surveys undertaken Monday to Friday only;
- Town Centre, Edge of Town Centre sites removed;
- Within the GFA sqm of 75-1200; and
- Sites surveyed under COVID-19 restrictions removed

3.22 The TRICS vehicle trip rates are set out in **Table 3.4**. the PFS+Retail trip rates are calculated per pump and the restaurant based on trips per 100 GFA Sqm.

Table 3.4 PFS+Retail and Restaurant Trip Rates

	AM Peak Hour			PM Peak Hour			(07:00 to 19:00)*		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
PFS+Retail	9.363	9.51	18.873	9.922	10.147	20.069	110.89	110.96	221.85
Restaurant*	0.53	0.53	1.06	2.348	1.212	3.56	12.272	9.772	22.044

**Note: 0700 to 1900 trip rates are based on 10:00 to 1900 for the restaurant due to limitations within the TRICS survey. This therefore slightly underestimate the traffic generation forecast associated with the existing restaurant on site*

3.23 The resultant vehicle trip generation is set out in **Table 3.5**.

Table 3.5 PFS+Retail and Restaurant Trip Generation

	AM Peak Hour			PM Peak Hour			Day Rates (10:00 to 19:00)		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
PFS+Retail	75	76	151	79	81	161	888	888	1775
Restaurant	1	1	2	5	2	7	25	20	45
Total	76	77	153	84	83	168	913	908	1820

3.24 The TRICS approach suggest that the site could generate 153 vehicle trips during the AM peak hour and 168 during the PM peak hour

Trip Generation Summary

3.25 **Table 3.6** provides a summary of the two methods used to forecast the traffic generation associated with the existing use of the site.

Table 3.6: Exiting Site Traffic Forecast

	First Principles	TRICS assessment
AM Peak	119	153
PM Peak	119	168

- 3.26 Overall it is expected that the site could generate between 119 and 153 vehicle during the AM peak hour and between 119 and 168 vehicle trips during the PM peak hour based on its existing use.

Summary

- 3.27 The site is located along the A303. The site is located 600m to the west of the village of Chicklade, 1.6km north of Hindon Village and 2km east of the A350 A303 intersection.
- 3.28 The site is currently accessed from the A303 which is part of the Strategic Road Network (SRN) and maintained by National Highway (NH). The site benefits from separate access and egress points with a ghost island facility provided to aid with right turn traffic into the site and to ensure that queuing does not block the mainline.
- 3.29 The area has seen few collisions based on [Crashmap.co.uk](https://www.crashmap.co.uk) data with only one slight incident recorded close to the site access .
- 3.30 The existing provision for sustainable transport is limited as the existing use as a primary function of a PFS is to refuel vehicles.
- 3.31 The site is not currently fully operational and therefore forecasts are required to determine the sites potential existing trip rate, this involved 2 approaches including a First Principles approach and TRICs assessment. Overall, it is expected that the site could generate between 119 and 153 vehicles during the AM peak hour and between 119 and 168 vehicle trips during the PM peak hour.

4 Development Proposals

Background

- 4.1 The proposal seeks the demolition of the existing PFS and associated retail and cafe provision and the construction of an EVC station comprising 60 parking spaces as well as a 10 parking spaces for staff. The scheme will include a restaurant / café measuring 765sqm.
- 4.2 The proposal includes 24 EVC bays, 8 Parent and Child Bays, 4 disabled parking bays and 24 standard bays. The 24 standard bays located under the canopy could be converted to EVC in future and will benefit from passive provision. The future conversion of the 24 spaces to additional EVC points will be phased in line with demand.

Access Proposals

- 4.3 The site currently benefits from a ghost island junction arrangement. Given the existing configuration of the site which includes a PFS, there are separate access and egress points.
- 4.4 The proposal seeks to rationalise the access with a standard ghost island t-junction arrangement. The access is to be relocated to the west of the existing access junction.
- 4.5 The access has been designed in accordance with the requirements of DMRB CD 123. The design is provided in drawing 216398_PD03 and **Appendix D**.
- 4.6 Visibility splays are provided in accordance with the recorded speeds as set out within chapter 2. The 85th %ile approach speed from the west is 55.2mph and 50.3mph from the east. In line with DMRB CD123 a visibility splay requirement of a minimum 176 metres is required to the west and 150.6 metres to the east. This is provided as a minimum and is measured from a point 4.5 metres back from the stop line (the x distance).

Site Layout

- 4.7 The scheme includes a visitor car park comprising 60 spaces (inclusive of 4 disabled bays). The main car park will operate as a circular one way system. A separate staff car park of 10 spaces is also provided.
- 4.8 Detailed tracking of the car park is provided at **Appendix E**.
- 4.9 Detailed tracking of the refuse collection is provided at **Appendix E**.

Proposed Footpath

- 4.10 The development proposal includes the provision of a footpath connecting the site to the village to the east. The footpath will take the form of a self-binding gravel path with timber edges. The alignment of the path is shown on the site plans provided at **Appendix A**.
- 4.11 The proposed footpath would provide an opportunity for residents within Chicklade Village to access the site on foot and would provide a significant benefit to the local community.

Traffic Impact

Traffic Generation – Proposed Development

- 4.12 The traffic forecast associated with proposed development is based on likely charge time of vehicles and the availability of car parking spaces.
- 4.13 The podpoint.com¹ website suggests that a typical car takes under just 8 hours to charge from empty to full with a 7kW charging point. For many electric cars, you can add 180 miles in 1 hour of charging.
- 4.14 To provide a robust assessment it is assumed that the EVC parking spaces would be used at maximum capacity with each space being used every hour. The provision of a restaurant / café will also contribute to a longer duration of stay for some visitors. This approach represents a robust approach and could mean 60 vehicles arriving and 60 vehicles departing each hour. This means as a maximum the site could generate is 120 two-way vehicle trips during a peak hour. This is on the basis of the site operating at full capacity and is unlikely to occur in reality.
- 4.15 It is accepted that the retail / café element could generate some traffic, but this would either be associated with the EVC, or already accounted for within the traffic forecast as this method is based on total car parking occupancy. It is not unreasonable to assume that visitors to the café / restaurant or for the use of the EVC station would be at the site for an hour.
- 4.16 A sensitivity assessment (worst case) is also provided which assumes that the duration of stay would be 30 minutes for 50% of spaces and 60 minutes for 50% and also assumes maximum car parking occupancy which is unlikely. This means 90 arrivals and 90 departures during peak hours. This is unlikely as it assumes the development operating at its maximum potential. This level of traffic would equate to a turn in rate of between 5% and 5.3% which is higher than what is experienced at other service stations (around 3.5%) which confirms the extremely robust nature of the sensitivity test.
- 4.17 Whilst there is an increase in car parking when compared to the current occupier, this does not result in increases traffic. The duration of stay is likely to be longer with the proposed development when compared to a PFS. Traditional PFS users would drive onto the PFS forecourt, fill up their vehicle and then depart. EVC take longer than the filling a vehicle up with fuel and equally the modern consumer may also visit the shop /café when waiting for an EV to charge.

Traffic Impact

- 4.18 **Table 5.1** compares the traffic forecast associated with the existing and proposed uses on site.

¹ [How Long Does It Take to Charge an Electric Car? | Pod Point \(pod-point.com\)](https://www.pod-point.com/)

Table 5.1: Traffic Impact

	Existing		Proposed – likely	Sensitivity – Worst Case
	First Principles	TRICS assessment		
AM Peak	119	153	120	190
PM Peak	119	168	120	190

- 4.19 The traffic forecast associated with the existing site uses is based on two methods; the first principles approach; and the TRICS assessment approach. This shows that the existing site could generate between 119 vehicle tips and 168 vehicle trips within a one hour period.
- 4.20 The traffic forecast associated with the proposed development is comparable to the traffic forecast associated with the existing use based on the first principles approach. This comparison shows a net increase of only 9 vehicles during the peak hours.
- 4.21 In comparison to the TRICS assessment method for forecasting traffic associated with the existing uses, the development is forecast to result on a net reduction of 25 vehicle trips during the AM peak hour and 30 vehicles trips during the PM peak hour.
- 4.22 The development will generate a similar level of traffic to the existing use and therefore no detailed modelling work is considered necessary.
- 4.23 It can be concluded that based on the above, the development would not result in a severe impact on the operation of the adjacent road network as the traffic forecast is similar to what the site could generate under its existing use.
- 4.24 For completeness, detailed modelling of the proposed site access is provided at **Chapter 5**. The modelling work is based on the Sensitivity Worst case data for the development scenario and the TRICS assessment for the existing site traffic. This assesses the upper limits of traffic generation associated with the site.

5 Operation of proposed Site Access

Introduction

- 5.1 This section of the report includes an assessment of the proposed site access junction. A detailed PICADY model of the site access has been developed to understand the performance of the junction.

Scenario

- 5.2 The following scenarios are tested:
- Scenario 1: Existing Access 2022 Base + Existing Site Traffic (TRICS Approach)
 - Scenario 2: Existing Access 2032 Base + Existing Site Traffic (TRICS Approach)
 - Scenario 3: Proposed Access 2022 Base + Proposed Site Traffic (Worst Case)
 - Scenario 4: Proposed Access 2032 Base + Proposed Site Traffic (Worst Case)
- 5.3 This assessment enables a comparison of how the current site access operates and how the proposed site access would operate in future. The modelling is based on the upper limits of the traffic forecast for the existing and proposed uses on site.

Base Data and Assessment Period

- 5.4 Detailed modelling has been undertaken for the AM (0800 to 0900) and PM (1700 to 1800) peak hours. Baseline data is as per the 2022 traffic surveys presented in **Table 3.1** of this TA. Survey data from the eastern ATC has been used as this is slightly higher than the western ATC enabling the most robust assessment.
- 5.5 Tempro growth factors from 2022 to 2032 (10 years after registration of the planning application) have been used in line with the requirements of National Highways:
- AM Peak (2022 to 2032): 1.0924
 - AM Peak (2022 to 2032): 1.0943
- 5.6 In reality we do not expect growth to occur on the mainline as historically there has been no growth recorded. **Table 5.1** provides a summary of surveyed traffic data provided by the DfT along the A303.

Table 5.1: A303 DfT Traffic data

Year	AADT (DfT Count ID 3692)
2019	16,818
2012	17,753
2008	18,858
2007	22,033
2006	17,652
2004	16,637
2003	18,417
2002	15,022
2001	16,243
2000	17,838

5.7 As show on **Table 5.1**, there has been a clear trend in a reduction in traffic flows along the A303 since 2000.

5.8 **Table 5.2** provides a summary of the 2022 and 2032 baseline data to which the performance of the site access is to be assessed against.

Table 5.2: Base 2001Traffic Data (2022 and 2032)*

	AM Peak (0800 to 0900)			PM Peak (1700 to 1800)		
	Eastbound	Westbound	Two Way	Eastbound	Westbound	Two Way
2022 (Observed)	834	788	1697	871	913	1771
2032 (Forecast)	911	861	1854	953	999	1938

**the assessment assumed 15.7% HGV in line with the ATC survey*

Development traffic Distribution

5.9 The two-way flow along the A303 is well balanced in an east to west directional flow. Based on the ATC summarised in **Table 5.2**, 49% of traffic is routed westbound and 51% is routed eastbound. The distribution of development traffic is based on an equal split to and from the east and west.

5.10 The sensitivity assessment assumes 48 vehicles arriving from the east and 48 vehicles arriving from the west. 48 vehicles would depart to the east and 48 vehicles would depart to the west. The total development vehicle trip generation would be 190, which much higher than the usage we wdul expect to see.

PICADY Model Results

5.11 **Table 5.3** provides a sumamry of the PICADY modelling results. The full model outputs are provided at **Appendix F**.

Table 5.3: Junction Modelling Results

	AM Peak (0800 to 0900)			PM Peak (1700 to 1800)		
	RFC	Queue (Vehicles)	Delay (Seconds)	RFC	Queue (Vehicles)	Delay (Seconds)
Scenario 1: Existing Access 2022 Base + Existing Site Traffic						
A370 East Right Turn (C-AB)	0.09	0.1	8.77	0.1	0.1	9.16
Access Movement to East (B-C)	0.08	0.1	8.54	0.1	0.1	9.17
Access Movement to West (B-A)	0.22	0.3	26.04	0.31	0.4	38.75
Scenario 2: Existing Access 2032 Base + Existing Site Traffic						
A370 East Right Turn (C-AB)	0.09	0.1	9.32	0.12	0.1	10.01
Access Movement to East (B-C)	0.09	0.1	9.25	0.13	0.1	10.94
Access Movement to West (B-A)	0.28	0.4	36.78	0.55	1.2	92.02
Scenario 3: Proposed Access 2022 Base + Proposed Site Traffic						
A370 East Right Turn (C-AB)	0.1	0.1	8.04	0.1	0.1	0.829
Access Movement to East (B-C)	0.11	0.1	9.61	0.12	0.1	10.33
Access Movement to West (B-A)	0.29	0.4	30.32	0.37	0.6	43.74
Scenario 4: Proposed Access 2032 Base + Proposed Site Traffic						
A370 East Right Turn (C-AB)	0.1	0.1	8.54	0.11	0.1	8.86
Access Movement to East (B-C)	0.12	0.1	10.67	0.15	0.2	13.15
Access Movement to West (B-A)	0.37	0.6	44.33	0.54	1.1	87.99

- 5.12 The modelling work shows that the proposed junction (with development traffic) (Scenario 4) operates well within capacity in both the AM and PM peak hours in a forecast year of 2032. RFC values are a maximum of 0.54 with minimal queuing. The maximum queue on the A303 is from the east (0.1 vehicles), however this is fully contained within the right turn facility (which has capacity for 10 vehicles to queue). This would not impact on the free flow of traffic along the mainline.
- 5.13 The operation of the proposed junction (Scenario 4) in 2032 with the presence of development traffic at the junction is similar to how the existing junction would operate in 2032 with traffic associated with the existing uses of the site present at the existing junction (scenario 2).
- 5.14 In light of the above, the performance of the junction is acceptable.

6 Staff Travel Plan

Introduction

- 6.1 It is proposed that a Travel Plan (TP) is prepared for the development to encourage staff to travel to the site by sustainable modes.

Measures

Welcome Pack

- 6.2 A welcome pack will be prepared and distributed to all staff outlining the options for travelling to and from the site as well as highlighting the benefits of sustainable travel.

Car Pooling

- 6.3 Staff will be encouraged to car share to the site. A database of staff origin points will be developed with the aim to match trips in terms of route and shift times.

7 Summary and Conclusion

Summary

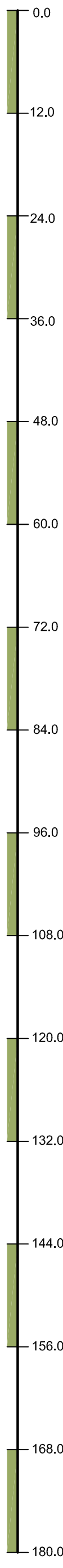
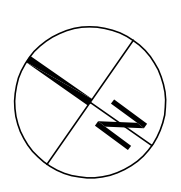
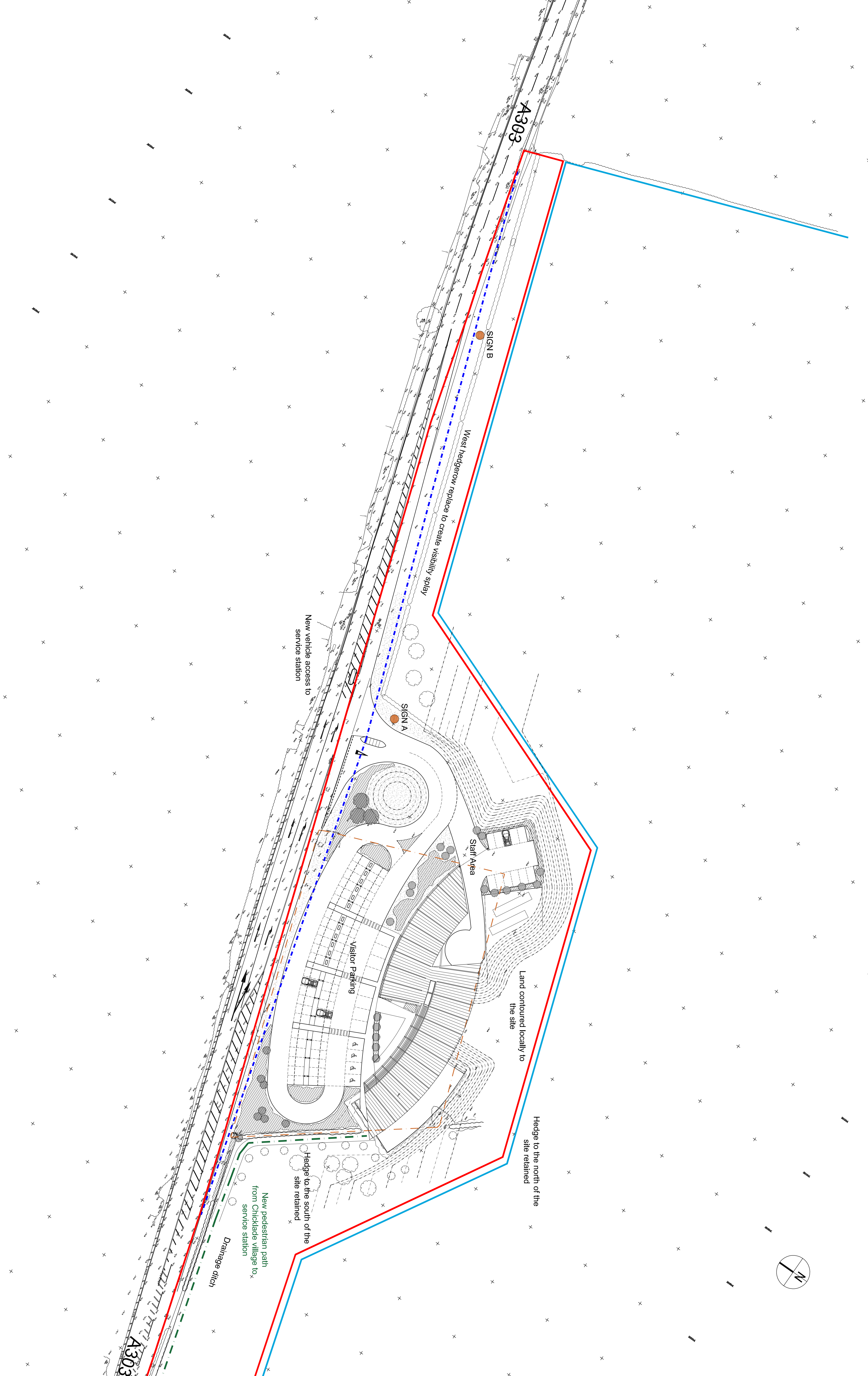
- 7.1 Vectos has been appointed by Penning Power and Water to prepare a Transport Assessment (TA) in support of the redevelopment of the existing Chicklade Service Station to provide a new Electric Vehicle Charging (EVC) station and associated café / restaurant.
- 7.2 The site is currently occupied by a Petrol Filling Station (PFS) with 8 Pumps; a restaurant and shop; and 37 car parking spaces. The proposal seeks the demolition of the existing PFS and associated retail and cafe provision and the construction of an EVC station comprising 60 parking spaces as well as a 10 parking spaces for staff. The scheme will include a café / restaurant measuring 765sqm.
- 7.3 The proposal includes 24 EVC bays, 8 Parent and Child Bays, 4 disabled parking bays and 24 standard bays. The 24 standard bays located under the canopy could be converted to EVC in future and will benefit from passive provision. The future conversion of the 24 spaces to additional EVC points will be phased in line with demand.
- 7.4 The proposed footpath would provide an opportunity for residents within Chicklade Village to access the site on foot and would provide a significant benefit to the local community.
- 7.5 This TS confirms that there would be no traffic impact associated with the development.
- 7.6 Whilst there is an increase in car parking when compared to the current occupier, this does not result in increases traffic. The duration of stay is likely to be longer with the proposed development when compared to a PFS. Traditional PFS users would drive onto the PFS forecourt, fill up their vehicle and then depart. EVC take longer than the filling a vehicle up with fuel and equally the modern consumer may also visit the shop /café when waiting for an EV to charge.
- 7.7 The site currently benefits from a ghost island junction arrangement. Given the existing configuration of the site which includes a PFS, there are separate access and egress points. The proposal seeks to rationalise the access with a standard ghost island t-junction arrangement. The proposed access is designed to the appropriate standard as set out in CD123.
- 7.8 Detailed modelling of the site access confirms the junction operating well within capacity with limited queuing and delay.
- 7.9 Overall the scheme delivers a betterment over the existing situation through delivery of an EVC station which will enable and assist with the transition to a low carbon future (compared to a PFS occupying the site currently), and through the creation of a footpath connecting the site to the village of Chicklade. The proposal also rationalises the accesses from two points of connection to the A303 to one.

Conclusion

- 7.10 In light of the above, it can be confirmed that the development would not result in a severe impact on the operation of the adjacent road network and neither would it impact on road safety. The

development will deliver a sustainable development, focusing on modern sustainable travel solution and supporting infrastructure for electric vehicles.

Appendix A



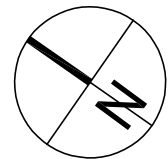
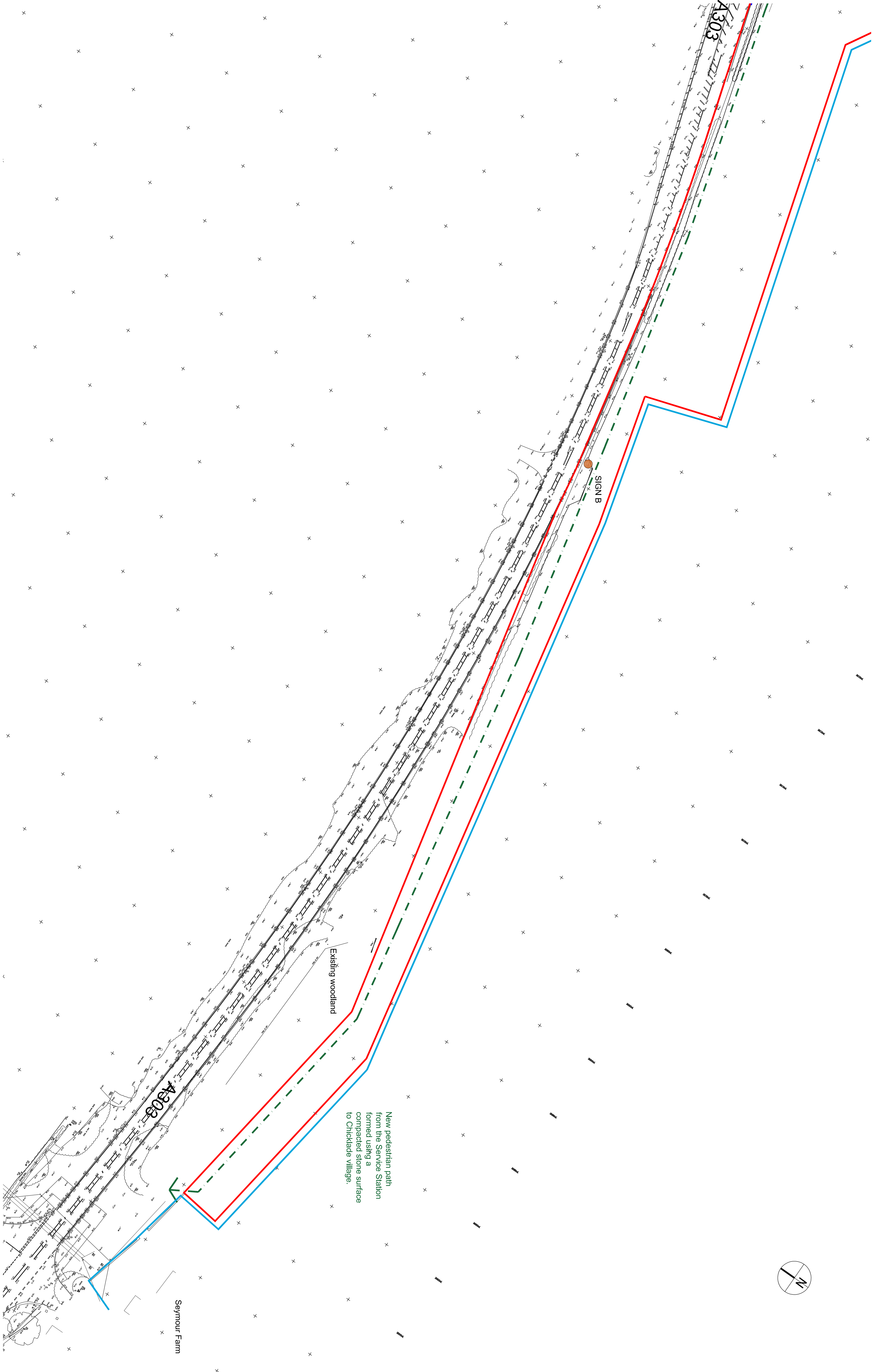
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Project	CHICKLADE ESTATE Chicklade Service Station	Date	06.2022
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		Checked by	JN
		Issuing office	1
		Project No.	10315
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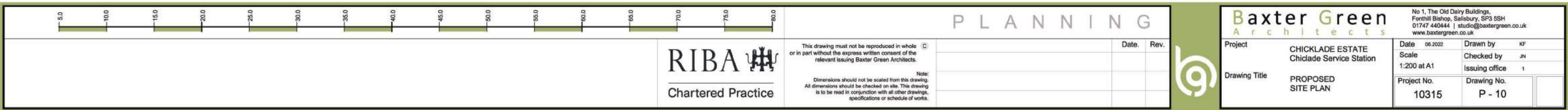
Baxter Green
Architects
Project: CHICKLADE ESTATE
Chicklade Service Station
Drawing Title: PROPOSED OVERALL SITE PLAN
SHEET 2 OF 2

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Project No: 10315
Drawing No: P - 09

Seymour Farm

Existing woodland

New pedestrian path
formed from the Service Station
using a compacted stone surface
to Chicklade village.



Appendix B

Urchfont ATC, Eastern Site



Direction: Westbound

Direction: Eastbound

Direction: Total Flow

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	F-Dir Avg	F-Dir Avg
00:00	3	1	11	5	8	2	0	4	4
01:00	0	1	4	2	2	2	1	1	2
02:00	1	2	0		1	2	1	1	1
03:00	0	0	1	2	1	4	0	1	1
04:00	0	1	1	2	3	2	4	2	2
05:00	12	3	2	19	10	12	14	13	10
06:00	36	10	9	54	50	53	53	49	38
07:00	118	26	13	131	139	130	115	127	96
08:00	204	72	37	190	189	185	188	193	162
09:00	92	91	58	105	108	118	118	108	99
10:00	93	119	98	102	102	93	109	100	102
11:00	100	133	107	94	110	92	99	99	105
12:00	111	120	103	92	98	111	106	104	106
13:00	120	143	73	87	86	114	95	100	109
14:00	130	110	70	106	87	141	98	112	106
15:00	174	68	75	138	164	125	135	151	128
16:00	156	87	65	138	134	146	140	143	124
17:00	133	82	59	141	125	134	125	132	114
18:00	129	68	69	85	66	88	83	90	84
19:00	68	63	62	55	69	54	53	60	61
20:00	40	31	24	49	39	51	41	44	39
21:00	48	22	18	35	21	47	23	35	31
22:00	24	19	10	13	18	35	24	23	20
23:00	8	11	5	1	10	5	8	7	7
16:00	1560	1119	827	1409	1408	1477	1431	1457	1319
17:00	1753	1245	941	1602	1587	1682	1601	1645	1487
18:00	1786	1275	856	1616	1615	1722	1623	1676	1516
19:00	1802	1283	975	1648	1640	1746	1653	1698	1535
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
PM Peak	15:00	13:00	12:00	17:00	15:00	16:00	15:00	15:00	15:00
360 TSL L10	174	143	103	241	164	146	155	163	134

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	F-Dir Avg	F-Dir Avg
00:00	2	9	11	4	2	2	2	2	5
01:00	4	3	3	1	1	0	1	1	2
02:00	0	0	4	1	0	2	1	1	1
03:00	1	2	2	0	2	0	2	1	1
04:00	0	2	2	2	0	1	2	1	1
05:00	5	0	3	5	1	3	0	3	2
06:00	176	61	20	168	178	180	174	177	136
07:00	91	38	13	99	83	92	84	90	71
08:00	101	73	38	79	112	149	89	106	92
09:00	85	82	76	93	95	92	86	90	87
10:00	75	123	90	84	89	111	95	91	85
11:00	106	140	98	104	95	110	113	106	109
12:00	129	131	80	91	98	96	96	98	100
13:00	133	96	74	99	127	96	119	115	106
14:00	185	91	84	144	129	145	160	153	134
15:00	175	98	93	151	164	176	161	165	145
16:00	203	94	74	176	158	156	156	170	145
17:00	203	94	74	176	158	156	156	170	145
18:00	116	57	64	96	117	112	85	106	93
19:00	62	41	54	62	66	63	85	72	65
20:00	44	39	24	38	37	42	36	39	37
21:00	38	34	19	28	34	26	29	31	30
22:00	15	17	11	14	16	17	25	17	16
23:00	16	16	4	3	8	11	6	8	10
16:00	1575	1084	804	1376	1435	1527	1418	1466	1337
17:00	1743	1206	906	1531	1596	1712	1597	1636	1470
18:00	1776	1241	921	1549	1620	1740	1628	1682	1496
19:00	1788	1257	946	1561	1626	1748	1636	1672	1509
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
PM Peak	17:00	12:00	12:00	17:00	16:00	16:00	16:00	17:00	16:00
360 TSL L10	203	145	98	176	164	176	182	170	145

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	F-Dir Avg	F-Dir Avg
00:00	5	10	22	9	10	4	2	6	9
01:00	4	4	7	3	3	2	2	3	4
02:00	1	2	4	3	1	4	2	2	2
03:00	1	2	3	2	3	4	2	2	2
04:00	0	3	3	4	3	3	6	3	3
05:00	17	3	5	24	11	15	14	16	13
06:00	60	18	14	81	74	87	82	77	59
07:00	209	64	26	230	222	222	199	216	167
08:00	380	133	57	388	367	375	362	368	290
09:00	193	164	96	184	220	267	207	214	190
10:00	178	201	174	196	197	185	185	190	189
11:00	175	256	187	178	199	203	184	190	200
12:00	217	260	201	196	193	221	219	209	215
13:00	249	274	153	168	174	212	191	199	203
14:00	263	206	144	205	214	237	217	227	212
15:00	359	159	159	282	293	270	315	304	282
16:00	331	185	158	289	298	322	301	308	289
17:00	336	176	133	317	283	290	281	291	259
18:00	245	125	133	183	183	200	168	196	177
19:00	130	104	116	117	135	137	138	131	125
20:00	84	70	48	87	76	93	77	83	76
21:00	87	56	38	63	55	73	62	66	61
22:00	39	36	21	27	34	52	49	40	37
23:00	27	29	8	4	18	16	14	16	17
16:00	3135	2203	1631	2785	2843	3004	2849	2923	2636
17:00	3496	2451	1847	3133	3183	3394	3188	3281	2957
18:00	3552	2516	1877	3164	3235	3462	3261	3337	3011
19:00	3590	2540	1921	3209	3266	3494	3289	3370	3044
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
PM Peak	15:00	13:00	12:00	17:00	16:00	16:00	15:00	15:00	15:00
360 TSL L10	359	274	201	317	298	322	315	309	289

Urchfont ATC, Eastern Site

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	1802	1490	288	3	21
Sat 25 Jun 2022	1283	1116	160	1	6
Sun 26 Jun 2022	975	863	103	4	5
Mon 27 Jun 2022	1648	1356	276	2	14
Tue 28 Jun 2022	1640	1353	265	5	17
Wed 29 Jun 2022	1746	1454	268	6	18
Thu 30 Jun 2022	1653	1378	253	4	18
5 Day Ave.	1698	1406	270	4	18
7 Day Ave.	1535	1287	230	4	14

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	1788	1566	211	3	8
Sat 25 Jun 2022	1257	1132	119	2	4
Sun 26 Jun 2022	946	848	90	3	5
Mon 27 Jun 2022	1561	1368	184	2	7
Tue 28 Jun 2022	1626	1381	235	3	7
Wed 29 Jun 2022	1748	1485	249	4	10
Thu 30 Jun 2022	1636	1434	191	1	10
5 Day Ave.	1672	1447	214	3	8
7 Day Ave.	1509	1316	183	3	7

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	3590	3056	499	6	29
Sat 25 Jun 2022	2540	2248	279	3	10
Sun 26 Jun 2022	1921	1711	193	7	10
Mon 27 Jun 2022	3209	2724	460	4	21
Tue 28 Jun 2022	3266	2734	500	8	24
Wed 29 Jun 2022	3494	2939	517	10	28
Thu 30 Jun 2022	3289	2812	444	5	28
5 Day Ave.	3370	2853	484	7	26
7 Day Ave.	3044	2603	413	6	21

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	100.0%	82.7%	16.0%	0.2%	1.2%
Sat 25 Jun 2022	100.0%	87.0%	12.5%	0.1%	0.5%
Sun 26 Jun 2022	100.0%	88.5%	10.6%	0.4%	0.5%
Mon 27 Jun 2022	100.0%	82.3%	16.7%	0.1%	0.8%
Tue 28 Jun 2022	100.0%	82.5%	16.2%	0.3%	1.0%
Wed 29 Jun 2022	100.0%	83.3%	15.3%	0.3%	1.0%
Thu 30 Jun 2022	100.0%	83.4%	15.3%	0.2%	1.1%
5 Day Ave.	100.0%	82.8%	15.9%	0.2%	1.0%
7 Day Ave.	100.0%	83.8%	15.0%	0.2%	0.9%

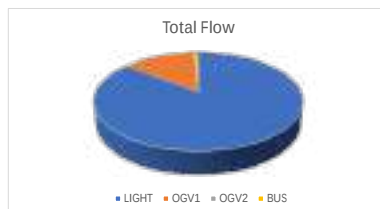
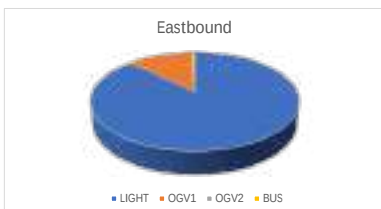
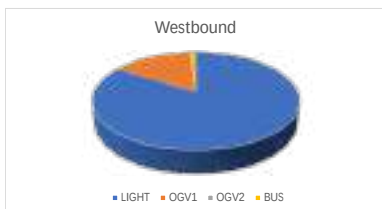
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	100.0%	87.6%	11.8%	0.2%	0.4%
Sat 25 Jun 2022	100.0%	90.1%	9.5%	0.2%	0.3%
Sun 26 Jun 2022	100.0%	89.6%	9.5%	0.3%	0.5%
Mon 27 Jun 2022	100.0%	87.6%	11.8%	0.1%	0.4%
Tue 28 Jun 2022	100.0%	84.9%	14.5%	0.2%	0.4%
Wed 29 Jun 2022	100.0%	85.0%	14.2%	0.2%	0.6%
Thu 30 Jun 2022	100.0%	87.7%	11.7%	0.1%	0.6%
5 Day Ave.	100.0%	86.5%	12.8%	0.2%	0.5%
7 Day Ave.	100.0%	87.2%	12.1%	0.2%	0.5%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	100.0%	85.1%	13.9%	0.2%	0.8%
Sat 25 Jun 2022	100.0%	88.5%	11.0%	0.1%	0.4%
Sun 26 Jun 2022	100.0%	89.1%	10.0%	0.4%	0.5%
Mon 27 Jun 2022	100.0%	84.9%	14.3%	0.1%	0.7%
Tue 28 Jun 2022	100.0%	83.7%	15.3%	0.2%	0.7%
Wed 29 Jun 2022	100.0%	84.1%	14.8%	0.3%	0.8%
Thu 30 Jun 2022	100.0%	85.5%	13.5%	0.2%	0.9%
5 Day Ave.	100.0%	84.7%	14.4%	0.2%	0.8%
7 Day Ave.	100.0%	85.5%	13.6%	0.2%	0.7%

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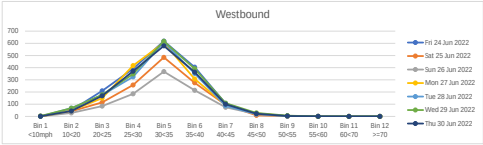


Urchfont ATC, Eastern Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 ≥70
Fri 24 Jun 2022	1802	38.2	31.7	6.3	0	50	210	391	618	404	106	20	3	0	0	0
Sat 25 Jun 2022	1283	38.4	32.0	6.3	1	42	115	258	485	276	95	9	2	0	0	0
Sun 26 Jun 2022	975	38.9	32.3	6.4	1	28	84	185	368	214	75	20	0	0	0	0
Mon 27 Jun 2022	1648	38.0	31.6	6.2	0	47	150	417	605	307	94	25	3	0	0	0
Tue 28 Jun 2022	1640	38.2	31.5	6.4	0	68	175	325	610	352	87	20	3	0	0	0
Wed 29 Jun 2022	1746	38.7	31.8	6.7	3	67	177	348	617	391	109	28	6	0	0	0
Thu 30 Jun 2022	1653	38.3	31.8	6.3	1	44	169	371	579	363	100	22	3	1	0	0
5 Day Ave.	1698	38.3	31.7	6.4	1	55	176	370	606	363	99	23	4	0	0	0
7 Day Ave.	1535	38.4	31.8	6.4	1	49	154	329	555	330	95	21	3	0	0	0

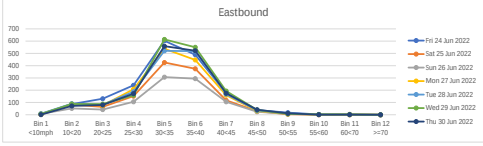
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 ≥70
Fri 24 Jun 2022	1798	40.7	33.1	7.3	4	87	131	240	603	489	176	38	17	2	1	0
Sat 25 Jun 2022	1257	40.8	33.1	7.5	5	82	64	152	426	375	117	29	4	0	3	0
Sun 26 Jun 2022	946	41.3	33.6	7.5	7	52	42	106	307	294	106	24	7	1	0	0
Mon 27 Jun 2022	1551	40.6	33.2	7.1	3	87	76	208	536	447	160	31	9	2	0	0
Tue 28 Jun 2022	1626	41.2	33.5	7.4	9	90	82	188	521	518	168	35	10	3	2	0
Wed 29 Jun 2022	1748	41.2	33.8	7.2	6	88	87	159	614	550	193	39	7	2	3	0
Thu 30 Jun 2022	1638	41.1	33.9	6.9	1	72	80	172	559	522	175	41	12	1	1	0
5 Day Ave.	1572	40.9	33.5	7.2	5	85	81	159	567	505	174	37	11	2	1	0
7 Day Ave.	1509	41.0	33.4	7.3	5	80	80	175	510	456	156	34	9	2	1	0

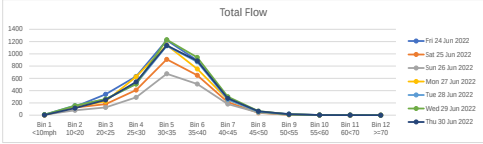
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 ≥70
Fri 24 Jun 2022	3590	39.5	32.4	6.8	4	137	341	631	1221	893	282	58	20	2	1	0
Sat 25 Jun 2022	2540	39.7	32.5	6.9	6	124	179	410	911	651	212	38	6	0	3	0
Sun 26 Jun 2022	1921	40.2	32.9	7.0	8	80	126	291	675	508	181	44	7	1	0	0
Mon 27 Jun 2022	3209	39.3	32.4	6.7	3	134	226	625	1143	754	254	56	12	2	0	0
Tue 28 Jun 2022	3266	39.8	32.5	7.0	9	158	257	513	1131	870	255	55	13	3	2	0
Wed 29 Jun 2022	3494	40.0	32.8	7.0	9	155	264	507	1231	941	302	67	13	2	3	0
Thu 30 Jun 2022	3289	39.8	32.9	6.7	2	116	249	543	1139	895	275	63	15	2	1	0
5 Day Ave.	3370	39.7	32.6	6.8	5	140	267	564	1173	869	274	60	15	2	1	0
7 Day Ave.	3044	39.7	32.6	6.9	6	129	235	503	1064	786	252	54	12	2	1	0

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Urchfont ATC, Eastern Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	193	37.6	31.2	6.2	0	3	24	61	55	31	18	1	0	0	0	0
Sat 25 Jun 2022	252	37.5	31.5	5.8	1	8	19	54	108	51	11	0	0	0	0	0
Sun 26 Jun 2022	205	38.8	32.0	6.5	1	6	16	46	73	45	14	4	0	0	0	0
Mon 27 Jun 2022	196	36.2	29.8	6.1	0	12	19	65	68	23	9	0	0	0	0	0
Tue 28 Jun 2022	212	37.0	31.0	5.7	0	7	22	49	85	42	7	0	0	0	0	0
Wed 29 Jun 2022	185	37.8	31.3	6.3	0	9	14	50	56	48	7	1	0	0	0	0
Thu 30 Jun 2022	208	38.3	31.6	6.5	0	9	22	42	73	48	11	3	0	0	0	0
5 Day Ave.	199	37.4	31.0	6.2	0	8	20	53	67	38	10	1	0	0	0	0
7 Day Ave.	207	37.6	31.2	6.2	0	8	19	52	74	41	11	1	0	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	160	39.4	33.2	6.0	0	4	11	20	68	39	16	2	0	0	0	0
Sat 25 Jun 2022	205	39.9	32.6	7.1	0	13	12	29	78	47	22	4	0	0	0	0
Sun 26 Jun 2022	166	41.2	33.4	7.4	1	10	10	15	54	48	26	2	0	0	0	0
Mon 27 Jun 2022	177	39.4	31.9	7.3	0	17	7	26	65	47	14	1	0	0	0	0
Tue 28 Jun 2022	184	39.7	31.9	7.5	1	14	13	30	60	46	18	2	0	0	0	0
Wed 29 Jun 2022	203	41.0	32.4	8.3	1	19	12	20	77	52	16	2	2	1	1	0
Thu 30 Jun 2022	181	39.8	33.0	6.6	0	10	7	23	69	60	8	2	2	0	0	0
5 Day Ave.	181	39.9	32.5	7.1	0	13	10	24	68	49	14	2	1	0	0	0
7 Day Ave.	182	40.1	32.6	7.2	0	12	10	23	67	48	17	2	1	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	353	38.5	32.1	6.2	0	7	35	81	123	70	34	3	0	0	0	0
Sat 25 Jun 2022	457	38.6	32.0	6.4	1	21	31	83	186	98	33	4	0	0	0	0
Sun 26 Jun 2022	371	39.9	32.7	7.0	2	16	26	61	127	93	40	6	0	0	0	0
Mon 27 Jun 2022	373	37.8	30.8	6.8	0	29	26	91	133	70	23	1	0	0	0	0
Tue 28 Jun 2022	396	38.3	31.4	6.6	1	21	35	79	145	88	25	2	0	0	0	0
Wed 29 Jun 2022	388	39.5	31.9	7.4	1	28	26	70	133	100	23	3	2	1	1	0
Thu 30 Jun 2022	389	39.1	32.2	6.6	0	19	29	65	142	108	19	5	2	0	0	0
5 Day Ave.	380	38.6	31.7	6.7	0	21	30	77	135	87	25	3	1	0	0	0
7 Day Ave.	390	38.8	31.9	6.7	1	20	30	76	141	90	28	3	1	0	0	0

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Urchfont ATC, Eastern Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	304	36.8	29.9	6.6	0	20	44	77	104	46	9	4	0	0	0	0
Sat 25 Jun 2022	178	38.6	31.7	6.6	0	9	19	29	65	43	12	1	0	0	0	0
Sun 26 Jun 2022	145	38.0	31.4	6.3	0	6	17	24	60	30	6	2	0	0	0	0
Mon 27 Jun 2022	244	37.2	31.0	6.0	0	10	20	66	97	38	10	3	0	0	0	0
Tue 28 Jun 2022	251	37.8	30.8	6.7	0	15	27	55	96	42	13	2	1	0	0	0
Wed 29 Jun 2022	266	38.1	30.8	7.1	1	18	24	67	88	49	15	3	1	0	0	0
Thu 30 Jun 2022	253	37.0	31.4	5.4	0	2	27	72	88	51	13	0	0	0	0	0
5 Day Ave.	264	37.4	30.8	6.4	0	13	28	67	95	45	12	2	0	0	0	0
7 Day Ave.	234	37.6	31.0	6.4	0	11	25	56	85	43	11	2	0	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	318	39.1	31.8	7.1	3	17	28	46	124	80	14	4	1	1	0	0
Sat 25 Jun 2022	187	39.7	33.1	6.3	0	10	6	21	76	57	16	1	0	0	0	0
Sun 26 Jun 2022	158	39.9	31.9	7.8	3	10	10	25	54	40	14	1	1	0	0	0
Mon 27 Jun 2022	243	39.2	32.3	6.6	0	14	13	39	98	56	21	1	1	0	0	0
Tue 28 Jun 2022	256	39.9	33.4	6.2	1	9	9	34	95	83	23	1	1	0	0	0
Wed 29 Jun 2022	241	41.0	33.6	7.1	1	12	13	26	83	69	30	7	0	0	0	0
Thu 30 Jun 2022	279	40.3	33.9	6.2	0	10	9	33	101	96	24	5	1	0	0	0
5 Day Ave.	267	39.9	33.0	6.7	1	12	14	36	100	77	22	4	1	0	0	0
7 Day Ave.	240	39.9	32.9	6.8	1	12	13	32	90	69	20	3	1	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	622	38.0	30.8	6.9	3	37	72	123	228	126	23	8	1	1	0	0
Sat 25 Jun 2022	365	39.2	32.4	6.5	0	19	25	50	141	100	28	2	0	0	0	0
Sun 26 Jun 2022	303	39.0	31.7	7.1	3	16	27	49	114	70	20	3	1	0	0	0
Mon 27 Jun 2022	487	38.2	31.6	6.4	0	24	33	105	195	94	31	4	1	0	0	0
Tue 28 Jun 2022	507	39.0	32.1	6.6	1	24	36	89	191	125	36	3	2	0	0	0
Wed 29 Jun 2022	507	39.6	32.1	7.2	2	30	37	93	171	118	45	10	1	0	0	0
Thu 30 Jun 2022	532	38.9	32.7	5.9	0	12	36	105	189	147	37	5	1	0	0	0
5 Day Ave.	531	38.7	31.9	6.6	1	25	43	103	195	122	34	6	1	0	0	0
7 Day Ave.	475	38.8	31.9	6.7	1	23	38	88	176	111	31	5	1	0	0	0

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

24/06/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	12	10	1	1	0
06:00	36	28	7	1	0
07:00	118	95	22	0	1
08:00	204	170	33	0	1
09:00	92	76	14	0	2
10:00	93	78	14	1	0
11:00	100	72	26	0	2
12:00	111	90	20	0	1
13:00	120	95	22	0	3
14:00	130	111	18	0	1
15:00	174	144	26	0	4
16:00	156	132	23	0	1
17:00	133	112	18	0	3
18:00	129	115	12	0	2
19:00	68	59	9	0	0
20:00	40	31	9	0	0
21:00	49	40	9	0	0
22:00	24	21	3	0	0
23:00	9	8	1	0	0
Total					
12H(7-19)	1560	1290	248	1	21
16H(6-22)	1753	1448	282	2	21
18H(6-24)	1786	1477	286	2	21
24H(0-24)	1802	1490	288	3	21
AM Peak	08:00	08:00	08:00	05:00	09:00
	204	170	33	1	2
PM Peak	15:00	15:00	15:00	12:00	15:00
	174	144	26	0	4

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	5	3	2	0	0
06:00	24	21	3	0	0
07:00	91	78	12	0	1
08:00	176	162	14	0	0
09:00	101	74	24	0	3
10:00	85	70	14	1	0
11:00	75	59	16	0	0
12:00	106	92	13	0	1
13:00	129	106	22	0	1
14:00	133	117	15	0	1
15:00	185	172	12	1	0
16:00	175	153	21	0	1
17:00	203	182	21	0	0
18:00	116	106	10	0	0
19:00	62	60	2	0	0
20:00	44	41	2	1	0
21:00	38	33	5	0	0
22:00	15	14	1	0	0
23:00	18	17	1	0	0
Total					
12H(7-19)	1575	1371	194	2	8
16H(6-22)	1743	1526	206	3	8
18H(6-24)	1776	1557	208	3	8
24H(0-24)	1788	1566	211	3	8
AM Peak	08:00	08:00	09:00	10:00	09:00
	176	162	24	1	3
PM Peak	17:00	17:00	13:00	15:00	12:00
	203	182	22	1	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	4	4	0	0	0
02:00	1	0	1	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	17	13	3	1	0
06:00	60	49	10	1	0
07:00	209	173	34	0	2
08:00	380	332	47	0	1
09:00	193	150	38	0	5
10:00	178	148	28	2	0
11:00	175	131	42	0	2
12:00	217	182	33	0	2
13:00	249	201	44	0	4
14:00	263	228	33	0	2
15:00	359	316	38	1	4
16:00	331	285	44	0	2
17:00	336	294	39	0	3
18:00	245	221	22	0	2
19:00	130	119	11	0	0
20:00	84	72	11	1	0
21:00	87	73	14	0	0
22:00	39	35	4	0	0
23:00	27	25	2	0	0
Total					
12H(7-19)	3135	2661	442	3	29
16H(6-22)	3496	2974	488	5	29
18H(6-24)	3562	3034	494	5	29
24H(0-24)	3590	3056	499	6	29
AM Peak	08:00	08:00	08:00	10:00	09:00
	380	332	47	2	5
PM Peak	15:00	15:00	13:00	15:00	13:00
	359	316	44	1	4

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

25/06/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	3	3	0	0	0
06:00	10	8	2	0	0
07:00	26	21	4	0	1
08:00	72	59	12	0	1
09:00	91	79	12	0	0
10:00	119	102	17	0	0
11:00	133	119	13	0	1
12:00	120	101	18	0	1
13:00	143	127	14	1	1
14:00	110	96	14	0	0
15:00	68	58	9	0	1
16:00	87	79	8	0	0
17:00	82	71	11	0	0
18:00	68	63	5	0	0
19:00	63	57	6	0	0
20:00	31	26	5	0	0
21:00	22	18	4	0	0
22:00	19	15	4	0	0
23:00	11	9	2	0	0
Total					
12H(7-19)	1119	975	137	1	6
16H(6-22)	1245	1084	154	1	6
18H(6-24)	1275	1108	160	1	6
24H(0-24)	1283	1116	160	1	6
AM Peak					
11:00	11:00	10:00	00:00	07:00	
133	119	17	0	1	
PM Peak					
13:00	13:00	12:00	13:00	12:00	
143	127	18	1	1	

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	9	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	2	0	2	0	0
04:00	2	1	1	0	0
05:00	0	0	0	0	0
06:00	8	7	1	0	0
07:00	38	31	7	0	0
08:00	61	49	10	0	2
09:00	73	67	6	0	0
10:00	82	77	5	0	0
11:00	123	113	10	0	0
12:00	140	128	12	0	0
13:00	131	120	11	0	0
14:00	96	81	13	0	2
15:00	91	81	10	0	0
16:00	98	85	12	1	0
17:00	94	86	7	1	0
18:00	57	51	6	0	0
19:00	41	40	1	0	0
20:00	39	38	1	0	0
21:00	34	32	2	0	0
22:00	17	17	0	0	0
23:00	18	16	2	0	0
Total					
12H(7-19)	1084	969	109	2	4
16H(6-22)	1206	1086	114	2	4
18H(6-24)	1241	1119	116	2	4
24H(0-24)	1257	1132	119	2	4
AM Peak					
11:00	11:00	08:00	00:00	08:00	
123	113	10	0	2	
PM Peak					
12:00	12:00	14:00	16:00	14:00	
140	128	13	1	2	

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	10	0	0	0
01:00	4	4	0	0	0
02:00	2	2	0	0	0
03:00	2	0	2	0	0
04:00	3	2	1	0	0
05:00	3	3	0	0	0
06:00	18	15	3	0	0
07:00	64	52	11	0	1
08:00	133	108	22	0	3
09:00	164	146	18	0	0
10:00	201	179	22	0	0
11:00	256	232	23	0	1
12:00	260	229	30	0	1
13:00	274	247	25	1	1
14:00	206	177	27	0	2
15:00	159	139	19	0	1
16:00	185	164	20	1	0
17:00	176	157	18	1	0
18:00	125	114	11	0	0
19:00	104	97	7	0	0
20:00	70	64	6	0	0
21:00	56	50	6	0	0
22:00	36	32	4	0	0
23:00	29	25	4	0	0
Total					
12H(7-19)	2203	1944	246	3	10
16H(6-22)	2451	2170	268	3	10
18H(6-24)	2516	2227	276	3	10
24H(0-24)	2540	2248	279	3	10
AM Peak					
11:00	11:00	11:00	00:00	08:00	
256	232	23	0	3	
PM Peak					
13:00	13:00	12:00	13:00	14:00	
274	247	30	1	2	

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

26/06/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	11	0	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	9	8	1	0	0
07:00	13	11	1	1	0
08:00	37	33	4	0	0
09:00	58	52	6	0	0
10:00	98	88	9	0	1
11:00	107	96	11	0	0
12:00	103	88	13	1	1
13:00	73	66	6	1	0
14:00	70	63	6	0	1
15:00	75	63	12	0	0
16:00	65	56	7	1	1
17:00	59	52	7	0	0
18:00	69	62	6	0	1
19:00	62	54	8	0	0
20:00	24	21	3	0	0
21:00	19	16	3	0	0
22:00	10	10	0	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	827	730	88	4	5
16H(6-22)	941	829	103	4	5
18H(6-24)	956	844	103	4	5
24H(0-24)	975	863	103	4	5
AM Peak	11:00	11:00	11:00	07:00	10:00
	107	96	11	1	1
PM Peak	12:00	12:00	12:00	12:00	12:00
	103	88	13	1	1

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	10	1	0	0
01:00	3	2	1	0	0
02:00	4	4	0	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	3	3	0	0	0
06:00	5	4	1	0	0
07:00	13	12	1	0	0
08:00	20	16	4	0	0
09:00	38	33	5	0	0
10:00	76	66	9	0	1
11:00	90	79	11	0	0
12:00	98	88	8	1	1
13:00	80	75	5	0	0
14:00	74	66	7	0	1
15:00	84	75	8	1	0
16:00	93	82	10	0	1
17:00	74	67	6	1	0
18:00	64	60	3	0	1
19:00	54	48	6	0	0
20:00	24	20	4	0	0
21:00	19	19	0	0	0
22:00	11	11	0	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	804	719	77	3	5
16H(6-22)	906	810	88	3	5
18H(6-24)	921	825	88	3	5
24H(0-24)	946	848	90	3	5
AM Peak	11:00	11:00	11:00	00:00	10:00
	90	79	11	0	1
PM Peak	12:00	12:00	16:00	12:00	12:00
	98	88	10	1	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	22	21	1	0	0
01:00	7	6	1	0	0
02:00	4	4	0	0	0
03:00	3	3	0	0	0
04:00	3	3	0	0	0
05:00	5	5	0	0	0
06:00	14	12	2	0	0
07:00	26	23	2	1	0
08:00	57	49	8	0	0
09:00	96	85	11	0	0
10:00	174	154	18	0	2
11:00	197	175	22	0	0
12:00	201	176	21	2	2
13:00	153	141	11	1	0
14:00	144	129	13	0	2
15:00	159	138	20	1	0
16:00	158	138	17	1	2
17:00	133	119	13	1	0
18:00	133	122	9	0	2
19:00	116	102	14	0	0
20:00	48	41	7	0	0
21:00	38	35	3	0	0
22:00	21	21	0	0	0
23:00	9	9	0	0	0
Total					
12H(7-19)	1631	1449	165	7	10
16H(6-22)	1847	1639	191	7	10
18H(6-24)	1877	1669	191	7	10
24H(0-24)	1921	1711	193	7	10
AM Peak	11:00	11:00	11:00	07:00	10:00
	197	175	22	1	2
PM Peak	12:00	12:00	12:00	12:00	12:00
	201	176	21	2	2

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

27/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	2	2	0	0	0
02:00	2	1	1	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	19	16	3	0	0
06:00	54	44	10	0	0
07:00	131	104	27	0	0
08:00	190	152	38	0	0
09:00	105	82	22	0	1
10:00	102	88	13	1	0
11:00	94	75	17	0	2
12:00	92	80	11	0	1
13:00	87	73	13	0	1
14:00	106	87	18	0	1
15:00	138	105	28	1	4
16:00	138	111	26	0	1
17:00	141	120	18	0	3
18:00	85	68	17	0	0
19:00	55	49	6	0	0
20:00	49	46	3	0	0
21:00	35	32	3	0	0
22:00	13	12	1	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	1409	1145	248	2	14
16H(6-22)	1602	1316	270	2	14
18H(6-24)	1616	1329	271	2	14
24H(0-24)	1648	1356	276	2	14
AM Peak	08:00	08:00	08:00	10:00	11:00
	190	152	38	1	2
PM Peak	17:00	17:00	15:00	15:00	15:00
	141	120	28	1	4

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	1	1	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	5	4	1	0	0
06:00	27	23	4	0	0
07:00	99	86	12	1	0
08:00	168	154	14	0	0
09:00	79	67	9	1	2
10:00	93	78	13	0	2
11:00	84	73	11	0	0
12:00	104	91	13	0	0
13:00	81	74	7	0	0
14:00	99	85	13	0	1
15:00	144	120	24	0	0
16:00	151	128	23	0	0
17:00	176	157	18	0	1
18:00	98	89	8	0	1
19:00	62	54	8	0	0
20:00	38	35	3	0	0
21:00	28	27	1	0	0
22:00	14	13	1	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1376	1202	165	2	7
16H(6-22)	1531	1341	181	2	7
18H(6-24)	1548	1357	182	2	7
24H(0-24)	1561	1368	184	2	7
AM Peak	08:00	08:00	08:00	07:00	09:00
	168	154	14	1	2
PM Peak	17:00	17:00	15:00	12:00	14:00
	176	157	24	0	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	1	0	0
01:00	3	3	0	0	0
02:00	3	1	2	0	0
03:00	2	2	0	0	0
04:00	4	4	0	0	0
05:00	24	20	4	0	0
06:00	81	67	14	0	0
07:00	230	190	39	1	0
08:00	358	306	52	0	0
09:00	184	149	31	1	3
10:00	195	166	26	1	2
11:00	178	148	28	0	2
12:00	196	171	24	0	1
13:00	168	147	20	0	1
14:00	205	172	31	0	2
15:00	282	225	52	1	4
16:00	289	239	49	0	1
17:00	317	277	36	0	4
18:00	183	157	25	0	1
19:00	117	103	14	0	0
20:00	87	81	6	0	0
21:00	63	59	4	0	0
22:00	27	25	2	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	2785	2347	413	4	21
16H(6-22)	3133	2657	451	4	21
18H(6-24)	3164	2686	453	4	21
24H(0-24)	3209	2724	460	4	21
AM Peak	08:00	08:00	08:00	07:00	09:00
	358	306	52	1	3
PM Peak	17:00	17:00	15:00	15:00	15:00
	317	277	52	1	4

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

28/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	6	2	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	3	2	1	0	0
05:00	10	10	0	0	0
06:00	50	41	9	0	0
07:00	139	114	24	0	1
08:00	189	156	32	1	0
09:00	108	85	22	0	1
10:00	102	86	14	2	0
11:00	110	89	20	0	1
12:00	98	75	20	0	3
13:00	86	70	13	1	2
14:00	87	75	11	0	1
15:00	164	130	32	0	2
16:00	134	113	17	0	4
17:00	125	104	19	0	2
18:00	66	54	11	1	0
19:00	69	57	12	0	0
20:00	39	37	2	0	0
21:00	21	18	3	0	0
22:00	18	17	1	0	0
23:00	10	10	0	0	0
Total					
12H(7-19)	1408	1151	235	5	17
16H(6-22)	1587	1304	261	5	17
18H(6-24)	1615	1331	262	5	17
24H(0-24)	1640	1353	265	5	17
AM Peak	08:00	08:00	08:00	10:00	07:00
	189	156	32	2	1
PM Peak	15:00	15:00	15:00	13:00	16:00
	164	130	32	1	4

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	2	0	2	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	24	21	3	0	0
07:00	83	72	9	0	2
08:00	178	157	20	0	1
09:00	112	89	23	0	0
10:00	95	79	15	0	1
11:00	89	74	15	0	0
12:00	95	78	17	0	0
13:00	88	69	17	2	0
14:00	127	103	23	0	1
15:00	129	111	17	0	1
16:00	164	141	23	0	0
17:00	158	135	22	0	1
18:00	117	102	14	1	0
19:00	66	61	5	0	0
20:00	37	34	3	0	0
21:00	34	30	4	0	0
22:00	16	15	1	0	0
23:00	8	7	1	0	0
Total					
12H(7-19)	1435	1210	215	3	7
16H(6-22)	1596	1356	230	3	7
18H(6-24)	1620	1378	232	3	7
24H(0-24)	1626	1381	235	3	7
AM Peak	08:00	08:00	09:00	00:00	07:00
	178	157	23	0	2
PM Peak	16:00	16:00	14:00	13:00	14:00
	164	141	23	2	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	7	3	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	3	1	2	0	0
04:00	3	2	1	0	0
05:00	11	11	0	0	0
06:00	74	62	12	0	0
07:00	222	186	33	0	3
08:00	367	313	52	1	1
09:00	220	174	45	0	1
10:00	197	165	29	2	1
11:00	199	163	35	0	1
12:00	193	153	37	0	3
13:00	174	139	30	3	2
14:00	214	178	34	0	2
15:00	293	241	49	0	3
16:00	298	254	40	0	4
17:00	283	239	41	0	3
18:00	183	156	25	2	0
19:00	135	118	17	0	0
20:00	76	71	5	0	0
21:00	55	48	7	0	0
22:00	34	32	2	0	0
23:00	18	17	1	0	0
Total					
12H(7-19)	2843	2361	450	8	24
16H(6-22)	3183	2660	491	8	24
18H(6-24)	3235	2709	494	8	24
24H(0-24)	3266	2734	500	8	24
AM Peak	08:00	08:00	08:00	10:00	07:00
	367	313	52	2	3
PM Peak	16:00	16:00	15:00	13:00	16:00
	298	254	49	3	4

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

29/06/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	2	1	1	0	0
03:00	4	4	0	0	0
04:00	2	1	1	0	0
05:00	12	11	1	0	0
06:00	53	44	9	0	0
07:00	130	107	22	1	0
08:00	185	161	23	0	1
09:00	118	93	23	1	1
10:00	93	76	15	0	2
11:00	92	75	15	1	1
12:00	111	92	17	0	2
13:00	114	90	22	1	1
14:00	141	120	20	0	1
15:00	125	102	20	0	3
16:00	146	117	27	0	2
17:00	134	109	19	2	4
18:00	88	77	11	0	0
19:00	54	45	9	0	0
20:00	51	47	4	0	0
21:00	47	39	8	0	0
22:00	35	34	1	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	1477	1219	234	6	18
16H(6-22)	1682	1394	264	6	18
18H(6-24)	1722	1433	265	6	18
24H(0-24)	1746	1454	268	6	18
AM Peak					
08:00	185	08:00	08:00	07:00	10:00
	161	23	1	2	
PM Peak					
16:00	146	14:00	16:00	17:00	17:00
	120	27	2	4	

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	3	3	0	0	0
06:00	34	32	2	0	0
07:00	92	81	10	0	1
08:00	190	167	22	1	0
09:00	149	133	14	1	1
10:00	92	68	22	1	1
11:00	111	88	22	0	1
12:00	110	88	21	0	1
13:00	98	78	20	0	0
14:00	96	78	16	0	2
15:00	145	126	19	0	0
16:00	176	142	32	1	1
17:00	156	142	12	0	2
18:00	112	96	16	0	0
19:00	83	75	8	0	0
20:00	42	34	8	0	0
21:00	26	22	4	0	0
22:00	17	16	1	0	0
23:00	11	11	0	0	0
Total					
12H(7-19)	1527	1287	226	4	10
16H(6-22)	1712	1450	248	4	10
18H(6-24)	1740	1477	249	4	10
24H(0-24)	1748	1485	249	4	10
AM Peak					
08:00	190	08:00	08:00	08:00	07:00
	167	22	1	1	
PM Peak					
16:00	176	16:00	16:00	16:00	14:00
	142	32	1	2	

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	2	2	0	0	0
02:00	4	3	1	0	0
03:00	4	4	0	0	0
04:00	3	2	1	0	0
05:00	15	14	1	0	0
06:00	87	76	11	0	0
07:00	222	188	32	1	1
08:00	375	328	45	1	1
09:00	267	226	37	2	2
10:00	185	144	37	1	3
11:00	203	163	37	1	2
12:00	221	180	38	0	3
13:00	212	168	42	1	1
14:00	237	198	36	0	3
15:00	270	228	39	0	3
16:00	322	259	59	1	3
17:00	290	251	31	2	6
18:00	200	173	27	0	0
19:00	137	120	17	0	0
20:00	93	81	12	0	0
21:00	73	61	12	0	0
22:00	52	50	2	0	0
23:00	16	16	0	0	0
Total					
12H(7-19)	3004	2506	460	10	28
16H(6-22)	3394	2844	512	10	28
18H(6-24)	3462	2910	514	10	28
24H(0-24)	3494	2939	517	10	28
AM Peak					
08:00	375	08:00	08:00	09:00	10:00
	328	45	2	3	
PM Peak					
16:00	322	16:00	16:00	17:00	17:00
	259	59	2	6	

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

30/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	14	13	0	0	1
06:00	53	46	7	0	0
07:00	115	94	20	0	1
08:00	188	163	25	0	0
09:00	118	99	17	1	1
10:00	109	90	18	0	1
11:00	99	77	21	0	1
12:00	106	85	20	0	1
13:00	95	69	24	1	1
14:00	98	83	14	0	1
15:00	155	131	20	0	4
16:00	140	109	28	1	2
17:00	125	102	18	1	4
18:00	83	75	8	0	0
19:00	53	48	5	0	0
20:00	41	35	6	0	0
21:00	23	22	1	0	0
22:00	24	24	0	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	1431	1177	233	4	17
16H(6-22)	1601	1328	252	4	17
18H(6-24)	1633	1360	252	4	17
24H(0-24)	1653	1378	253	4	18
AM Peak	08:00 188	08:00 163	08:00 25	09:00 1	05:00 1
PM Peak	15:00 155	15:00 131	16:00 28	13:00 1	15:00 4

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	2	2	0	0	0
04:00	2	0	2	0	0
05:00	0	0	0	0	0
06:00	29	26	3	0	0
07:00	84	73	9	0	2
08:00	174	141	28	1	4
09:00	89	73	15	0	1
10:00	86	74	11	0	1
11:00	95	76	19	0	0
12:00	113	96	16	0	1
13:00	96	84	11	0	1
14:00	119	108	11	0	0
15:00	160	138	22	0	0
16:00	161	144	17	0	0
17:00	156	146	10	0	0
18:00	85	82	3	0	0
19:00	85	82	3	0	0
20:00	36	33	3	0	0
21:00	29	22	7	0	0
22:00	25	24	1	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	1418	1235	172	1	10
16H(6-22)	1597	1398	188	1	10
18H(6-24)	1628	1428	189	1	10
24H(0-24)	1636	1434	191	1	10
AM Peak	08:00 174	08:00 141	08:00 28	08:00 1	08:00 4
PM Peak	16:00 161	17:00 146	15:00 22	12:00 0	12:00 1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	6	3	3	0	0
05:00	14	13	0	0	1
06:00	82	72	10	0	0
07:00	199	167	29	0	3
08:00	362	304	53	1	4
09:00	207	172	32	1	2
10:00	195	164	29	0	2
11:00	194	153	40	0	1
12:00	219	181	36	0	2
13:00	191	153	35	1	2
14:00	217	191	25	0	1
15:00	315	269	42	0	4
16:00	301	253	45	1	2
17:00	281	248	28	1	4
18:00	168	157	11	0	0
19:00	138	130	8	0	0
20:00	77	68	9	0	0
21:00	52	44	8	0	0
22:00	49	48	1	0	0
23:00	14	14	0	0	0
Total					
12H(7-19)	2849	2412	405	5	27
16H(6-22)	3198	2726	440	5	27
18H(6-24)	3261	2788	441	5	27
24H(0-24)	3289	2812	444	5	28
AM Peak	08:00 362	08:00 304	08:00 53	08:00 1	08:00 4
PM Peak	15:00 315	15:00 269	16:00 45	13:00 1	15:00 4

360 TSL Ltd

Urchfont ATC, Eastern Site

Direction: Westbound

24/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	42.1	34.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	12	41.4	34.6	6.6	0	0	1	2	3	3	3	0	0	0	0	0
06:00	36	41.2	33.5	7.4	0	2	1	8	9	9	6	1	0	0	0	0
07:00	118	40.3	34.3	5.9	0	1	7	14	42	39	12	2	1	0	0	0
08:00	204	37.7	31.2	6.3	0	5	33	41	68	45	10	2	0	0	0	0
09:00	92	37.6	31.6	5.7	0	1	12	19	36	19	4	1	0	0	0	0
10:00	93	37.2	31.0	6.0	0	1	14	28	27	15	8	0	0	0	0	0
11:00	100	38.0	31.5	6.3	0	2	10	33	28	16	10	1	0	0	0	0
12:00	111	37.8	32.1	5.5	0	2	11	18	47	28	5	0	0	0	0	0
13:00	120	36.7	31.1	5.4	0	1	16	30	44	25	4	0	0	0	0	0
14:00	130	36.9	29.3	7.4	0	15	19	26	44	20	5	1	0	0	0	0
15:00	174	36.5	30.3	6.0	0	5	25	51	60	26	4	3	0	0	0	0
16:00	156	37.4	31.6	5.6	0	4	14	37	55	42	4	0	0	0	0	0
17:00	133	37.5	31.1	6.3	0	5	15	34	45	26	7	1	0	0	0	0
18:00	129	39.1	33.1	5.7	0	0	15	16	49	38	10	0	1	0	0	0
19:00	68	39.0	33.0	5.8	0	1	6	11	23	21	6	0	0	0	0	0
20:00	40	43.1	34.3	8.6	0	2	2	8	10	10	2	5	1	0	0	0
21:00	49	38.6	31.2	7.1	0	3	5	12	14	11	3	1	0	0	0	0
22:00	24	39.8	33.1	6.5	0	0	4	2	8	8	1	1	0	0	0	0
23:00	9	42.1	36.4	5.5	0	0	0	0	5	2	1	1	0	0	0	0
Total																
2H(10-12)	193	37.6	31.2	6.2	0	3	24	61	55	31	18	1	0	0	0	0
2H(14-16)	304	36.8	29.9	6.6	0	20	44	77	104	46	9	4	0	0	0	0
12H(7-19)	1560	37.8	31.4	6.1	0	42	191	347	545	339	83	11	2	0	0	0
24H(0-24)	1802	38.2	31.7	6.3	0	50	210	391	618	404	106	20	3	0	0	0
AM Peak	08:00 204	00:00 42.1	02:00 37.5	00:00 7.6	00:00 0	08:00 5	08:00 33	08:00 41	08:00 68	08:00 45	07:00 12	07:00 2	07:00 1	00:00 0	00:00 0	00:00 0
PM Peak	15:00 174	20:00 43.1	23:00 36.4	20:00 8.6	12:00 0	14:00 15	15:00 25	15:00 51	15:00 60	16:00 42	18:00 10	20:00 5	18:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	56.0	45.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
01:00	4	48.0	45.0	2.9	0	0	0	0	0	0	2	2	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	49.4	35.0	13.9	0	1	0	0	2	0	1	0	1	0	0	0
06:00	24	45.0	34.0	10.6	0	4	0	1	7	7	2	1	2	0	0	0
07:00	91	41.8	33.8	7.7	1	4	5	12	21	37	7	2	2	0	0	0
08:00	176	39.8	32.5	7.0	0	6	24	26	47	54	15	4	0	0	0	0
09:00	101	39.4	32.4	6.8	0	5	9	14	38	24	10	1	0	0	0	0
10:00	85	39.1	32.6	6.3	0	4	5	11	38	18	9	0	0	0	0	0
11:00	75	39.7	33.8	5.7	0	0	6	9	30	21	7	2	0	0	0	0
12:00	106	39.0	32.0	6.8	0	7	6	18	42	25	6	2	0	0	0	0
13:00	129	39.9	32.8	6.9	0	6	6	24	50	26	13	3	1	0	0	0
14:00	133	39.8	32.6	7.0	0	7	9	18	54	34	6	4	0	1	0	0
15:00	185	38.6	31.2	7.2	3	10	19	28	70	46	8	0	1	0	0	0
16:00	175	40.4	32.4	7.7	0	16	9	23	61	47	14	3	2	0	0	0
17:00	203	39.9	32.9	6.7	0	6	21	26	72	57	15	4	2	0	0	0
18:00	116	42.1	35.4	6.5	0	2	5	12	34	33	27	2	1	0	0	0
19:00	62	44.4	36.7	7.5	0	2	2	6	11	20	15	5	1	0	0	0
20:00	44	45.7	36.7	8.7	0	2	1	4	10	14	8	1	3	1	0	0
21:00	38	42.5	33.0	9.2	0	4	4	4	7	10	7	2	0	0	0	0
22:00	15	46.1	37.3	8.5	0	0	0	1	5	7	1	0	0	0	1	0
23:00	18	40.9	34.0	6.6	0	1	0	3	4	8	2	0	0	0	0	0
Total																
2H(10-12)	160	39.4	33.2	6.0	0	4	11	20	68	39	16	2	0	0	0	0
2H(14-16)	318	39.1	31.8	7.1	3	17	28	46	124	80	14	4	1	1	0	0
12H(7-19)	1575	40.0	32.7	7.0	4	73	124	221	557	422	137	27	9	1	0	0
24H(0-24)	1788	40.7	33.1	7.3	4	87	131	240	603	489	176	38	17	2	1	0
AM Peak	08:00 176	00:00 56.0	00:00 45.0	05:00 13.9	07:00 1	08:00 6	08:00 24	08:00 26	08:00 47	08:00 54	08:00 15	08:00 4	06:00 2	00:00 0	00:00 0	00:00 0
PM Peak	17:00 203	22:00 46.1	22:00 37.3	21:00 9.2	15:00 3	16:00 16	17:00 21	15:00 28	17:00 72	17:00 57	18:00 27	19:00 5	20:00 3	14:00 1	22:00 1	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	5	48.5	38.5	9.6	0	0	0	1	1	1	1	0	1	0	0	0
01:00	4	48.0	45.0	2.9	0	0	0	0	0	0	2	2	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	17	43.9	34.7	8.8	0	1	1	2	5	3	4	0	1	0	0	0
06:00	60	42.7	33.7	8.8	0	6	1	9	16	16	8	2	2	0	0	0
07:00	209	41.0	34.1	6.7	1	5	12	26	63	76	19	4	3	0	0	0
08:00	380	38.7	31.8	6.7	0	11	57	67	115	99	25	6	0	0	0	0
09:00	193	38.5	32.0	6.3	0	6	21	33	74	43	14	2	0	0	0	0
10:00	178	38.2	31.7	6.2	0	5	19	39	65	33	17	0	0	0	0	0
11:00	175	38.8	32.5	6.1	0	2	16	42	58	37	17	3	0	0	0	0
12:00	217	38.4	32.0	6.2	0	9	17	36	89	53	11	2	0	0	0	0
13:00	249	38.5	32.0	6.2	0	7	22	54	94	51	17	3	1	0	0	0
14:00	263	38.6	31.0	7.4	0	22	28	44	98	54	11	5	0	1	0	0
15:00	359	37.6	30.8	6.6	3	15	44	79	130	72	12	3	1	0	0	0
16:00	331	39.1	32.0	6.8	0	20	23	60	116	89	18	3	2	0	0	0
17:00	336	39.0	32.2	6.6	0	11	36	60	117	83	22	5	2	0	0	0
18:00	245	40.6	34.2	6.2	0	2	20	28	83	71	37	2	2	0	0	0
19:00	130	41.9	34.8	6.9	0	3	8	17	34	41	21	5	1	0	0	0
20:00	84	44.5	35.5	8.7	0	4	3	12	20	24	10	6	4	1	0	0
21:00	87	40.4	32.0	8.1	0	7	9	16	21	21	10	3	0	0	0	0
22:00	39	42.5	34.7	7.5	0	0	4	3	13	15	2	1	0	0	1	0
23:00	27	41.3	34.8	6.2	0	1	0	3	9	10	3	1	0	0	0	0
Total																
2H(10-12)	353	38.5	32.1	6.2	0	7	35	81	123	70	34	3	0	0	0	0
2H(14-16)	622	38.0	30.8	6.9	3	37	72	123	228	126	23	8	1	1	0	0
12H(7-19)	3135	39.0	32.1	6.6	4	115	315	568	1102	761	220	38	11	1	0	0
24H(0-24)	3590	39.5	32.4	6.8	4	137	341	631	1221	893	282	58	20	2	1	0
AM Peak	08:00 380	00:00 48.5	01:00 45.0	00:00 9.6	07:00 1	08:00 11	08:00 57	08:00 67	08:00 115	08:00 99	08:00 25	08:00 6	07:00 3	00:00 0	00:00 0	00:00 0
PM Peak	15:00 359	20:00 44.5	20:00 35.5	20:00 8.7	15:00 3	14:00 22	15:00 44	15:00 79	15:00 130	16:00 89	18:00 37	20:00 6	20:00 4	14:00 1	22:00 1	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

25/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	27.5	27.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
06:00	10	40.5	33.0	7.2	0	0	1	4	0	3	2	0	0	0	0	0
07:00	26	42.6	35.8	6.6	0	0	2	3	6	7	7	1	0	0	0	0
08:00	72	41.6	33.9	7.4	0	2	7	11	18	20	11	2	1	0	0	0
09:00	91	39.5	34.0	5.3	0	0	5	10	41	24	9	2	0	0	0	0
10:00	119	36.6	31.1	5.3	0	1	13	34	46	19	6	0	0	0	0	0
11:00	133	38.2	31.8	6.2	1	7	6	20	62	32	5	0	0	0	0	0
12:00	120	37.8	32.2	5.5	0	2	8	26	52	24	7	1	0	0	0	0
13:00	143	37.4	30.2	6.9	0	13	11	37	51	23	7	1	0	0	0	0
14:00	110	38.9	32.0	6.6	0	6	10	15	41	31	6	1	0	0	0	0
15:00	68	38.0	31.1	6.6	0	3	9	14	24	12	6	0	0	0	0	0
16:00	87	37.4	30.6	6.5	0	5	10	20	33	13	6	0	0	0	0	0
17:00	82	37.6	31.7	5.6	0	1	9	17	35	15	4	1	0	0	0	0
18:00	68	36.6	31.3	5.0	0	0	10	12	32	12	2	0	0	0	0	0
19:00	63	38.7	31.8	6.6	0	2	8	14	17	16	6	0	0	0	0	0
20:00	31	38.6	32.2	6.2	0	0	4	8	9	6	4	0	0	0	0	0
21:00	22	39.9	34.1	5.6	0	0	1	4	8	5	4	0	0	0	0	0
22:00	19	36.8	32.0	4.7	0	0	1	6	6	6	0	0	0	0	0	0
23:00	11	44.7	38.0	6.5	0	0	0	1	2	5	2	0	1	0	0	0
Total																
2H(10-12)	252	37.5	31.5	5.8	1	8	19	54	108	51	11	0	0	0	0	0
2H(14-16)	178	38.6	31.7	6.6	0	9	19	29	65	43	12	1	0	0	0	0
12H(7-19)	1119	38.3	31.8	6.2	1	40	100	219	441	232	76	9	1	0	0	0
24H(0-24)	1283	38.4	32.0	6.3	1	42	115	258	485	276	95	9	2	0	0	0
AM Peak	11:00 133	05:00 42.7	00:00 37.5	08:00 7.4	11:00 1	11:00 7	10:00 13	10:00 34	11:00 62	11:00 32	08:00 11	08:00 2	08:00 1	00:00 0	00:00 0	00:00 0
PM Peak	13:00 143	23:00 44.7	23:00 38.0	13:00 6.9	12:00 0	13:00 13	13:00 11	13:00 37	12:00 52	14:00 31	12:00 7	12:00 1	23:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	9	40.0	34.7	5.1	0	0	0	2	2	4	1	0	0	0	0	0
01:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	51.0	40.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
04:00	2	61.2	33.8	26.5	0	1	0	0	0	0	0	0	1	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	42.6	26.9	15.1	1	2	2	0	0	0	2	1	0	0	0	0
07:00	38	43.4	32.2	10.8	1	5	4	5	3	11	5	4	0	0	0	0
08:00	61	40.9	33.9	6.7	0	3	1	9	20	18	9	1	0	0	0	0
09:00	73	42.3	34.1	7.8	0	6	2	8	14	33	7	2	1	0	0	0
10:00	82	39.8	33.7	5.9	0	2	3	12	33	20	12	0	0	0	0	0
11:00	123	39.9	31.9	7.7	0	11	9	17	45	27	10	4	0	0	0	0
12:00	140	39.4	32.3	6.8	1	8	10	14	57	40	9	1	0	0	0	0
13:00	131	39.6	32.9	6.5	0	8	5	14	52	44	6	2	0	0	0	0
14:00	96	40.5	33.8	6.5	0	5	2	11	35	30	12	1	0	0	0	0
15:00	91	38.7	32.5	6.0	0	5	4	10	41	27	4	0	0	0	0	0
16:00	98	39.3	31.5	7.5	1	7	7	18	32	27	4	1	1	0	0	0
17:00	94	40.2	32.3	7.6	1	9	2	11	32	31	8	0	0	0	0	0
18:00	57	41.3	33.7	7.3	0	3	3	8	16	19	5	3	0	0	0	0
19:00	41	41.6	34.2	7.1	0	2	3	2	13	14	6	1	0	0	0	0
20:00	39	47.0	36.3	10.3	0	2	3	2	10	10	8	2	0	0	2	0
21:00	34	43.3	36.0	7.1	0	1	1	2	11	11	5	2	1	0	0	0
22:00	17	42.6	33.5	8.7	0	1	1	4	4	3	2	2	0	0	0	0
23:00	18	45.5	34.2	10.9	0	1	2	3	4	5	1	1	0	0	1	0
Total																
2H(10-12)	205	39.9	32.6	7.1	0	13	12	29	78	47	22	4	0	0	0	0
2H(14-16)	187	39.7	33.1	6.3	0	10	6	21	76	57	16	1	0	0	0	0
12H(7-19)	1084	40.2	32.8	7.1	4	72	52	137	380	327	91	19	2	0	0	0
24H(0-24)	1257	40.8	33.1	7.5	5	82	64	152	426	375	117	29	4	0	3	0
AM Peak	11:00 123	04:00 61.2	03:00 40.0	04:00 26.5	06:00 1	11:00 11	11:00 9	11:00 17	11:00 45	09:00 33	10:00 12	07:00 4	04:00 1	00:00 0	00:00 0	00:00 0
PM Peak	12:00 140	20:00 47.0	20:00 36.3	23:00 10.9	12:00 1	17:00 9	12:00 10	16:00 18	12:00 57	13:00 44	14:00 12	18:00 3	16:00 1	12:00 0	20:00 2	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	10	40.0	35.0	4.9	0	0	0	2	2	5	1	0	0	0	0	0
01:00	4	41.7	37.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
02:00	2	27.5	27.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	2	51.0	40.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
04:00	3	52.8	33.3	18.8	0	1	0	0	1	0	0	0	1	0	0	0
05:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
06:00	18	42.2	30.3	11.4	1	2	3	4	0	3	4	1	0	0	0	0
07:00	64	43.4	33.6	9.4	1	5	6	8	9	18	12	5	0	0	0	0
08:00	133	41.2	33.9	7.1	0	5	8	20	38	38	20	3	1	0	0	0
09:00	164	40.8	34.1	6.5	0	6	7	18	55	57	16	4	1	0	0	0
10:00	201	38.0	32.2	5.7	0	3	16	46	79	39	18	0	0	0	0	0
11:00	256	39.0	31.8	6.9	1	18	15	37	107	59	15	4	0	0	0	0
12:00	260	38.7	32.2	6.2	1	10	18	40	109	64	16	2	0	0	0	0
13:00	274	38.6	31.5	6.8	0	21	16	51	103	67	13	3	0	0	0	0
14:00	206	39.7	32.9	6.6	0	11	12	26	76	61	18	2	0	0	0	0
15:00	159	38.4	31.9	6.3	0	8	13	24	65	39	10	0	0	0	0	0
16:00	185	38.4	31.1	7.1	1	12	17	38	65	40	10	1	1	0	0	0
17:00	176	39.0	32.0	6.8	1	10	11	28	67	46	12	1	0	0	0	0
18:00	125	38.9	32.4	6.3	0	3	13	20	48	31	7	3	0	0	0	0
19:00	104	39.9	32.7	6.9	0	4	11	16	30	30	12	1	0	0	0	0
20:00	70	43.7	34.5	8.9	0	2	7	10	19	16	12	2	0	0	2	0
21:00	56	42.1	35.2	6.6	0	1	2	6	19	16	9	2	1	0	0	0
22:00	36	39.8	32.7	6.8	0	1	2	10	10	9	2	2	0	0	0	0
23:00	29	45.5	35.6	9.6	0	1	2	4	6	10	3	1	1	0	1	0
Total																
2H(10-12)	457	38.6	32.0	6.4	1	21	31	83	186	98	33	4	0	0	0	0
2H(14-16)	365	39.2	32.4	6.5	0	19	25	50	141	100	28	2	0	0	0	0
12H(7-19)	2203	39.3	32.3	6.7	5	112	152	356	821	559	167	28	3	0	0	0
24H(0-24)	2540	39.7	32.5	6.9	6	124	179	410	911	651	212	38	6	0	3	0
AM Peak	11:00 256	04:00 52.8	03:00 40.0	04:00 18.8	06:00 1	11:00 18	10:00 16	10:00 46	11:00 107	11:00 59	08:00 20	07:00 5	04:00 1	00:00 0	00:00 0	00:00 0
PM Peak	13:00 274	23:00 45.5	23:00 35.6	23:00 9.6	12:00 1	13:00 21	12:00 18	13:00 51	12:00 109	13:00 67	14:00 18	13:00 3	16:00 1	12:00 0	20:00 2	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

26/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	11	40.6	34.8	5.6	0	0	0	3	2	4	2	0	0	0	0	0
01:00	4	33.8	31.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	2	44.8	37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
06:00	9	42.1	33.3	8.5	0	1	0	0	5	2	0	1	0	0	0	0
07:00	13	41.5	34.0	7.2	0	0	1	2	6	2	0	2	0	0	0	0
08:00	37	41.0	33.7	7.0	0	2	1	4	16	7	6	1	0	0	0	0
09:00	58	39.1	32.4	6.5	0	1	8	9	21	11	8	0	0	0	0	0
10:00	98	37.4	30.4	6.7	1	5	12	22	34	21	2	1	0	0	0	0
11:00	107	39.6	33.5	5.9	0	1	4	24	39	24	12	3	0	0	0	0
12:00	103	36.9	31.0	5.8	0	5	10	17	50	19	2	0	0	0	0	0
13:00	73	38.9	32.9	5.9	0	1	6	11	32	15	7	1	0	0	0	0
14:00	70	38.7	32.4	6.1	0	3	3	12	31	16	4	1	0	0	0	0
15:00	75	37.2	30.5	6.5	0	3	14	12	29	14	2	1	0	0	0	0
16:00	65	40.6	33.8	6.5	0	1	5	12	16	20	10	1	0	0	0	0
17:00	59	38.8	31.9	6.6	0	1	6	16	20	10	3	3	0	0	0	0
18:00	69	36.4	31.0	5.2	0	2	5	19	29	13	1	0	0	0	0	0
19:00	62	41.2	34.6	6.4	0	0	5	9	17	21	6	4	0	0	0	0
20:00	24	40.8	34.2	6.4	0	0	2	4	8	4	6	0	0	0	0	0
21:00	19	38.7	31.6	6.8	0	1	2	4	5	6	1	0	0	0	0	0
22:00	10	44.3	34.3	9.7	0	1	0	3	0	3	2	1	0	0	0	0
23:00	5	36.2	32.5	3.5	0	0	0	1	3	1	0	0	0	0	0	0
Total																
2H(10-12)	205	38.8	32.0	6.5	1	6	16	46	73	45	14	4	0	0	0	0
2H(14-16)	145	38.0	31.4	6.3	0	6	17	24	60	30	6	2	0	0	0	0
12H(7-19)	827	38.6	32.1	6.3	1	25	75	160	323	172	57	14	0	0	0	0
24H(0-24)	975	38.9	32.3	6.4	1	28	84	185	368	214	75	20	0	0	0	0
AM Peak	11:00 107	05:00 44.8	04:00 37.5	06:00 8.5	10:00 1	10:00 5	10:00 12	11:00 24	11:00 39	11:00 24	11:00 12	11:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 103	22:00 44.3	19:00 34.6	22:00 9.7	12:00 0	12:00 5	15:00 14	18:00 19	12:00 50	19:00 21	16:00 10	19:00 4	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	11	40.2	36.1	3.9	0	0	0	1	2	7	1	0	0	0	0	0
01:00	3	38.8	35.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
02:00	4	41.7	37.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
03:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	2	48.7	45.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	3	51.5	42.5	8.7	0	0	0	0	0	2	0	0	1	0	0	0
06:00	5	50.3	37.0	12.8	0	1	0	0	0	1	2	1	0	0	0	0
07:00	13	46.2	34.3	11.5	1	1	0	1	1	6	1	2	0	0	0	0
08:00	20	41.5	31.6	9.5	0	3	1	4	4	4	3	1	0	0	0	0
09:00	38	41.6	32.8	8.4	0	5	1	3	9	16	3	1	0	0	0	0
10:00	76	40.3	32.5	7.5	1	5	5	8	25	24	8	0	0	0	0	0
11:00	90	41.8	34.3	7.3	0	5	5	7	29	24	18	2	0	0	0	0
12:00	98	39.6	32.9	6.5	0	5	3	15	39	28	5	3	0	0	0	0
13:00	80	42.4	34.6	7.5	1	3	3	5	26	30	9	1	1	1	0	0
14:00	74	40.6	32.7	7.6	1	4	3	12	26	19	7	1	1	0	0	0
15:00	84	39.3	31.1	7.9	2	6	7	13	28	21	7	0	0	0	0	0
16:00	93	39.6	33.7	5.7	0	2	4	14	32	31	10	0	0	0	0	0
17:00	74	39.8	33.5	6.1	1	1	3	9	29	25	5	1	0	0	0	0
18:00	64	41.2	34.1	6.9	0	3	3	6	20	24	5	3	0	0	0	0
19:00	54	44.1	36.6	7.3	0	2	1	3	15	16	12	4	1	0	0	0
20:00	24	42.3	34.3	7.7	0	1	2	2	8	6	3	2	0	0	0	0
21:00	19	45.5	33.0	12.1	0	4	0	2	6	1	3	1	2	0	0	0
22:00	11	45.4	35.0	10.1	0	1	1	0	3	3	2	0	1	0	0	0
23:00	4	36.7	32.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
Total																
2H(10-12)	166	41.2	33.4	7.4	1	10	10	15	54	48	26	2	0	0	0	0
2H(14-16)	158	39.9	31.9	7.8	3	10	10	25	54	40	14	1	1	0	0	0
12H(7-19)	804	40.7	33.2	7.3	7	43	38	97	268	252	81	15	2	1	0	0
24H(0-24)	946	41.3	33.6	7.5	7	52	42	106	307	294	106	24	7	1	0	0
AM Peak	11:00 90	05:00 51.5	04:00 45.0	06:00 12.8	07:00 1	09:00 5	10:00 5	10:00 8	11:00 29	10:00 24	11:00 18	07:00 2	05:00 1	00:00 0	00:00 0	00:00 0
PM Peak	12:00 98	21:00 45.5	19:00 36.6	21:00 12.1	15:00 2	15:00 6	15:00 7	12:00 15	12:00 39	16:00 31	19:00 12	19:00 4	21:00 2	13:00 1	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	22	40.4	35.5	4.8	0	0	0	4	4	11	3	0	0	0	0	0
01:00	7	36.8	33.2	3.5	0	0	0	1	4	2	0	0	0	0	0	0
02:00	4	41.7	37.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
03:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
04:00	3	47.7	42.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
05:00	5	48.4	40.5	7.6	0	0	0	0	1	2	1	0	1	0	0	0
06:00	14	44.9	34.6	9.9	0	2	0	0	5	3	2	2	0	0	0	0
07:00	26	43.9	34.2	9.4	1	1	1	3	7	8	1	4	0	0	0	0
08:00	57	41.2	33.0	8.0	0	5	2	8	20	11	9	2	0	0	0	0
09:00	96	40.1	32.6	7.3	0	6	9	12	30	27	11	1	0	0	0	0
10:00	174	38.7	31.3	7.1	2	10	17	30	59	45	10	1	0	0	0	0
11:00	197	40.7	33.8	6.6	0	6	9	31	68	48	30	5	0	0	0	0
12:00	201	38.3	31.9	6.2	0	10	13	32	89	47	7	3	0	0	0	0
13:00	153	40.8	33.8	6.8	1	4	9	16	58	45	16	2	1	1	0	0
14:00	144	39.7	32.6	6.9	1	7	6	24	57	35	11	2	1	0	0	0
15:00	159	38.3	30.9	7.2	2	9	21	25	57	35	9	1	0	0	0	0
16:00	158	40.0	33.8	6.0	0	3	9	26	48	51	20	1	0	0	0	0
17:00	133	39.4	32.8	6.3	1	2	9	25	49	35	8	4	0	0	0	0
18:00	133	39.0	32.5	6.2	0	5	8	25	49	37	6	3	0	0	0	0
19:00	116	42.6	35.5	6.8	0	2	6	12	32	37	18	8	1	0	0	0
20:00	48	41.5	34.2	7.0	0	1	4	6	16	10	9	2	0	0	0	0
21:00	38	42.4	32.3	9.7	0	5	2	6	11	7	4	1	2	0	0	0
22:00	21	44.7	34.6	9.7	0	2	1	3	3	6	4	1	1	0	0	0
23:00	9	36.2	32.5	3.5	0	0	0	2	5	2	0	0	0	0	0	0
Total																
2H(10-12)	371	39.9	32.7	7.0	2	16	26	61	127	93	40	6	0	0	0	0
2H(14-16)	303	39.0	31.7	7.1	3	16	27	49	114	70	20	3	1	0	0	0
12H(7-19)	1631	39.7	32.6	6.8	8	68	113	257	591	424	138	29	2	1	0	0
24H(0-24)	1921	40.2	32.9	7.0	8	80	126	291	675	508	181	44	7	1	0	0
AM Peak	11:00 197	05:00 48.4	04:00 42.5	06:00 9.9	10:00 2	10:00 10	10:00 17	11:00 31	11:00 68	11:00 48	11:00 30	11:00 5	05:00 1	00:00 0	00:00 0	00:00 0
PM Peak	12:00 201	22:00 44.7	19:00 35.5	21:00 9.7	15:00 2	12:00 10	15:00 21	12:00 32	12:00 89	16:00 51	16:00 20	19:00 8	21:00 2	13:00 1	12:00 0	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

27/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	44.2	36.5	7.4	0	0	0	1	1	2	0	1	0	0	0	0
01:00	2	48.7	45.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
02:00	2	52.2	37.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0
03:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	2	47.5	47.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
05:00	19	44.2	36.8	7.1	0	1	0	0	5	8	3	2	0	0	0	0
06:00	54	42.6	36.1	6.3	0	0	3	3	19	14	12	2	1	0	0	0
07:00	131	39.1	33.9	5.0	0	0	3	23	57	34	11	3	0	0	0	0
08:00	190	35.3	29.8	5.4	0	6	26	62	67	27	2	0	0	0	0	0
09:00	105	36.7	30.8	5.7	0	3	9	34	38	16	4	1	0	0	0	0
10:00	102	36.0	29.5	6.2	0	7	9	40	31	9	6	0	0	0	0	0
11:00	94	36.4	30.2	6.0	0	5	10	25	37	14	3	0	0	0	0	0
12:00	92	38.1	31.2	6.7	0	3	13	22	31	14	7	2	0	0	0	0
13:00	87	37.7	32.5	5.0	0	0	7	17	37	21	5	0	0	0	0	0
14:00	106	38.4	31.3	6.8	0	6	10	24	36	22	6	2	0	0	0	0
15:00	138	36.2	30.7	5.3	0	4	10	42	61	16	4	1	0	0	0	0
16:00	138	36.7	31.4	5.1	0	2	9	41	54	27	5	0	0	0	0	0
17:00	141	36.9	31.3	5.3	0	1	15	36	61	21	5	2	0	0	0	0
18:00	85	40.0	33.3	6.4	0	1	9	14	25	25	9	2	0	0	0	0
19:00	55	36.8	29.6	6.9	0	3	11	17	9	12	3	0	0	0	0	0
20:00	49	42.4	35.3	6.9	0	2	1	3	17	17	6	2	1	0	0	0
21:00	35	37.6	31.3	6.1	0	1	4	9	11	8	2	0	0	0	0	0
22:00	13	42.0	31.0	10.6	0	2	1	2	6	0	0	1	1	0	0	0
23:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	196	36.2	29.8	6.1	0	12	19	65	68	23	9	0	0	0	0	0
2H(14-16)	244	37.2	31.0	6.0	0	10	20	66	97	38	10	3	0	0	0	0
12H(7-19)	1409	37.3	31.2	5.8	0	38	130	380	535	246	67	13	0	0	0	0
24H(0-24)	1648	38.0	31.6	6.2	0	47	150	417	605	307	94	25	3	0	0	0
AM Peak	08:00 190	02:00 52.2	04:00 47.5	02:00 14.1	00:00 0	10:00 7	08:00 26	08:00 62	08:00 67	07:00 34	06:00 12	07:00 3	06:00 1	00:00 0	00:00 0	00:00 0
PM Peak	17:00 141	20:00 42.4	20:00 35.3	22:00 10.6	12:00 0	14:00 6	17:00 15	15:00 42	15:00 61	16:00 27	18:00 9	12:00 2	20:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	4	33.7	28.8	4.8	0	0	1	1	2	0	0	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1	-	57.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	42.5	42.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
05:00	5	38.8	36.5	2.2	0	0	0	0	1	4	0	0	0	0	0	0
06:00	27	42.6	35.1	7.2	0	2	0	2	5	14	3	1	0	0	0	0
07:00	99	41.8	34.3	7.2	1	3	2	16	32	22	19	4	0	0	0	0
08:00	168	39.5	32.4	6.9	0	12	9	20	67	46	12	2	0	0	0	0
09:00	79	39.5	32.9	6.3	0	4	2	12	31	25	4	0	1	0	0	0
10:00	93	39.5	31.8	7.4	0	9	4	15	34	22	8	1	0	0	0	0
11:00	84	39.4	32.0	7.1	0	8	3	11	31	25	6	0	0	0	0	0
12:00	104	40.4	32.4	7.8	0	8	7	20	28	27	11	2	1	0	0	0
13:00	81	39.5	31.3	7.9	0	9	6	12	27	20	5	2	0	0	0	0
14:00	99	38.9	31.8	6.8	0	8	3	18	39	23	8	0	0	0	0	0
15:00	144	39.4	32.6	6.5	0	6	10	21	59	33	13	1	1	0	0	0
16:00	151	39.6	33.1	6.2	1	4	10	15	64	42	14	1	0	0	0	0
17:00	176	40.7	34.0	6.5	0	6	8	23	53	63	18	5	0	0	0	0
18:00	98	42.9	36.1	6.6	1	0	4	7	28	33	20	3	2	0	0	0
19:00	62	41.1	33.3	7.6	0	4	4	8	18	18	8	2	0	0	0	0
20:00	38	47.0	37.1	9.6	0	2	2	3	6	13	5	3	3	1	0	0
21:00	28	42.7	35.4	7.0	0	1	1	1	10	10	2	3	0	0	0	0
22:00	14	42.6	34.1	8.2	0	1	0	3	3	4	2	1	0	0	0	0
23:00	3	51.5	42.5	8.7	0	0	0	0	0	2	0	0	1	0	0	0
Total																
2H(10-12)	177	39.4	31.9	7.3	0	17	7	26	65	47	14	1	0	0	0	0
2H(14-16)	243	39.2	32.3	6.6	0	14	13	39	98	56	21	1	1	0	0	0
12H(7-19)	1376	40.2	33.0	7.0	3	77	68	190	493	381	138	21	5	0	0	0
24H(0-24)	1561	40.6	33.2	7.1	3	87	76	208	538	447	160	31	9	2	0	0
AM Peak	08:00 168	06:00 42.6	02:00 57.5	10:00 7.4	07:00 1	08:00 12	08:00 9	08:00 20	08:00 67	08:00 46	07:00 19	07:00 4	09:00 1	02:00 1	00:00 0	00:00 0
PM Peak	17:00 176	23:00 51.5	23:00 42.5	20:00 9.6	16:00 1	13:00 9	15:00 10	17:00 23	16:00 64	17:00 63	18:00 20	17:00 5	20:00 3	20:00 1	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	9	40.6	33.1	7.3	0	0	1	2	3	2	0	1	0	0	0	0
01:00	3	47.7	42.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
02:00	3	60.0	44.2	15.3	0	0	0	1	0	0	0	1	0	1	0	0
03:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	4	48.0	45.0	2.9	0	0	0	0	0	0	2	2	0	0	0	0
05:00	24	43.3	36.8	6.3	0	1	0	0	6	12	3	2	0	0	0	0
06:00	81	42.6	35.8	6.6	0	2	3	5	24	28	15	3	1	0	0	0
07:00	230	40.4	34.1	6.1	1	3	5	39	89	56	30	7	0	0	0	0
08:00	358	37.5	31.0	6.2	0	18	35	82	134	73	14	2	0	0	0	0
09:00	184	38.0	31.7	6.1	0	7	11	46	69	41	8	1	1	0	0	0
10:00	195	37.7	30.6	6.9	0	16	13	55	65	31	14	1	0	0	0	0
11:00	178	37.9	31.1	6.6	0	13	13	36	68	39	9	0	0	0	0	0
12:00	196	39.4	31.8	7.3	0	11	20	42	59	41	18	4	1	0	0	0
13:00	168	38.7	31.9	6.6	0	9	13	29	64	41	10	2	0	0	0	0
14:00	205	38.6	31.6	6.8	0	14	13	42	75	45	14	2	0	0	0	0
15:00	282	38.0	31.7	6.0	0	10	20	63	120	49	17	2	1	0	0	0
16:00	289	38.3	32.3	5.8	1	6	19	56	118	69	19	1	0	0	0	0
17:00	317	39.2	32.8	6.1	0	7	23	59	114	84	23	7	0	0	0	0
18:00	183	41.7	34.8	6.7	1	1	13	21	53	58	29	5	2	0	0	0
19:00	117	39.3	31.6	7.5	0	7	15	25	27	30	11	2	0	0	0	0
20:00	87	44.6	36.1	8.2	0	4	3	6	23	30	11	5	4	1	0	0
21:00	63	40.2	33.1	6.8	0	2	5	10	21	18	4	3	0	0	0	0
22:00	27	42.3	32.6	9.4	0	3	1	5	9	4	2	2	1	0	0	0
23:00	4	49.0	40.0	8.7	0	0	0	0	1	2	0	0	1	0	0	0
Total																
2H(10-12)	373	37.8	30.8	6.8	0	29	26	91	133	70	23	1	0	0	0	0
2H(14-16)	487	38.2	31.6	6.4	0	24	33	105	195	94	31	4	1	0	0	0
12H(7-19)	2785	38.8	32.1	6.5	3	115	198	570	1028	627	205	34	5	0	0	0
24H(0-24)	3209	39.3	32.4	6.7	3	134	226	625	1143	754	254	56	12	2	0	0
AM Peak	08:00 358	02:00 60.0	04:00 45.0	02:00 15.3	07:00 1	08:00 18	08:00 35	08:00 82	08:00 134	08:00 73	07:00 30	07:00 7	06:00 1	02:00 1	00:00 0	00:00 0
PM Peak	17:00 317	23:00 49.0	23:00 40.0	22:00 9.4	16:00 1	14:00 14	17:00 23	15:00 63	15:00 120	17:00 84	18:00 29	17:00 7	20:00 4	20:00 1	12:00 0	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

28/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	40.3	32.5	7.6	0	0	1	2	3	1	0	1	0	0	0	0
01:00	2	39.8	32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
05:00	10	44.4	38.5	5.7	0	0	0	0	3	4	1	2	0	0	0	0
06:00	50	41.9	34.9	6.8	0	0	5	5	17	10	10	3	0	0	0	0
07:00	139	39.1	32.9	6.0	0	4	12	13	59	40	10	1	0	0	0	0
08:00	189	37.8	30.7	6.8	0	16	18	35	66	48	6	0	0	0	0	0
09:00	108	37.6	31.9	5.6	0	2	12	19	43	28	4	0	0	0	0	0
10:00	102	37.2	31.3	5.6	0	3	9	24	41	21	4	0	0	0	0	0
11:00	110	36.8	30.8	5.8	0	4	13	25	44	21	3	0	0	0	0	0
12:00	98	37.5	31.0	6.3	0	4	14	16	42	17	4	1	0	0	0	0
13:00	86	38.4	31.8	6.4	0	3	6	21	33	17	4	1	1	0	0	0
14:00	87	37.7	30.5	6.9	0	7	11	14	33	18	4	0	0	0	0	0
15:00	164	37.8	31.0	6.6	0	8	16	41	63	24	9	2	1	0	0	0
16:00	134	35.7	29.8	5.7	0	3	24	45	36	22	4	0	0	0	0	0
17:00	125	38.0	30.7	7.1	0	8	16	29	40	23	6	3	0	0	0	0
18:00	66	38.4	32.1	6.0	0	2	5	13	26	16	3	1	0	0	0	0
19:00	69	40.4	33.1	7.0	0	1	8	12	23	14	7	4	0	0	0	0
20:00	39	41.0	34.2	6.5	0	1	2	1	22	7	4	1	1	0	0	0
21:00	21	39.8	33.3	6.2	0	1	1	2	7	9	1	0	0	0	0	0
22:00	18	38.4	31.5	6.6	0	1	1	5	5	5	1	0	0	0	0	0
23:00	10	38.0	32.5	5.3	0	0	1	2	3	4	0	0	0	0	0	0
Total																
2H(10-12)	212	37.0	31.0	5.7	0	7	22	49	85	42	7	0	0	0	0	0
2H(14-16)	251	37.8	30.8	6.7	0	15	27	55	96	42	13	2	1	0	0	0
12H(7-19)	1408	37.7	31.2	6.3	0	64	156	295	526	295	61	9	2	0	0	0
24H(0-24)	1640	38.2	31.5	6.4	0	68	175	325	610	352	87	20	3	0	0	0
AM Peak	08:00 189	05:00 44.4	02:00 42.5	00:00 7.6	00:00 0	08:00 16	08:00 18	08:00 35	08:00 66	08:00 48	06:00 10	06:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 164	20:00 41.0	20:00 34.2	17:00 7.1	12:00 0	15:00 8	16:00 24	16:00 45	15:00 63	15:00 24	15:00 9	19:00 4	13:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	56.0	45.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
01:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	30.4	21.3	8.8	0	1	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
06:00	24	44.6	35.1	9.2	0	3	0	0	7	7	6	0	1	0	0	0
07:00	83	43.1	34.1	8.7	1	6	4	11	13	31	12	4	1	0	0	0
08:00	178	40.5	33.5	6.7	1	4	18	16	56	62	17	4	0	0	0	0
09:00	112	40.5	32.9	7.3	0	10	1	16	36	39	8	1	1	0	0	0
10:00	95	40.0	32.2	7.6	0	7	7	18	28	22	11	2	0	0	0	0
11:00	89	39.4	31.6	7.4	1	7	6	12	32	24	7	0	0	0	0	0
12:00	95	40.5	34.4	5.9	0	2	6	7	31	37	11	1	0	0	0	0
13:00	88	40.3	32.0	8.0	0	10	5	9	31	22	10	1	0	0	0	0
14:00	127	39.8	33.8	5.8	1	2	5	12	54	39	14	0	0	0	0	0
15:00	129	40.0	33.1	6.7	0	7	4	22	41	44	9	1	1	0	0	0
16:00	164	39.0	31.5	7.2	1	12	14	23	66	33	14	1	0	0	0	0
17:00	158	41.5	33.9	7.3	1	8	6	14	56	53	15	3	0	2	0	0
18:00	117	42.7	36.1	6.3	0	3	3	5	33	49	17	5	2	0	0	0
19:00	66	44.0	34.2	9.5	3	3	2	9	11	22	10	6	0	0	0	0
20:00	37	43.0	34.8	7.9	0	2	1	5	8	16	2	1	2	0	0	0
21:00	34	45.6	36.1	9.1	0	2	0	4	8	13	2	4	0	0	1	0
22:00	16	45.5	34.8	10.3	0	1	0	4	5	2	2	0	1	1	0	0
23:00	8	51.6	39.7	11.5	0	0	0	0	4	2	0	1	0	0	1	0
Total																
2H(10-12)	184	39.7	31.9	7.5	1	14	13	30	60	46	18	2	0	0	0	0
2H(14-16)	256	39.9	33.4	6.2	1	9	9	34	95	83	23	1	1	0	0	0
12H(7-19)	1435	40.7	33.3	7.1	6	78	79	165	477	455	145	23	5	2	0	0
24H(0-24)	1626	41.2	33.5	7.4	9	90	82	188	521	518	168	35	10	3	2	0
AM Peak	08:00 178	00:00 56.0	00:00 45.0	00:00 10.6	07:00 1	09:00 10	08:00 18	10:00 18	08:00 56	08:00 62	08:00 17	07:00 4	00:00 1	00:00 0	00:00 0	00:00 0
PM Peak	16:00 164	23:00 51.6	23:00 39.7	23:00 11.5	19:00 3	16:00 12	16:00 14	16:00 23	16:00 66	17:00 53	18:00 17	19:00 6	18:00 2	17:00 2	21:00 1	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	10	44.5	35.0	9.2	0	0	1	2	3	2	0	1	1	0	0	0
01:00	3	37.7	32.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	3	38.4	26.7	11.3	0	1	0	1	0	1	0	0	0	0	0	0
04:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
05:00	11	44.6	38.9	5.5	0	0	0	0	3	4	2	2	0	0	0	0
06:00	74	42.8	35.0	7.6	0	3	5	5	24	17	16	3	1	0	0	0
07:00	222	40.7	33.4	7.1	1	10	16	24	72	71	22	5	1	0	0	0
08:00	367	39.3	32.1	6.9	1	20	36	51	122	110	23	4	0	0	0	0
09:00	220	39.2	32.4	6.5	0	12	13	35	79	67	12	1	1	0	0	0
10:00	197	38.6	31.7	6.6	0	10	16	42	69	43	15	2	0	0	0	0
11:00	199	38.0	31.2	6.6	1	11	19	37	76	45	10	0	0	0	0	0
12:00	193	39.2	32.7	6.3	0	6	20	23	73	54	15	2	0	0	0	0
13:00	174	39.4	31.9	7.2	0	13	11	30	64	39	14	2	1	0	0	0
14:00	214	39.1	32.5	6.4	1	9	16	26	87	57	18	0	0	0	0	0
15:00	293	38.8	31.9	6.7	0	15	20	63	104	68	18	3	2	0	0	0
16:00	298	37.6	30.7	6.6	1	15	38	68	102	55	18	1	0	0	0	0
17:00	283	40.1	32.5	7.4	1	16	22	43	96	76	21	6	0	2	0	0
18:00	183	41.4	34.7	6.5	0	5	8	18	59	65	20	6	2	0	0	0
19:00	135	42.2	33.6	8.3	3	4	10	21	34	36	17	10	0	0	0	0
20:00	76	42.0	34.5	7.2	0	3	3	6	30	23	6	2	3	0	0	0
21:00	55	43.5	35.0	8.2	0	3	1	6	15	22	3	4	0	0	1	0
22:00	34	42.0	33.1	8.6	0	2	1	9	10	7	3	0	1	1	0	0
23:00	18	45.1	35.7	9.1	0	0	1	2	7	6	0	1	0	0	1	0
Total																
2H(10-12)	396	38.3	31.4	6.6	1	21	35	79	145	88	25	2	0	0	0	0
2H(14-16)	507	39.0	32.1	6.6	1	24	36	89	191	125	36	3	2	0	0	0
12H(7-19)	2843	39.3	32.2	6.8	6	142	235	460	1003	750	206	32	7	2	0	0
24H(0-24)	3266	39.8	32.5	7.0	9	158	257	513	1131	870	255	55	13	3	2	0
AM Peak	08:00 367	05:00 44.6	02:00 42.5	03:00 11.3	07:00 1	08:00 20	08:00 36	08:00 51	08:00 122	08:00 110	08:00 23	07:00 5	00:00 1	00:00 0	00:00 0	00:00 0
PM Peak	16:00 298	23:00 45.1	23:00 35.7	23:00 9.1	19:00 3	17:00 16	16:00 38	16:00 68	15:00 104	17:00 76	17:00 21	19:00 10	20:00 3	17:00 2	21:00 1	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

29/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	59.5	37.5	21.2	0	0	1	0	0	0	0	0	1	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	4	35.4	26.9	8.3	0	1	0	1	2	0	0	0	0	0	0	0
04:00	2	39.8	32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
05:00	12	46.4	39.6	6.6	0	0	0	1	1	5	3	1	1	0	0	0
06:00	53	43.8	36.0	7.5	0	2	1	7	11	16	12	3	1	0	0	0
07:00	130	41.0	35.1	5.7	0	2	3	13	45	46	16	5	0	0	0	0
08:00	185	37.1	30.6	6.3	0	7	37	22	77	36	5	1	0	0	0	0
09:00	118	37.8	30.0	7.5	1	11	16	16	49	18	6	1	0	0	0	0
10:00	93	37.6	31.6	5.7	0	2	9	24	28	27	3	0	0	0	0	0
11:00	92	38.0	31.0	6.8	0	7	5	26	28	21	4	1	0	0	0	0
12:00	111	38.4	31.4	6.7	1	2	14	25	41	18	8	1	1	0	0	0
13:00	114	38.3	32.5	5.6	0	0	14	18	44	32	4	2	0	0	0	0
14:00	141	37.6	30.6	6.8	1	7	17	35	46	27	7	1	0	0	0	0
15:00	125	38.7	31.0	7.4	0	11	7	32	42	22	8	2	1	0	0	0
16:00	146	38.4	32.3	5.9	0	3	15	25	54	39	10	0	0	0	0	0
17:00	134	37.9	30.9	6.8	0	9	10	35	49	22	6	3	0	0	0	0
18:00	88	38.8	31.8	6.7	0	1	11	23	30	14	5	3	1	0	0	0
19:00	54	37.4	31.9	5.3	0	0	6	13	20	12	3	0	0	0	0	0
20:00	51	38.6	32.7	5.7	0	0	4	14	13	17	2	1	0	0	0	0
21:00	47	38.0	31.4	6.3	0	2	4	11	18	8	4	0	0	0	0	0
22:00	35	40.4	33.9	6.3	0	0	3	5	13	9	3	2	0	0	0	0
23:00	5	42.5	35.5	6.7	0	0	0	0	4	0	0	1	0	0	0	0
Total																
2H(10-12)	185	37.8	31.3	6.3	0	9	14	50	56	48	7	1	0	0	0	0
2H(14-16)	266	38.1	30.8	7.1	1	18	24	67	88	49	15	3	1	0	0	0
12H(7-19)	1477	38.4	31.5	6.6	3	62	158	294	533	322	82	20	3	0	0	0
24H(0-24)	1746	38.7	31.8	6.7	3	67	177	348	617	391	109	28	6	0	0	0
AM Peak	08:00 185	00:00 59.5	05:00 39.6	00:00 21.2	09:00 1	09:00 11	08:00 37	11:00 26	08:00 77	07:00 46	07:00 16	07:00 5	00:00 1	00:00 0	00:00 0	00:00 0
PM Peak	16:00 146	23:00 42.5	23:00 35.5	15:00 7.4	12:00 1	15:00 11	14:00 17	14:00 35	16:00 54	16:00 39	16:00 10	17:00 3	12:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	42.7	26.3	15.9	0	1	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	32.5	32.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
06:00	34	43.0	33.0	9.6	0	5	1	2	12	6	6	1	1	0	0	0
07:00	92	43.7	35.3	8.1	1	2	6	8	28	23	15	7	1	1	0	0
08:00	190	40.5	33.2	7.1	0	13	14	10	67	64	21	1	0	0	0	0
09:00	149	39.8	34.1	5.5	0	4	5	10	65	50	14	1	0	0	0	0
10:00	92	42.1	32.8	9.0	1	8	5	11	31	24	7	2	2	0	1	0
11:00	111	40.0	32.0	7.7	0	11	7	9	46	28	9	0	0	1	0	0
12:00	110	40.6	34.2	6.2	0	4	3	11	39	43	5	5	0	0	0	0
13:00	98	40.7	33.5	6.9	0	6	5	9	31	34	13	0	0	0	0	0
14:00	96	39.2	31.7	7.2	1	7	6	12	39	25	5	1	0	0	0	0
15:00	145	41.9	34.8	6.9	0	5	7	14	44	44	25	6	0	0	0	0
16:00	176	40.6	33.1	7.2	2	10	9	16	60	59	19	1	0	0	0	0
17:00	156	39.8	33.6	6.0	0	3	9	20	63	41	17	3	0	0	0	0
18:00	112	42.1	35.1	6.7	0	2	5	13	34	37	12	8	1	0	0	0
19:00	83	41.8	34.2	7.4	1	3	3	7	26	34	8	0	0	0	1	0
20:00	42	42.2	35.7	6.3	0	1	1	3	12	18	5	1	1	0	0	0
21:00	26	41.9	33.5	8.1	0	2	1	3	10	5	3	2	0	0	0	0
22:00	17	48.4	40.3	7.8	0	0	0	0	2	10	3	0	1	0	1	0
23:00	11	46.3	37.3	8.7	0	1	0	1	0	3	6	0	0	0	0	0
Total																
2H(10-12)	203	41.0	32.4	8.3	1	19	12	20	77	52	16	2	2	1	1	0
2H(14-16)	241	41.0	33.6	7.1	1	12	13	26	83	69	30	7	0	0	0	0
12H(7-19)	1527	40.9	33.6	7.0	5	75	81	143	547	472	162	35	4	2	1	0
24H(0-24)	1748	41.2	33.8	7.2	6	88	87	159	614	550	193	39	7	2	3	0
AM Peak	08:00 190	07:00 43.7	07:00 35.3	00:00 15.9	07:00 1	08:00 13	08:00 14	10:00 11	08:00 67	08:00 64	08:00 21	07:00 7	10:00 2	07:00 1	10:00 1	00:00 0
PM Peak	16:00 176	22:00 48.4	22:00 40.3	23:00 8.7	16:00 2	16:00 10	16:00 9	17:00 20	17:00 63	16:00 59	15:00 25	18:00 8	18:00 1	12:00 0	19:00 1	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	4	49.1	31.9	16.6	0	1	1	0	0	1	0	0	1	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	4	33.8	31.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
03:00	4	35.4	26.9	8.3	0	1	0	1	2	0	0	0	0	0	0	0
04:00	3	37.7	32.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
05:00	15	45.1	38.5	6.3	0	0	0	1	3	6	3	1	1	0	0	0
06:00	87	43.6	34.8	8.5	0	7	2	9	23	22	18	4	2	0	0	0
07:00	222	42.2	35.2	6.8	1	4	9	21	73	69	31	12	1	1	0	0
08:00	375	39.0	31.9	6.8	0	20	51	32	144	100	26	2	0	0	0	0
09:00	267	39.3	32.3	6.7	1	15	21	26	114	68	20	2	0	0	0	0
10:00	185	40.0	32.2	7.6	1	10	14	35	59	51	10	2	2	0	1	0
11:00	203	39.1	31.5	7.3	0	18	12	35	74	49	13	1	0	1	0	0
12:00	221	39.6	32.8	6.6	1	6	17	36	80	61	13	6	1	0	0	0
13:00	212	39.4	33.0	6.2	0	6	19	27	75	66	17	2	0	0	0	0
14:00	237	38.2	31.0	6.9	2	14	23	47	85	52	12	2	0	0	0	0
15:00	270	40.7	33.1	7.3	0	16	14	46	86	66	33	8	1	0	0	0
16:00	322	39.6	32.7	6.6	2	13	24	41	114	98	29	1	0	0	0	0
17:00	290	39.1	32.4	6.5	0	12	19	55	112	63	23	6	0	0	0	0
18:00	200	40.8	33.7	6.9	0	3	16	36	64	51	17	11	2	0	0	0
19:00	137	40.2	33.3	6.7	1	3	9	20	46	46	11	0	0	0	1	0
20:00	93	40.4	34.0	6.1	0	1	5	17	25	35	7	2	1	0	0	0
21:00	73	39.4	32.2	7.0	0	4	5	14	28	13	7	2	0	0	0	0
22:00	52	43.6	36.0	7.4	0	0	3	5	15	19	6	2	1	0	1	0
23:00	16	45.0	36.7	7.9	0	1	0	1	4	3	6	1	0	0	0	0
Total																
2H(10-12)	388	39.5	31.9	7.4	1	28	26	70	133	100	23	3	2	1	1	0
2H(14-16)	507	39.6	32.1	7.2	2	30	37	93	171	118	45	10	1	0	0	0
12H(7-19)	3004	39.8	32.6	6.9	8	137	239	437	1080	794	244	55	7	2	1	0
24H(0-24)	3494	40.0	32.8	7.0	9	155	264	507	1231	941	302	67	13	2	3	0
AM Peak	08:00 375	00:00 49.1	05:00 38.5	00:00 16.6	07:00 1	08:00 20	08:00 51	10:00 35	08:00 144	08:00 100	07:00 31	07:00 12	06:00 2	07:00 1	10:00 1	00:00 0
PM Peak	16:00 322	23:00 45.0	23:00 36.7	23:00 7.9	14:00 2	15:00 16	16:00 24	17:00 55	16:00 114	16:00 98	15:00 33	18:00 11	18:00 2	12:00 0	19:00 1	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

30/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	57.5	-	0	0	0	0	0	0	0	0	0	1	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	47.7	36.3	11.1	0	0	1	0	1	0	1	1	0	0	0	0
05:00	14	43.8	37.9	5.7	0	0	0	1	3	6	2	2	0	0	0	0
06:00	53	42.2	35.6	6.4	0	1	1	6	18	13	11	3	0	0	0	0
07:00	115	40.4	34.1	6.1	0	2	4	23	31	39	13	3	0	0	0	0
08:00	188	37.6	31.2	6.2	0	5	23	49	64	35	10	1	1	0	0	0
09:00	118	38.3	32.1	6.0	0	3	11	21	49	26	6	2	0	0	0	0
10:00	109	39.2	31.8	7.2	0	8	8	19	37	28	7	2	0	0	0	0
11:00	99	37.3	31.3	5.8	0	1	14	23	36	20	4	1	0	0	0	0
12:00	106	37.0	29.6	7.1	1	8	15	24	39	15	3	0	1	0	0	0
13:00	95	38.7	32.7	5.7	0	0	10	18	33	29	3	1	1	0	0	0
14:00	98	36.1	30.7	5.2	0	0	14	33	29	19	3	0	0	0	0	0
15:00	155	37.5	31.9	5.5	0	2	13	39	59	32	10	0	0	0	0	0
16:00	140	35.9	30.1	5.6	0	4	19	42	50	23	1	1	0	0	0	0
17:00	125	37.3	31.7	5.4	0	2	10	30	56	18	9	0	0	0	0	0
18:00	83	38.4	31.9	6.3	0	2	8	21	27	16	9	0	0	0	0	0
19:00	53	38.4	29.9	8.2	0	5	10	13	9	10	5	1	0	0	0	0
20:00	41	41.8	35.3	6.2	0	0	3	4	10	19	1	4	0	0	0	0
21:00	23	38.6	33.5	4.9	0	1	0	1	12	9	0	0	0	0	0	0
22:00	24	38.0	32.5	5.3	0	0	3	2	13	4	2	0	0	0	0	0
23:00	8	34.9	29.4	5.3	0	0	2	2	3	1	0	0	0	0	0	0
Total																
2H(10-12)	208	38.3	31.6	6.5	0	9	22	42	73	48	11	3	0	0	0	0
2H(14-16)	253	37.0	31.4	5.4	0	2	27	72	88	51	13	0	0	0	0	0
12H(7-19)	1431	37.9	31.5	6.1	1	37	149	342	510	300	78	11	3	0	0	0
24H(0-24)	1653	38.3	31.8	6.3	1	44	169	371	579	363	100	22	3	1	0	0
AM Peak	08:00 188	04:00 47.7	01:00 57.5	04:00 11.1	00:00 0	10:00 8	08:00 23	08:00 49	08:00 64	07:00 39	07:00 13	06:00 3	08:00 1	01:00 1	00:00 0	00:00 0
PM Peak	15:00 155	20:00 41.8	20:00 35.3	19:00 8.2	12:00 1	12:00 8	16:00 19	16:00 42	15:00 59	15:00 32	15:00 10	20:00 4	12:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	44.8	37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
01:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	42.5	42.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
04:00	2	15.0	15.0	0.0	0	2	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	29	44.4	36.5	7.7	0	2	0	0	9	9	6	3	0	0	0	0
07:00	84	42.4	34.8	7.4	0	4	2	13	18	31	12	2	2	0	0	0
08:00	174	41.3	32.9	8.1	1	13	15	18	49	53	17	8	0	0	0	0
09:00	89	40.9	34.6	6.1	0	2	4	9	27	34	11	2	0	0	0	0
10:00	86	41.3	33.5	7.5	0	7	3	6	30	32	5	1	2	0	0	0
11:00	95	38.4	32.6	5.6	0	3	4	17	39	28	3	1	0	0	0	0
12:00	113	39.4	33.0	6.2	0	2	10	18	40	31	10	2	0	0	0	0
13:00	96	40.6	34.1	6.3	0	2	5	15	26	35	12	0	1	0	0	0
14:00	119	39.7	33.1	6.3	0	4	5	22	42	34	10	1	1	0	0	0
15:00	160	40.7	34.4	6.0	0	6	4	11	59	62	14	4	0	0	0	0
16:00	161	39.1	32.7	6.1	0	8	8	13	80	41	10	0	1	0	0	0
17:00	156	41.4	34.2	7.0	0	6	10	7	66	44	15	5	3	0	0	0
18:00	85	42.8	36.4	6.2	0	2	1	6	24	26	23	3	0	0	0	0
19:00	85	42.4	34.1	8.0	0	7	4	7	19	34	10	3	1	0	0	0
20:00	36	41.8	35.4	6.1	0	0	1	3	17	8	4	2	1	0	0	0
21:00	29	41.0	33.0	7.7	0	2	2	4	8	9	3	1	0	0	0	0
22:00	25	47.2	37.2	9.6	0	0	2	3	5	8	4	1	0	1	1	0
23:00	6	42.8	40.0	2.7	0	0	0	0	0	3	3	0	0	0	0	0
Total																
2H(10-12)	181	39.8	33.0	6.6	0	10	7	23	69	60	8	2	2	0	0	0
2H(14-16)	279	40.3	33.9	6.2	0	10	9	33	101	96	24	5	1	0	0	0
12H(7-19)	1418	40.7	33.7	6.7	1	59	71	155	500	451	142	29	10	0	0	0
24H(0-24)	1636	41.1	33.9	6.9	1	72	80	172	559	522	175	41	12	1	1	0
AM Peak	08:00 174	00:00 44.8	01:00 47.5	08:00 8.1	08:00 1	08:00 13	08:00 15	08:00 18	08:00 49	08:00 53	08:00 17	08:00 8	07:00 2	00:00 0	00:00 0	00:00 0
PM Peak	16:00 161	22:00 47.2	23:00 40.0	22:00 9.6	12:00 0	16:00 8	12:00 10	14:00 22	16:00 80	15:00 62	18:00 23	17:00 5	17:00 3	22:00 1	22:00 1	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	44.8	37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
01:00	2	59.8	52.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0
02:00	2	49.8	42.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
03:00	2	42.5	42.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
04:00	6	43.6	29.2	13.9	0	2	1	0	1	0	1	1	0	0	0	0
05:00	14	43.8	37.9	5.7	0	0	0	1	3	6	2	2	0	0	0	0
06:00	82	43.0	35.9	6.9	0	3	1	6	27	22	17	6	0	0	0	0
07:00	199	41.3	34.4	6.7	0	6	6	36	49	70	25	5	2	0	0	0
08:00	362	39.5	32.0	7.2	1	18	38	67	113	88	27	9	1	0	0	0
09:00	207	39.6	33.2	6.1	0	5	15	30	76	60	17	4	0	0	0	0
10:00	195	40.2	32.5	7.4	0	15	11	25	67	60	12	3	2	0	0	0
11:00	194	37.9	31.9	5.7	0	4	18	40	75	48	7	2	0	0	0	0
12:00	219	38.5	31.4	6.8	1	10	25	42	79	46	13	2	1	0	0	0
13:00	191	39.7	33.4	6.0	0	2	15	33	59	64	15	1	2	0	0	0
14:00	217	38.2	32.0	6.0	0	4	19	55	71	53	13	1	1	0	0	0
15:00	315	39.3	33.2	5.9	0	8	17	50	118	94	24	4	0	0	0	0
16:00	301	37.8	31.5	6.0	0	12	27	55	130	64	11	1	1	0	0	0
17:00	281	39.7	33.1	6.4	0	8	20	37	122	62	24	5	3	0	0	0
18:00	168	41.0	34.2	6.6	0	4	9	27	51	42	32	3	0	0	0	0
19:00	138	41.1	32.5	8.3	0	12	14	20	28	44	15	4	1	0	0	0
20:00	77	41.7	35.4	6.1	0	0	4	7	27	27	5	6	1	0	0	0
21:00	52	40.0	33.2	6.6	0	3	2	5	20	18	3	1	0	0	0	0
22:00	49	43.3	34.9	8.1	0	0	5	5	18	12	6	1	0	1	1	0
23:00	14	41.1	33.9	6.9	0	0	2	2	3	4	3	0	0	0	0	0
Total																
2H(10-12)	389	39.1	32.2	6.6	0	19	29	65	142	108	19	5	2	0	0	0
2H(14-16)	532	38.9	32.7	5.9	0	12	36	105	189	147	37	5	1	0	0	0
12H(7-19)	2849	39.4	32.6	6.5	2	96	220	497	1010	751	220	40	13	0	0	0
24H(0-24)	3289	39.8	32.9	6.7	2	116	249	543	1138	885	275	63	15	2	1	0
AM Peak	08:00 362	01:00 59.8	01:00 52.5	04:00 13.9	08:00 1	08:00 18	08:00 38	08:00 67	08:00 113	08:00 88	08:00 27	08:00 9	07:00 2	01:00 1	00:00 0	00:00 0
PM Peak	15:00 315	22:00 43.3	20:00 35.4	19:00 8.3	12:00 1	16:00 12	16:00 27	14:00 55	16:00 130	15:00 94	18:00 32	20:00 6	17:00 3	22:00 1	22:00 1	12:00 0

Direction: Westbound

Direction: Eastbound

Direction: Total Flow

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Urchfont ATC, Western Site

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	1854	1536	301	2	15
Sat 25 Jun 2022	1308	1149	149	1	9
Sun 26 Jun 2022	985	871	106	3	5
Mon 27 Jun 2022	1622	1330	270	2	20
Tue 28 Jun 2022	1657	1363	274	4	16
Wed 29 Jun 2022	1771	1445	299	5	22
Thu 30 Jun 2022	1678	1433	227	3	15
5 Day Ave.	1716	1421	274	3	18
7 Day Ave.	1554	1304	232	3	15

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	1814	1495	297	4	18
Sat 25 Jun 2022	1300	1151	141	1	7
Sun 26 Jun 2022	1005	900	96	4	5
Mon 27 Jun 2022	1666	1385	266	2	13
Tue 28 Jun 2022	1656	1373	266	4	13
Wed 29 Jun 2022	1786	1500	263	4	19
Thu 30 Jun 2022	1676	1436	223	3	14
5 Day Ave.	1720	1438	263	3	15
7 Day Ave.	1558	1320	222	3	13

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	3668	3031	598	6	33
Sat 25 Jun 2022	2608	2300	290	2	16
Sun 26 Jun 2022	1990	1771	202	7	10
Mon 27 Jun 2022	3288	2715	536	4	33
Tue 28 Jun 2022	3313	2736	540	8	29
Wed 29 Jun 2022	3557	2945	562	9	41
Thu 30 Jun 2022	3354	2869	450	6	29
5 Day Ave.	3436	2859	537	7	33
7 Day Ave.	3111	2624	454	6	27

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	100.0%	82.8%	16.2%	0.1%	0.8%
Sat 25 Jun 2022	100.0%	87.8%	11.4%	0.1%	0.7%
Sun 26 Jun 2022	100.0%	88.4%	10.8%	0.3%	0.5%
Mon 27 Jun 2022	100.0%	82.0%	16.6%	0.1%	1.2%
Tue 28 Jun 2022	100.0%	82.3%	16.5%	0.2%	1.0%
Wed 29 Jun 2022	100.0%	81.6%	16.9%	0.3%	1.2%
Thu 30 Jun 2022	100.0%	85.4%	13.5%	0.2%	0.9%
5 Day Ave.	100.0%	82.8%	16.0%	0.2%	1.0%
7 Day Ave.	100.0%	83.9%	15.0%	0.2%	0.9%

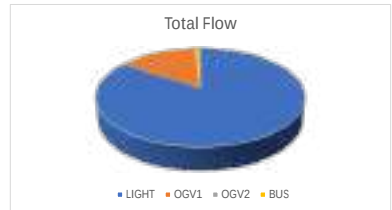
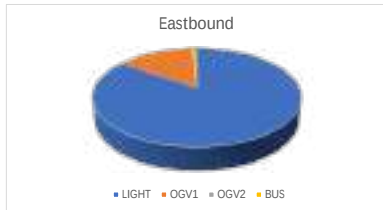
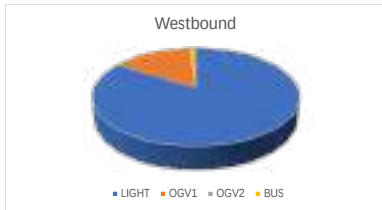
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	100.0%	82.4%	16.4%	0.2%	1.0%
Sat 25 Jun 2022	100.0%	88.5%	10.8%	0.1%	0.5%
Sun 26 Jun 2022	100.0%	89.6%	9.6%	0.4%	0.5%
Mon 27 Jun 2022	100.0%	83.1%	16.0%	0.1%	0.8%
Tue 28 Jun 2022	100.0%	82.9%	16.1%	0.2%	0.8%
Wed 29 Jun 2022	100.0%	84.0%	14.7%	0.2%	1.1%
Thu 30 Jun 2022	100.0%	85.7%	13.3%	0.2%	0.8%
5 Day Ave.	100.0%	83.6%	15.3%	0.2%	0.9%
7 Day Ave.	100.0%	84.7%	14.2%	0.2%	0.8%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 24 Jun 2022	100.0%	82.6%	16.3%	0.2%	0.9%
Sat 25 Jun 2022	100.0%	88.2%	11.1%	0.1%	0.6%
Sun 26 Jun 2022	100.0%	89.0%	10.2%	0.4%	0.5%
Mon 27 Jun 2022	100.0%	82.6%	16.3%	0.1%	1.0%
Tue 28 Jun 2022	100.0%	82.6%	16.3%	0.2%	0.9%
Wed 29 Jun 2022	100.0%	82.8%	15.8%	0.3%	1.2%
Thu 30 Jun 2022	100.0%	85.5%	13.4%	0.2%	0.9%
5 Day Ave.	100.0%	83.2%	15.6%	0.2%	1.0%
7 Day Ave.	100.0%	84.3%	14.6%	0.2%	0.9%

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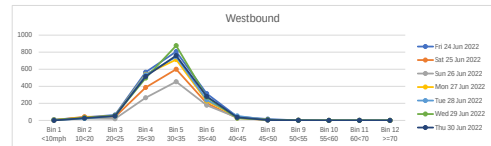


Urchfont ATC, Western Site

Direction: Westbound

	Total Volume	55th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 ≥70
Fri 24 Jun 2022	1854	36.8	31.4	5.2	9	35	64	565	807	314	44	16	0	0	0	0
Sat 25 Jun 2022	1308	36.5	31.1	5.2	2	43	42	386	600	201	28	5	1	0	0	0
Sun 26 Jun 2022	985	37.4	31.8	5.4	5	22	19	266	454	178	33	6	1	0	1	0
Mon 27 Jun 2022	1622	36.3	31.1	5.0	4	34	53	540	713	227	44	6	1	0	0	0
Tue 28 Jun 2022	1657	36.5	31.4	4.9	2	23	50	535	746	240	53	5	2	0	1	0
Wed 29 Jun 2022	1771	36.3	31.4	4.7	4	30	55	497	877	273	26	8	1	0	0	0
Thu 30 Jun 2022	1678	36.3	31.5	4.7	0	27	52	516	760	281	36	5	1	0	0	0
5 Day Ave.	1716	36.4	31.4	4.9	4	30	55	531	781	267	41	8	1	0	0	0
7 Day Ave.	1554	36.6	31.4	5.0	4	31	48	472	708	245	38	7	1	0	0	0

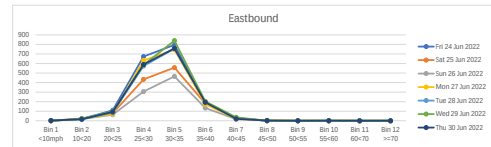
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Direction: Eastbound

	Total Volume	55th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 ≥70
Fri 24 Jun 2022	1814	35.0	30.5	4.3	0	18	110	673	795	191	25	1	0	0	0	0
Sat 25 Jun 2022	1300	35.8	30.8	4.8	0	23	78	434	557	181	26	1	0	0	0	0
Sun 26 Jun 2022	1005	35.8	30.9	4.8	1	17	63	306	465	194	16	3	0	0	0	0
Mon 27 Jun 2022	1666	35.1	30.7	4.3	0	20	70	632	744	174	21	5	0	0	0	0
Tue 28 Jun 2022	1656	35.4	30.8	4.4	1	15	86	573	756	196	29	0	0	0	0	0
Wed 29 Jun 2022	1786	35.5	30.9	4.5	0	23	99	585	840	203	36	0	0	0	0	0
Thu 30 Jun 2022	1676	35.3	30.7	4.4	2	16	93	590	759	193	20	2	0	1	0	0
5 Day Ave.	1720	35.3	30.7	4.4	1	18	92	611	779	191	26	2	0	0	0	0
7 Day Ave.	1558	35.4	30.8	4.5	1	19	86	542	702	182	25	2	0	0	0	0

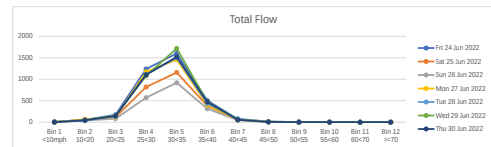
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Direction: Total Flow

	Total Volume	55th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 ≥70
Fri 24 Jun 2022	3668	36.0	31.0	4.8	9	53	174	1238	1602	505	70	17	0	0	0	0
Sat 25 Jun 2022	2608	36.1	31.0	5.0	2	66	120	820	1157	382	54	6	1	0	0	0
Sun 26 Jun 2022	1990	36.6	31.4	5.1	6	39	82	572	919	312	49	9	1	0	1	0
Mon 27 Jun 2022	3288	35.7	30.9	4.7	4	54	123	1172	1457	401	65	11	1	0	0	0
Tue 28 Jun 2022	3313	35.9	31.1	4.6	3	38	136	1108	1502	436	82	5	2	0	1	0
Wed 29 Jun 2022	3557	35.9	31.1	4.6	4	53	154	1082	1717	476	62	8	1	0	0	0
Thu 30 Jun 2022	3254	35.8	31.1	4.6	2	43	145	1106	1519	474	56	7	1	1	0	0
5 Day Ave.	3436	35.9	31.0	4.6	4	48	148	1141	1599	458	67	10	1	0	0	0
7 Day Ave.	3111	36.0	31.1	4.8	4	49	133	1014	1410	427	63	9	1	0	0	0

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Urchfont ATC, Western Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	168	36.1	30.3	5.6	3	4	11	47	80	21	2	0	0	0	0	0
Sat 25 Jun 2022	216	35.8	30.9	4.7	0	6	4	74	100	28	4	0	0	0	0	0
Sun 26 Jun 2022	178	37.4	31.5	5.7	1	4	3	57	76	31	5	0	0	0	1	0
Mon 27 Jun 2022	196	34.7	30.1	4.4	0	5	6	86	78	20	1	0	0	0	0	0
Tue 28 Jun 2022	192	35.5	30.7	4.6	0	3	10	67	86	23	2	1	0	0	0	0
Wed 29 Jun 2022	207	36.1	31.1	4.8	1	3	5	69	100	24	2	3	0	0	0	0
Thu 30 Jun 2022	199	35.3	30.6	4.5	0	4	7	75	87	23	3	0	0	0	0	0
5 Day Ave.	192	35.5	30.6	4.8	1	4	8	69	86	22	2	1	0	0	0	0
7 Day Ave.	194	35.8	30.8	4.9	1	4	7	68	87	24	3	1	0	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	212	34.7	30.3	4.2	0	1	15	87	85	21	3	0	0	0	0	0
Sat 25 Jun 2022	256	33.9	29.7	4.1	0	4	20	105	111	16	0	0	0	0	0	0
Sun 26 Jun 2022	215	34.7	30.2	4.3	0	4	15	75	104	15	2	0	0	0	0	0
Mon 27 Jun 2022	195	33.9	29.5	4.3	0	5	12	90	75	13	0	0	0	0	0	0
Tue 28 Jun 2022	213	34.8	30.4	4.2	0	2	19	64	110	16	2	0	0	0	0	0
Wed 29 Jun 2022	192	34.8	30.6	4.0	0	3	7	66	98	17	1	0	0	0	0	0
Thu 30 Jun 2022	219	34.6	29.9	4.5	0	2	28	73	93	22	1	0	0	0	0	0
5 Day Ave.	206	34.6	30.1	4.3	0	3	16	76	92	18	1	0	0	0	0	0
7 Day Ave.	215	34.5	30.1	4.2	0	3	17	80	97	17	1	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	380	35.4	30.3	4.9	3	5	26	134	165	42	5	0	0	0	0	0
Sat 25 Jun 2022	472	34.8	30.3	4.4	0	10	24	179	211	44	4	0	0	0	0	0
Sun 26 Jun 2022	393	36.0	30.8	5.0	1	8	18	132	180	46	7	0	0	0	1	0
Mon 27 Jun 2022	391	34.3	29.8	4.3	0	10	18	176	153	33	1	0	0	0	0	0
Tue 28 Jun 2022	405	35.1	30.6	4.4	0	5	29	131	196	39	4	1	0	0	0	0
Wed 29 Jun 2022	399	35.5	30.9	4.5	1	6	12	135	198	41	3	3	0	0	0	0
Thu 30 Jun 2022	418	35.0	30.3	4.5	0	6	35	148	180	45	4	0	0	0	0	0
5 Day Ave.	399	35.0	30.4	4.5	1	6	24	145	178	40	3	1	0	0	0	0
7 Day Ave.	408	35.2	30.4	4.6	1	7	23	148	183	41	4	1	0	0	0	0

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	322	35.4	30.7	4.6	0	5	13	124	136	38	4	2	0	0	0	0
Sat 25 Jun 2022	194	35.1	31.3	3.6	0	1	3	63	103	23	1	0	0	0	0	0
Sun 26 Jun 2022	168	37.1	31.0	5.9	2	7	4	48	75	25	7	0	0	0	0	0
Mon 27 Jun 2022	250	36.4	30.6	5.6	1	10	13	80	105	34	5	2	0	0	0	0
Tue 28 Jun 2022	270	36.0	31.3	4.5	1	2	6	95	122	35	9	0	0	0	0	0
Wed 29 Jun 2022	249	35.9	31.7	4.1	0	0	9	73	123	39	4	1	0	0	0	0
Thu 30 Jun 2022	285	35.6	31.6	3.9	0	1	10	77	150	45	2	0	0	0	0	0
5 Day Ave.	275	35.9	31.2	4.5	0	4	10	90	127	38	5	1	0	0	0	0
7 Day Ave.	248	35.9	31.2	4.6	1	4	8	80	116	34	5	1	0	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	298	33.4	29.5	3.8	0	0	28	144	109	16	0	1	0	0	0	0
Sat 25 Jun 2022	176	36.1	31.4	4.5	0	2	8	52	82	28	4	0	0	0	0	0
Sun 26 Jun 2022	139	36.0	30.6	5.2	1	3	10	41	63	19	2	0	0	0	0	0
Mon 27 Jun 2022	245	34.8	30.6	4.1	0	1	11	97	111	21	3	1	0	0	0	0
Tue 28 Jun 2022	241	34.9	30.6	4.2	0	3	6	103	95	33	1	0	0	0	0	0
Wed 29 Jun 2022	266	34.9	29.9	4.9	0	5	27	106	96	26	6	0	0	0	0	0
Thu 30 Jun 2022	264	34.1	30.1	3.9	0	1	17	109	117	18	2	0	0	0	0	0
5 Day Ave.	263	34.4	30.1	4.1	0	2	18	112	106	23	2	0	0	0	0	0
7 Day Ave.	233	34.9	30.4	4.4	0	2	15	93	96	23	3	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	620	34.5	30.1	4.3	0	5	41	268	245	54	4	3	0	0	0	0
Sat 25 Jun 2022	370	35.6	31.3	4.1	0	3	11	115	185	51	5	0	0	0	0	0
Sun 26 Jun 2022	307	36.6	30.8	5.6	3	10	14	89	138	44	9	0	0	0	0	0
Mon 27 Jun 2022	495	35.7	30.6	4.9	1	11	24	177	216	55	8	3	0	0	0	0
Tue 28 Jun 2022	511	35.5	31.0	4.4	1	5	12	198	217	68	10	0	0	0	0	0
Wed 29 Jun 2022	515	35.5	30.7	4.6	0	5	36	179	219	65	10	1	0	0	0	0
Thu 30 Jun 2022	549	35.0	30.9	3.9	0	2	27	186	267	63	4	0	0	0	0	0
5 Day Ave.	538	35.2	30.7	4.4	0	6	28	202	233	61	7	1	0	0	0	0
7 Day Ave.	481	35.5	30.8	4.5	1	6	24	173	212	57	7	1	0	0	0	0

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

24/06/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	4	3	1	0	0
06:00	22	18	3	0	1
07:00	93	66	24	0	3
08:00	189	160	26	0	3
09:00	112	77	32	0	3
10:00	84	63	19	2	0
11:00	84	67	17	0	0
12:00	123	101	21	0	1
13:00	135	102	32	0	1
14:00	143	123	19	0	1
15:00	179	159	20	0	0
16:00	174	149	25	0	0
17:00	204	171	31	0	2
18:00	118	105	13	0	0
19:00	65	61	4	0	0
20:00	49	46	3	0	0
21:00	31	24	7	0	0
22:00	18	17	1	0	0
23:00	19	17	2	0	0
Total					
12H(7-19)	1638	1343	279	2	14
16H(6-22)	1805	1492	296	2	15
18H(6-24)	1842	1526	299	2	15
24H(0-24)	1854	1536	301	2	15
AM Peak	08:00	08:00	09:00	10:00	07:00
	189	160	32	2	3
PM Peak	17:00	17:00	13:00	12:00	17:00
	204	171	32	0	2

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	11	10	1	0	0
06:00	40	32	7	1	0
07:00	124	101	22	0	1
08:00	189	160	28	0	1
09:00	97	77	18	0	2
10:00	102	86	15	1	0
11:00	110	82	26	0	2
12:00	115	89	25	0	1
13:00	124	101	21	0	2
14:00	120	101	18	0	1
15:00	178	147	28	0	3
16:00	149	127	20	1	1
17:00	127	106	18	0	3
18:00	130	108	20	1	1
19:00	72	63	9	0	0
20:00	43	36	7	0	0
21:00	45	36	9	0	0
22:00	23	20	3	0	0
23:00	11	10	1	0	0
Total					
12H(7-19)	1565	1285	259	3	18
16H(6-22)	1765	1452	291	4	18
18H(6-24)	1799	1482	295	4	18
24H(0-24)	1814	1495	297	4	18
AM Peak	08:00	08:00	08:00	06:00	09:00
	189	160	28	1	2
PM Peak	15:00	15:00	15:00	16:00	15:00
	178	147	28	1	3

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	5	1	0	0
01:00	4	4	0	0	0
02:00	1	0	1	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	15	13	2	0	0
06:00	62	50	10	1	1
07:00	217	167	46	0	4
08:00	378	320	54	0	4
09:00	209	154	50	0	5
10:00	186	149	34	3	0
11:00	194	149	43	0	2
12:00	238	190	46	0	2
13:00	259	203	53	0	3
14:00	263	224	37	0	2
15:00	357	306	48	0	3
16:00	323	276	45	1	1
17:00	331	277	49	0	5
18:00	248	213	33	1	1
19:00	137	124	13	0	0
20:00	92	82	10	0	0
21:00	76	60	16	0	0
22:00	41	37	4	0	0
23:00	30	27	3	0	0
Total					
12H(7-19)	3203	2628	538	5	32
16H(6-22)	3570	2944	587	6	33
18H(6-24)	3641	3008	594	6	33
24H(0-24)	3668	3031	598	6	33
AM Peak	08:00	08:00	08:00	10:00	09:00
	378	320	54	3	5
PM Peak	15:00	15:00	13:00	16:00	17:00
	357	306	53	1	5

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

25/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	5	5	0	0	0
02:00	1	1	0	0	0
03:00	2	1	1	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	4	4	0	0	0
07:00	29	20	9	0	0
08:00	60	43	14	0	3
09:00	75	67	7	0	1
10:00	95	84	10	0	1
11:00	121	110	11	0	0
12:00	151	130	21	0	0
13:00	151	139	11	0	1
14:00	101	83	16	0	2
15:00	93	83	10	0	0
16:00	109	95	13	1	0
17:00	103	92	10	0	1
18:00	59	54	5	0	0
19:00	38	36	2	0	0
20:00	36	35	1	0	0
21:00	36	31	5	0	0
22:00	17	16	1	0	0
23:00	15	13	2	0	0
Total					
12H(7-19)	1147	1000	137	1	9
16H(6-22)	1261	1106	145	1	9
18H(6-24)	1293	1135	148	1	9
24H(0-24)	1308	1149	149	1	9
AM Peak	11:00	11:00	08:00	00:00	08:00
	121	110	14	0	3
PM Peak	12:00	13:00	12:00	16:00	14:00
	151	139	21	1	2

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	3	3	0	0	0
06:00	13	11	2	0	0
07:00	28	23	4	0	1
08:00	77	65	11	0	1
09:00	103	89	14	0	0
10:00	124	110	14	0	0
11:00	132	117	13	1	1
12:00	122	105	16	0	1
13:00	142	129	12	0	1
14:00	113	100	13	0	0
15:00	63	56	6	0	1
16:00	82	75	6	0	1
17:00	81	71	10	0	0
18:00	66	63	3	0	0
19:00	52	47	5	0	0
20:00	33	28	5	0	0
21:00	23	22	1	0	0
22:00	23	18	5	0	0
23:00	13	12	1	0	0
Total					
12H(7-19)	1133	1003	122	1	7
16H(6-22)	1254	1111	135	1	7
18H(6-24)	1290	1141	141	1	7
24H(0-24)	1300	1151	141	1	7
AM Peak	11:00	11:00	09:00	11:00	07:00
	132	117	14	1	1
PM Peak	13:00	13:00	12:00	12:00	12:00
	142	129	16	0	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	7	7	0	0	0
02:00	3	3	0	0	0
03:00	2	1	1	0	0
04:00	2	2	0	0	0
05:00	3	3	0	0	0
06:00	17	15	2	0	0
07:00	57	43	13	0	1
08:00	137	108	25	0	4
09:00	178	156	21	0	1
10:00	219	194	24	0	1
11:00	253	227	24	1	1
12:00	273	235	37	0	1
13:00	293	268	23	0	2
14:00	214	183	29	0	2
15:00	156	139	16	0	1
16:00	191	170	19	1	1
17:00	184	163	20	0	1
18:00	125	117	8	0	0
19:00	90	83	7	0	0
20:00	69	63	6	0	0
21:00	59	53	6	0	0
22:00	40	34	6	0	0
23:00	28	25	3	0	0
Total					
12H(7-19)	2280	2003	259	2	16
16H(6-22)	2515	2217	280	2	16
18H(6-24)	2583	2276	289	2	16
24H(0-24)	2608	2300	290	2	16
AM Peak	11:00	11:00	08:00	11:00	08:00
	253	227	25	1	4
PM Peak	13:00	13:00	12:00	16:00	13:00
	293	268	37	1	2

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

26/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	12	11	1	0	0
01:00	2	1	1	0	0
02:00	4	4	0	0	0
03:00	3	3	0	0	0
04:00	2	2	0	0	0
05:00	3	3	0	0	0
06:00	2	0	1	1	0
07:00	12	11	1	0	0
08:00	16	14	2	0	0
09:00	37	32	5	0	0
10:00	78	68	9	0	1
11:00	100	82	17	1	0
12:00	113	101	10	1	1
13:00	83	78	5	0	0
14:00	83	74	8	0	1
15:00	85	74	11	0	0
16:00	98	87	10	0	1
17:00	76	69	7	0	0
18:00	67	61	5	0	1
19:00	52	46	6	0	0
20:00	25	20	5	0	0
21:00	16	14	2	0	0
22:00	12	12	0	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	848	751	90	2	5
16H(6-22)	943	831	104	3	5
18H(6-24)	959	847	104	3	5
24H(0-24)	985	871	106	3	5
AM Peak	11:00	11:00	11:00	06:00	10:00
	100	82	17	1	1
PM Peak	12:00	12:00	15:00	12:00	12:00
	113	101	11	1	1

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	11	0	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	10	9	1	0	0
07:00	17	14	2	1	0
08:00	38	35	3	0	0
09:00	68	61	6	1	0
10:00	100	90	9	0	1
11:00	115	103	11	1	0
12:00	102	89	12	0	1
13:00	74	71	3	0	0
14:00	76	68	7	0	1
15:00	63	54	9	0	0
16:00	72	63	7	1	1
17:00	65	57	8	0	0
18:00	69	63	5	0	1
19:00	56	50	6	0	0
20:00	27	23	4	0	0
21:00	16	14	2	0	0
22:00	12	11	1	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	859	768	82	4	5
16H(6-22)	968	864	95	4	5
18H(6-24)	986	881	96	4	5
24H(0-24)	1005	900	96	4	5
AM Peak	11:00	11:00	11:00	07:00	10:00
	115	103	11	1	1
PM Peak	12:00	12:00	12:00	16:00	12:00
	102	89	12	1	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	23	22	1	0	0
01:00	6	5	1	0	0
02:00	4	4	0	0	0
03:00	4	4	0	0	0
04:00	3	3	0	0	0
05:00	5	5	0	0	0
06:00	12	9	2	1	0
07:00	29	25	3	1	0
08:00	54	49	5	0	0
09:00	105	93	11	1	0
10:00	178	158	18	0	2
11:00	215	185	28	2	0
12:00	215	190	22	1	2
13:00	157	149	8	0	0
14:00	159	142	15	0	2
15:00	148	128	20	0	0
16:00	170	150	17	1	2
17:00	141	126	15	0	0
18:00	136	124	10	0	2
19:00	108	96	12	0	0
20:00	52	43	9	0	0
21:00	32	28	4	0	0
22:00	24	23	1	0	0
23:00	10	10	0	0	0
Total					
12H(7-19)	1707	1519	172	6	10
16H(6-22)	1911	1695	199	7	10
18H(6-24)	1945	1728	200	7	10
24H(0-24)	1990	1771	202	7	10
AM Peak	11:00	11:00	11:00	11:00	10:00
	215	185	28	2	2
PM Peak	12:00	12:00	12:00	12:00	12:00
	215	190	22	1	2

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

27/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	1	1	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	2	2	0	0
06:00	29	24	4	0	1
07:00	99	67	29	1	2
08:00	171	136	33	0	2
09:00	88	64	22	0	2
10:00	99	75	20	0	4
11:00	97	79	16	0	2
12:00	96	79	16	0	1
13:00	79	68	9	0	2
14:00	109	94	14	0	1
15:00	141	116	24	1	0
16:00	160	138	21	0	1
17:00	187	160	26	0	1
18:00	100	86	13	0	1
19:00	70	57	13	0	0
20:00	39	35	4	0	0
21:00	30	29	1	0	0
22:00	13	12	1	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	1426	1162	243	2	19
16H(6-22)	1594	1307	265	2	20
18H(6-24)	1611	1323	266	2	20
24H(0-24)	1622	1330	270	2	20
AM Peak	08:00	08:00	08:00	07:00	10:00
	171	136	33	1	4
PM Peak	17:00	17:00	17:00	15:00	13:00
	187	160	26	1	2

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	2	2	0	0	0
02:00	2	1	1	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	19	16	3	0	0
06:00	64	58	6	0	0
07:00	135	110	25	0	0
08:00	190	157	33	0	0
09:00	114	91	23	0	0
10:00	103	88	12	2	1
11:00	92	74	17	0	1
12:00	85	73	11	0	1
13:00	98	83	14	0	1
14:00	92	75	16	0	1
15:00	153	118	31	0	4
16:00	132	103	28	0	1
17:00	135	113	19	0	3
18:00	87	73	14	0	0
19:00	55	49	6	0	0
20:00	49	46	3	0	0
21:00	36	33	3	0	0
22:00	13	12	1	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	1416	1158	243	2	13
16H(6-22)	1620	1344	261	2	13
18H(6-24)	1634	1357	262	2	13
24H(0-24)	1666	1385	266	2	13
AM Peak	08:00	08:00	08:00	10:00	10:00
	190	157	33	2	1
PM Peak	15:00	15:00	15:00	12:00	15:00
	153	118	31	0	4

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	9	1	0	0
01:00	3	3	0	0	0
02:00	3	1	2	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	23	18	5	0	0
06:00	93	82	10	0	1
07:00	234	177	54	1	2
08:00	361	293	66	0	2
09:00	202	155	45	0	2
10:00	202	163	32	2	5
11:00	189	153	33	0	3
12:00	181	152	27	0	2
13:00	177	151	23	0	3
14:00	201	169	30	0	2
15:00	294	234	55	1	4
16:00	292	241	49	0	2
17:00	322	273	45	0	4
18:00	187	159	27	0	1
19:00	125	106	19	0	0
20:00	88	81	7	0	0
21:00	66	62	4	0	0
22:00	26	24	2	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	2842	2320	486	4	32
16H(6-22)	3214	2651	526	4	33
18H(6-24)	3245	2680	528	4	33
24H(0-24)	3288	2715	536	4	33
AM Peak	08:00	08:00	08:00	10:00	10:00
	361	293	66	2	5
PM Peak	17:00	17:00	15:00	15:00	15:00
	322	273	55	1	4

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

28/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	25	19	4	1	1
07:00	80	60	18	0	2
08:00	174	140	30	0	4
09:00	104	72	30	0	2
10:00	105	87	16	0	2
11:00	87	70	16	1	0
12:00	102	83	18	0	1
13:00	93	74	17	2	0
14:00	141	116	24	0	1
15:00	129	117	12	0	0
16:00	158	136	21	0	1
17:00	161	133	27	0	1
18:00	116	98	17	0	1
19:00	64	58	6	0	0
20:00	44	39	5	0	0
21:00	41	32	9	0	0
22:00	18	17	1	0	0
23:00	9	8	1	0	0
Total					
12H(7-19)	1450	1186	246	3	15
16H(6-22)	1624	1334	270	4	16
18H(6-24)	1651	1359	272	4	16
24H(0-24)	1657	1363	274	4	16
AM Peak	08:00	08:00	08:00	06:00	08:00
	174	140	30	1	4
PM Peak	17:00	16:00	17:00	13:00	12:00
	161	136	27	2	1

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	3	3	0	0	0
05:00	11	11	0	0	0
06:00	53	45	8	0	0
07:00	140	117	22	0	1
08:00	194	162	31	1	0
09:00	104	83	20	0	1
10:00	103	85	16	2	0
11:00	110	81	28	0	1
12:00	108	83	22	0	3
13:00	102	84	16	1	1
14:00	80	69	11	0	0
15:00	161	131	28	0	2
16:00	141	120	18	0	3
17:00	110	93	16	0	1
18:00	69	60	9	0	0
19:00	69	57	12	0	0
20:00	40	38	2	0	0
21:00	19	15	4	0	0
22:00	18	16	2	0	0
23:00	9	9	0	0	0
Total					
12H(7-19)	1422	1168	237	4	13
16H(6-22)	1603	1323	263	4	13
18H(6-24)	1630	1348	265	4	13
24H(0-24)	1656	1373	266	4	13
AM Peak	08:00	08:00	08:00	10:00	07:00
	194	162	31	2	1
PM Peak	15:00	15:00	15:00	13:00	12:00
	161	131	28	1	3

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	9	2	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	2	1	1	0	0
04:00	3	3	0	0	0
05:00	12	12	0	0	0
06:00	78	64	12	1	1
07:00	220	177	40	0	3
08:00	368	302	61	1	4
09:00	208	155	50	0	3
10:00	208	172	32	2	2
11:00	197	151	44	1	1
12:00	210	166	40	0	4
13:00	195	158	33	3	1
14:00	221	185	35	0	1
15:00	290	248	40	0	2
16:00	299	256	39	0	4
17:00	271	226	43	0	2
18:00	185	158	26	0	1
19:00	133	115	18	0	0
20:00	84	77	7	0	0
21:00	60	47	13	0	0
22:00	36	33	3	0	0
23:00	18	17	1	0	0
Total					
12H(7-19)	2872	2354	483	7	28
16H(6-22)	3227	2657	533	8	29
18H(6-24)	3281	2707	537	8	29
24H(0-24)	3313	2736	540	8	29
AM Peak	08:00	08:00	08:00	10:00	08:00
	368	302	61	2	4
PM Peak	16:00	16:00	17:00	13:00	12:00
	299	256	43	3	4

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

29/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	3	3	0	0	0
06:00	29	21	7	0	1
07:00	89	68	18	0	3
08:00	180	143	31	2	4
09:00	147	125	17	2	3
10:00	85	62	20	0	3
11:00	122	99	21	0	2
12:00	108	85	23	0	0
13:00	96	76	20	0	0
14:00	104	83	19	0	2
15:00	145	124	21	0	0
16:00	175	137	35	1	2
17:00	166	145	19	0	2
18:00	123	101	22	0	0
19:00	87	77	10	0	0
20:00	48	39	9	0	0
21:00	27	23	4	0	0
22:00	22	20	2	0	0
23:00	10	9	1	0	0
Total					
12H(7-19)	1540	1248	266	5	21
16H(6-22)	1731	1408	296	5	22
18H(6-24)	1763	1437	299	5	22
24H(0-24)	1771	1445	299	5	22
AM Peak	08:00	08:00	08:00	08:00	08:00
	180	143	31	2	4
PM Peak	16:00	17:00	16:00	16:00	14:00
	175	145	35	1	2

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	2	1	1	0	0
03:00	3	3	0	0	0
04:00	4	4	0	0	0
05:00	13	12	1	0	0
06:00	54	48	6	0	0
07:00	146	122	24	0	0
08:00	191	164	25	0	2
09:00	122	97	23	1	1
10:00	102	84	16	0	2
11:00	90	76	12	1	1
12:00	112	88	22	0	2
13:00	122	96	23	1	2
14:00	135	112	21	1	1
15:00	131	110	19	0	2
16:00	151	127	22	0	2
17:00	134	111	19	0	4
18:00	86	80	6	0	0
19:00	51	43	8	0	0
20:00	48	43	5	0	0
21:00	43	35	8	0	0
22:00	36	34	2	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	1522	1267	232	4	19
16H(6-22)	1718	1436	259	4	19
18H(6-24)	1760	1476	261	4	19
24H(0-24)	1786	1500	263	4	19
AM Peak	08:00	08:00	08:00	09:00	08:00
	191	164	25	1	2
PM Peak	16:00	16:00	13:00	13:00	17:00
	151	127	23	1	4

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	2	2	0	0	0
02:00	4	3	1	0	0
03:00	3	3	0	0	0
04:00	5	5	0	0	0
05:00	16	15	1	0	0
06:00	83	69	13	0	1
07:00	235	190	42	0	3
08:00	371	307	56	2	6
09:00	269	222	40	3	4
10:00	187	146	36	0	5
11:00	212	175	33	1	3
12:00	220	173	45	0	2
13:00	218	172	43	1	2
14:00	239	195	40	1	3
15:00	276	234	40	0	2
16:00	326	264	57	1	4
17:00	300	256	38	0	6
18:00	209	181	28	0	0
19:00	138	120	18	0	0
20:00	96	82	14	0	0
21:00	70	58	12	0	0
22:00	58	54	4	0	0
23:00	16	15	1	0	0
Total					
12H(7-19)	3062	2515	498	9	40
16H(6-22)	3449	2844	555	9	41
18H(6-24)	3523	2913	560	9	41
24H(0-24)	3557	2945	562	9	41
AM Peak	08:00	08:00	08:00	09:00	08:00
	371	307	56	3	6
PM Peak	16:00	16:00	16:00	13:00	17:00
	326	264	57	1	6

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

30/06/2022					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	2	1	1	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	29	24	4	0	1
07:00	85	64	18	0	3
08:00	165	133	27	1	4
09:00	84	68	15	0	1
10:00	90	80	9	0	1
11:00	109	89	19	1	0
12:00	125	103	19	1	2
13:00	91	80	10	0	1
14:00	132	112	19	0	1
15:00	153	132	21	0	0
16:00	159	133	26	0	0
17:00	161	146	14	0	1
18:00	97	92	5	0	0
19:00	89	82	7	0	0
20:00	40	36	4	0	0
21:00	25	18	7	0	0
22:00	29	27	2	0	0
23:00	7	7	0	0	0
Total					
12H(7-19)	1451	1232	202	3	14
16H(6-22)	1634	1392	224	3	15
18H(6-24)	1670	1426	226	3	15
24H(0-24)	1678	1433	227	3	15
AM Peak	08:00	08:00	08:00	08:00	08:00
	165	133	27	1	4
PM Peak	17:00	17:00	16:00	12:00	12:00
	161	146	26	1	2

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	16	15	0	0	1
06:00	57	51	6	0	0
07:00	110	94	15	0	1
08:00	194	167	27	0	0
09:00	128	112	14	1	1
10:00	114	96	17	0	1
11:00	105	86	17	0	2
12:00	102	85	16	0	1
13:00	96	74	20	1	1
14:00	96	83	12	0	1
15:00	168	144	21	1	2
16:00	134	109	25	0	0
17:00	123	105	15	0	3
18:00	85	80	5	0	0
19:00	45	42	3	0	0
20:00	43	36	7	0	0
21:00	26	24	2	0	0
22:00	21	20	1	0	0
23:00	7	7	0	0	0
Total					
12H(7-19)	1455	1235	204	3	13
16H(6-22)	1626	1388	222	3	13
18H(6-24)	1654	1415	223	3	13
24H(0-24)	1676	1436	223	3	14
AM Peak	08:00	08:00	08:00	09:00	11:00
	194	167	27	1	2
PM Peak	15:00	15:00	16:00	13:00	17:00
	168	144	25	1	3

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	3	3	0	0	0
02:00	2	2	0	0	0
03:00	2	1	1	0	0
04:00	3	3	0	0	0
05:00	16	15	0	0	1
06:00	86	75	10	0	1
07:00	195	158	33	0	4
08:00	359	300	54	1	4
09:00	212	180	29	1	2
10:00	204	176	26	0	2
11:00	214	175	36	1	2
12:00	227	188	35	1	3
13:00	187	154	30	1	2
14:00	228	195	31	0	2
15:00	321	276	42	1	2
16:00	293	242	51	0	0
17:00	284	251	29	0	4
18:00	182	172	10	0	0
19:00	134	124	10	0	0
20:00	83	72	11	0	0
21:00	51	42	9	0	0
22:00	50	47	3	0	0
23:00	14	14	0	0	0
Total					
12H(7-19)	2906	2467	406	6	27
16H(6-22)	3260	2780	446	6	28
18H(6-24)	3324	2841	449	6	28
24H(0-24)	3354	2869	450	6	29
AM Peak	08:00	08:00	08:00	08:00	07:00
	359	300	54	1	4
PM Peak	15:00	15:00	16:00	12:00	17:00
	321	276	51	1	4

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

24/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	37.1	29.2	7.6	0	0	1	1	0	1	0	0	0	0	0	0
01:00	4	43.0	40.0	2.9	0	0	0	0	0	2	2	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	44.7	28.9	15.3	1	0	0	1	0	1	1	0	0	0	0	0
06:00	22	41.5	31.6	9.5	0	4	0	3	7	4	3	1	0	0	0	0
07:00	93	38.4	33.1	5.1	1	0	0	19	46	20	6	1	0	0	0	0
08:00	189	38.0	31.1	6.7	3	11	5	47	76	41	3	3	0	0	0	0
09:00	112	35.0	30.8	4.1	0	1	4	42	49	16	0	0	0	0	0	0
10:00	84	35.7	30.5	5.0	1	1	7	22	42	11	0	0	0	0	0	0
11:00	84	36.5	30.2	6.1	2	3	4	25	38	10	2	0	0	0	0	0
12:00	123	35.8	31.6	4.1	0	0	4	40	54	24	1	0	0	0	0	0
13:00	135	36.2	31.0	5.0	0	3	4	54	47	24	2	1	0	0	0	0
14:00	143	35.7	30.6	4.9	0	4	5	55	59	17	2	1	0	0	0	0
15:00	179	35.3	30.8	4.3	0	1	8	69	77	21	2	1	0	0	0	0
16:00	174	36.2	31.3	4.7	0	3	8	48	85	27	2	1	0	0	0	0
17:00	204	36.0	31.0	4.8	1	2	6	71	98	20	3	3	0	0	0	0
18:00	118	38.4	33.2	5.0	0	0	5	23	52	30	5	3	0	0	0	0
19:00	65	37.3	32.3	4.8	0	1	0	20	26	15	3	0	0	0	0	0
20:00	49	39.1	32.9	6.0	0	1	1	15	14	13	4	1	0	0	0	0
21:00	31	37.3	33.3	3.9	0	0	0	6	15	9	1	0	0	0	0	0
22:00	18	37.5	32.5	4.9	0	0	2	1	11	3	1	0	0	0	0	0
23:00	19	37.3	33.3	3.8	0	0	0	3	11	4	1	0	0	0	0	0
Total																
2H(10-12)	168	36.1	30.3	5.6	3	4	11	47	80	21	2	0	0	0	0	0
2H(14-16)	322	35.4	30.7	4.6	0	5	13	124	136	38	4	2	0	0	0	0
12H(7-19)	1638	36.5	31.2	5.1	8	29	60	515	723	261	28	14	0	0	0	0
24H(0-24)	1854	36.8	31.4	5.2	9	35	64	565	807	314	44	16	0	0	0	0
AM Peak	08:00 189	05:00 44.7	01:00 40.0	05:00 15.3	08:00 3	08:00 11	10:00 7	08:00 47	08:00 76	08:00 41	07:00 6	08:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 204	20:00 39.1	21:00 33.3	20:00 6.0	17:00 1	14:00 4	15:00 8	17:00 71	17:00 98	18:00 30	18:00 5	17:00 3	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	3	33.8	30.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	38.7	32.3	6.2	0	1	0	0	7	3	0	0	0	0	0	0
06:00	40	36.4	30.9	5.3	0	2	1	11	20	5	1	0	0	0	0	0
07:00	124	36.5	31.8	4.5	0	1	7	30	58	26	2	0	0	0	0	0
08:00	189	34.7	30.5	4.1	0	3	6	71	93	14	2	0	0	0	0	0
09:00	97	34.8	29.7	4.9	0	3	5	47	30	10	2	0	0	0	0	0
10:00	102	34.0	29.5	4.3	0	1	8	52	31	9	1	0	0	0	0	0
11:00	110	35.2	31.0	4.1	0	0	7	35	54	12	2	0	0	0	0	0
12:00	115	34.8	30.3	4.3	0	0	11	43	49	9	3	0	0	0	0	0
13:00	124	33.7	29.8	3.8	0	2	7	52	58	5	0	0	0	0	0	0
14:00	120	34.0	30.1	3.8	0	0	9	50	51	10	0	0	0	0	0	0
15:00	178	32.9	29.0	3.8	0	0	19	94	58	6	0	1	0	0	0	0
16:00	149	34.2	30.4	3.6	0	0	7	63	65	14	0	0	0	0	0	0
17:00	127	35.8	30.9	4.7	0	3	6	39	58	20	1	0	0	0	0	0
18:00	130	36.4	31.8	4.4	0	0	8	30	68	19	5	0	0	0	0	0
19:00	72	35.7	31.3	4.3	0	1	3	19	39	9	1	0	0	0	0	0
20:00	43	37.6	32.2	5.3	0	0	4	10	17	9	3	0	0	0	0	0
21:00	45	35.1	31.2	3.8	0	0	1	16	23	4	1	0	0	0	0	0
22:00	23	36.6	31.3	5.1	0	1	0	7	10	5	0	0	0	0	0	0
23:00	11	39.1	32.5	6.3	0	0	1	3	4	1	2	0	0	0	0	0
Total																
2H(10-12)	212	34.7	30.3	4.2	0	1	15	87	85	21	3	0	0	0	0	0
2H(14-16)	298	33.4	29.5	3.8	0	0	28	144	109	16	0	1	0	0	0	0
12H(7-19)	1565	34.8	30.4	4.2	0	13	100	606	673	154	18	1	0	0	0	0
24H(0-24)	1814	35.0	30.5	4.3	0	18	110	673	795	191	26	1	0	0	0	0
AM Peak	08:00 189	05:00 38.7	02:00 37.5	05:00 6.2	00:00 0	08:00 3	10:00 8	08:00 71	08:00 93	07:00 26	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 178	23:00 39.1	23:00 32.5	23:00 6.3	12:00 0	17:00 3	15:00 19	15:00 94	18:00 68	17:00 20	18:00 5	15:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	6	35.4	30.0	5.2	0	0	1	2	2	1	0	0	0	0	0	0
01:00	4	43.0	40.0	2.9	0	0	0	0	0	2	2	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	15	40.6	31.4	8.9	1	1	0	1	7	4	1	0	0	0	0	0
06:00	62	38.4	31.1	7.0	0	6	1	14	27	9	4	1	0	0	0	0
07:00	217	37.3	32.4	4.8	1	1	7	49	104	46	8	1	0	0	0	0
08:00	378	36.5	30.8	5.5	3	14	11	118	169	55	5	3	0	0	0	0
09:00	209	35.0	30.3	4.5	0	4	9	89	79	26	2	0	0	0	0	0
10:00	186	34.8	30.0	4.6	1	2	15	74	73	20	1	0	0	0	0	0
11:00	194	35.9	30.6	5.1	2	3	11	60	92	22	4	0	0	0	0	0
12:00	238	35.4	31.0	4.2	0	0	15	83	103	33	4	0	0	0	0	0
13:00	259	35.1	30.4	4.5	0	5	11	106	105	29	2	1	0	0	0	0
14:00	263	34.9	30.4	4.4	0	4	14	105	110	27	2	1	0	0	0	0
15:00	357	34.2	29.9	4.1	0	1	27	163	135	27	2	2	0	0	0	0
16:00	323	35.3	30.9	4.2	0	3	15	111	150	41	2	1	0	0	0	0
17:00	331	35.9	31.0	4.7	1	5	12	110	156	40	4	3	0	0	0	0
18:00	248	37.4	32.5	4.7	0	0	13	53	120	49	10	3	0	0	0	0
19:00	137	36.5	31.8	4.5	0	2	3	39	65	24	4	0	0	0	0	0
20:00	92	38.4	32.5	5.7	0	1	5	25	31	22	7	1	0	0	0	0
21:00	76	36.1	32.0	3.9	0	0	1	22	38	13	2	0	0	0	0	0
22:00	41	37.0	31.8	5.0	0	1	2	8	21	8	1	0	0	0	0	0
23:00	30	38.0	33.0	4.8	0	0	1	6	15	5	3	0	0	0	0	0
Total																
2H(10-12)	380	35.4	30.3	4.9	3	5	26	134	165	42	5	0	0	0	0	0
2H(14-16)	620	34.5	30.1	4.3	0	5	41	268	245	54	4	3	0	0	0	0
12H(7-19)	3203	35.7	30.8	4.7	8	42	160	1121	1396	415	46	15	0	0	0	0
24H(0-24)	3668	36.0	31.0	4.8	9	53	174	1238	1602	505	70	17	0	0	0	0
AM Peak	08:00 378	01:00 43.0	01:00 40.0	05:00 8.9	08:00 3	08:00 14	10:00 15	08:00 118	08:00 169	08:00 55	07:00 8	08:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 357	20:00 38.4	23:00 33.0	20:00 5.7	17:00 1	13:00 5	15:00 27	15:00 163	17:00 156	18:00 49	18:00 10	17:00 3	12:00 0	12:00 0	12:00 0	12:00 0

Urchfont ATC, Western Site

Direction: Westbound

25/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	37.9	30.8	6.8	0	0	1	2	2	0	1	0	0	0	0	0
01:00	5	32.7	27.5	5.0	0	0	2	1	2	0	0	0	0	0	0	0
02:00	1	-	27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	39.8	32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	38.0	35.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
07:00	29	41.0	33.9	6.9	1	0	0	5	9	10	4	0	0	0	0	0
08:00	60	37.2	31.5	5.4	0	3	0	17	25	14	1	0	0	0	0	0
09:00	75	37.0	30.6	6.1	0	5	4	19	35	9	2	1	0	0	0	0
10:00	95	35.3	31.4	3.8	0	1	1	30	49	14	0	0	0	0	0	0
11:00	121	36.0	30.6	5.2	0	5	3	44	51	14	4	0	0	0	0	0
12:00	151	36.6	30.8	5.5	0	6	10	41	70	18	5	1	0	0	0	0
13:00	151	35.6	29.6	5.8	0	13	9	43	68	18	0	0	0	0	0	0
14:00	101	35.8	31.6	4.1	0	1	2	29	52	16	1	0	0	0	0	0
15:00	93	34.2	30.9	3.1	0	0	1	34	51	7	0	0	0	0	0	0
16:00	109	36.2	30.0	6.0	1	7	4	36	46	12	3	0	0	0	0	0
17:00	103	36.3	31.5	4.6	0	1	3	36	40	22	0	1	0	0	0	0
18:00	59	36.2	31.5	4.5	0	1	0	21	26	9	2	0	0	0	0	0
19:00	38	37.4	33.6	3.7	0	0	0	5	22	9	2	0	0	0	0	0
20:00	36	37.3	33.3	3.9	0	0	0	6	20	8	2	0	0	0	0	0
21:00	36	37.9	33.2	4.5	0	0	1	6	18	10	0	1	0	0	0	0
22:00	17	36.7	31.9	4.6	0	0	0	7	6	3	1	0	0	0	0	0
23:00	15	41.1	34.2	6.7	0	0	1	2	6	5	0	0	1	0	0	0
Total																
2H(10-12)	216	35.8	30.9	4.7	0	6	4	74	100	28	4	0	0	0	0	0
2H(14-16)	194	35.1	31.3	3.6	0	1	3	63	103	23	1	0	0	0	0	0
12H(7-19)	1147	36.3	30.9	5.2	2	43	37	355	522	163	22	3	0	0	0	0
24H(0-24)	1308	36.5	31.1	5.2	2	43	42	386	600	201	28	5	1	0	0	0
AM Peak	11:00 121	07:00 41.0	04:00 47.5	03:00 7.1	07:00 1	09:00 5	09:00 4	11:00 44	11:00 51	08:00 14	07:00 4	04:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 151	23:00 41.1	23:00 34.2	23:00 6.7	16:00 1	13:00 13	12:00 10	13:00 43	12:00 70	17:00 22	12:00 5	12:00 1	23:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	34.8	27.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
01:00	2	32.5	32.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
02:00	2	27.5	27.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	45.2	39.2	5.8	0	0	0	0	1	0	2	0	0	0	0	0
06:00	13	35.2	29.2	5.7	0	1	0	7	3	2	0	0	0	0	0	0
07:00	28	40.1	33.1	6.7	0	1	1	6	10	6	3	1	0	0	0	0
08:00	77	36.5	31.4	4.9	0	1	3	27	31	11	4	0	0	0	0	0
09:00	103	36.3	30.8	5.3	0	2	11	31	35	23	1	0	0	0	0	0
10:00	124	33.9	29.5	4.3	0	3	11	50	53	7	0	0	0	0	0	0
11:00	132	33.9	29.9	3.9	0	1	9	55	58	9	0	0	0	0	0	0
12:00	122	34.9	30.2	4.6	0	2	9	49	46	15	1	0	0	0	0	0
13:00	142	35.0	30.2	4.6	0	3	11	49	63	15	1	0	0	0	0	0
14:00	113	35.7	31.7	3.9	0	0	5	28	59	21	0	0	0	0	0	0
15:00	63	36.5	30.8	5.5	0	2	3	24	23	7	4	0	0	0	0	0
16:00	82	35.2	30.7	4.3	0	2	1	31	37	11	0	0	0	0	0	0
17:00	81	35.8	31.0	4.6	0	2	2	25	43	6	3	0	0	0	0	0
18:00	66	35.9	32.0	3.8	0	0	1	20	30	15	0	0	0	0	0	0
19:00	52	38.1	32.5	5.3	0	1	4	6	26	12	3	0	0	0	0	0
20:00	33	37.4	32.0	5.2	0	0	3	9	10	10	1	0	0	0	0	0
21:00	23	38.5	32.6	5.7	0	1	0	5	9	7	1	0	0	0	0	0
22:00	23	35.0	29.3	5.4	0	1	3	8	8	3	0	0	0	0	0	0
23:00	13	38.5	33.7	4.6	0	0	0	2	8	1	2	0	0	0	0	0
Total																
2H(10-12)	256	33.9	29.7	4.1	0	4	20	105	111	16	0	0	0	0	0	0
2H(14-16)	176	36.1	31.4	4.5	0	2	8	52	82	28	4	0	0	0	0	0
12H(7-19)	1133	35.5	30.7	4.6	0	19	67	395	488	146	17	1	0	0	0	0
24H(0-24)	1300	35.8	30.8	4.8	0	23	78	434	557	181	26	1	0	0	0	0
AM Peak	11:00 132	05:00 45.2	05:00 39.2	00:00 7.1	00:00 0	10:00 3	09:00 11	11:00 55	11:00 58	09:00 23	08:00 4	07:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	13:00 142	21:00 38.5	23:00 33.7	21:00 5.7	12:00 0	13:00 3	13:00 11	12:00 49	13:00 63	14:00 21	15:00 4	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	8	36.8	30.0	6.5	0	0	2	2	3	0	1	0	0	0	0	0
01:00	7	33.9	28.9	4.8	0	0	2	1	4	0	0	0	0	0	0	0
02:00	3	27.5	27.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
03:00	2	39.8	32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	2	51.0	40.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
05:00	3	45.2	39.2	5.8	0	0	0	0	1	0	2	0	0	0	0	0
06:00	17	36.5	30.6	5.7	0	1	0	7	5	4	0	0	0	0	0	0
07:00	57	40.5	33.5	6.7	1	1	1	11	19	16	7	1	0	0	0	0
08:00	137	36.8	31.4	5.1	0	4	3	44	56	25	5	0	0	0	0	0
09:00	178	36.6	30.7	5.7	0	7	15	50	70	32	3	1	0	0	0	0
10:00	219	34.7	30.3	4.2	0	4	12	80	102	21	0	0	0	0	0	0
11:00	253	35.0	30.3	4.6	0	6	12	99	109	23	4	0	0	0	0	0
12:00	273	35.8	30.5	5.1	0	8	19	90	116	33	6	1	0	0	0	0
13:00	293	35.4	29.9	5.3	0	16	20	92	131	33	1	0	0	0	0	0
14:00	214	35.8	31.7	3.9	0	1	7	57	111	37	1	0	0	0	0	0
15:00	156	35.3	30.9	4.2	0	2	4	58	74	14	4	0	0	0	0	0
16:00	191	35.9	30.3	5.4	1	9	5	67	83	23	3	0	0	0	0	0
17:00	184	36.1	31.3	4.6	0	3	5	61	83	28	3	1	0	0	0	0
18:00	125	36.1	31.8	4.2	0	1	1	41	56	24	2	0	0	0	0	0
19:00	90	37.9	33.0	4.7	0	1	4	11	48	21	5	0	0	0	0	0
20:00	69	37.5	32.7	4.6	0	0	3	15	30	18	3	0	0	0	0	0
21:00	59	38.1	33.0	4.9	0	1	1	11	27	17	1	1	0	0	0	0
22:00	40	35.8	30.4	5.2	0	1	3	15	14	6	1	0	0	0	0	0
23:00	28	39.9	33.9	5.8	0	0	1	4	14	6	2	0	1	0	0	0
Total																
2H(10-12)	472	34.8	30.3	4.4	0	10	24	179	211	44	4	0	0	0	0	0
2H(14-16)	370	35.6	31.3	4.1	0	3	11	115	185	51	5	0	0	0	0	0
12H(7-19)	2280	35.9	30.8	4.9	2	62	104	750	1010	309	39	4	0	0	0	0
24H(0-24)	2608	36.1	31.0	5.0	2	66	120	820	1157	382	54	6	1	0	0	0
AM Peak	11:00 253	04:00 51.0	04:00 40.0	04:00 10.6	07:00 1	09:00 7	09:00 15	11:00 99	11:00 109	09:00 32	07:00 7	04:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	13:00 293	23:00 39.9	23:00 33.9	23:00 5.8	16:00 1	13:00 16	13:00 20	13:00 92	13:00 131	14:00 37	12:00 6	12:00 1	23:00 1	12:00 0	12:00 0	12:00 0

Urchfont ATC, Western Site

Direction: Westbound

26/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	12	35.4	31.7	3.6	0	0	0	4	6	2	0	0	0	0	0	0
01:00	2	32.5	32.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
02:00	4	36.3	33.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
03:00	3	33.8	30.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
04:00	2	37.5	37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	3	41.8	35.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
06:00	2	47.2	32.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
07:00	12	40.6	31.7	8.6	1	0	0	2	5	3	1	0	0	0	0	0
08:00	16	38.7	32.7	5.8	0	1	0	2	7	6	0	0	0	0	0	0
09:00	37	37.7	31.8	5.6	0	2	0	9	16	9	1	0	0	0	0	0
10:00	78	37.9	31.3	6.4	1	2	0	28	32	14	0	0	0	0	1	0
11:00	100	37.0	31.8	5.0	0	2	3	29	44	17	5	0	0	0	0	0
12:00	113	36.0	30.8	4.9	0	3	4	38	53	13	0	2	0	0	0	0
13:00	83	37.0	31.9	4.9	0	1	1	26	38	14	2	0	1	0	0	0
14:00	83	36.8	30.5	6.1	1	4	2	28	34	10	4	0	0	0	0	0
15:00	85	37.4	31.4	5.8	1	3	2	20	41	15	3	0	0	0	0	0
16:00	98	36.3	32.2	3.9	0	0	1	25	55	14	2	1	0	0	0	0
17:00	76	37.2	31.9	5.1	0	3	1	17	36	18	1	0	0	0	0	0
18:00	67	36.5	32.0	4.3	0	1	1	13	43	7	1	1	0	0	0	0
19:00	52	39.5	34.0	5.3	0	0	0	14	16	15	6	1	0	0	0	0
20:00	25	39.2	34.3	4.8	0	0	1	3	9	10	2	0	0	0	0	0
21:00	16	40.4	34.7	5.5	0	0	0	3	6	5	1	1	0	0	0	0
22:00	12	40.6	30.5	9.8	1	0	2	2	3	2	2	0	0	0	0	0
23:00	4	36.2	31.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
Total																
2H(10-12)	178	37.4	31.5	5.7	1	4	3	57	76	31	5	0	0	0	1	0
2H(14-16)	168	37.1	31.0	5.9	2	7	4	48	75	25	7	0	0	0	0	0
12H(7-19)	848	37.0	31.6	5.3	4	22	15	237	404	140	20	4	1	0	1	0
24H(0-24)	985	37.4	31.8	5.4	5	22	19	266	454	178	33	6	1	0	1	0
AM Peak	11:00 100	06:00 47.2	04:00 37.5	06:00 14.1	07:00 1	09:00 2	11:00 3	11:00 29	11:00 44	11:00 17	11:00 5	00:00 0	00:00 0	00:00 0	10:00 1	00:00 0
PM Peak	12:00 113	22:00 40.6	21:00 34.7	22:00 9.8	14:00 1	14:00 4	12:00 4	12:00 38	16:00 55	17:00 18	19:00 6	12:00 2	13:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	11	36.4	32.0	4.2	0	0	0	4	4	3	0	0	0	0	0	0
01:00	4	32.5	32.5	0.0	0	0	0	0	4	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	10	36.0	32.5	3.3	0	0	0	2	6	2	0	0	0	0	0	0
07:00	17	37.0	31.0	5.8	0	0	2	6	6	1	2	0	0	0	0	0
08:00	38	38.0	31.3	6.5	0	3	2	7	15	10	1	0	0	0	0	0
09:00	68	34.9	30.0	4.7	0	1	8	23	27	9	0	0	0	0	0	0
10:00	100	34.0	29.6	4.3	0	3	8	35	51	3	0	0	0	0	0	0
11:00	115	35.2	30.7	4.3	0	1	7	40	53	12	2	0	0	0	0	0
12:00	102	34.3	29.9	4.3	0	2	9	36	48	7	0	0	0	0	0	0
13:00	74	34.5	30.6	3.8	0	0	3	31	31	9	0	0	0	0	0	0
14:00	76	36.4	30.5	5.7	1	2	5	22	34	10	2	0	0	0	0	0
15:00	63	35.4	30.6	4.6	0	1	5	19	29	9	0	0	0	0	0	0
16:00	72	35.7	30.8	4.7	0	1	5	23	33	8	2	0	0	0	0	0
17:00	65	36.8	31.3	5.4	0	2	5	14	31	11	2	0	0	0	0	0
18:00	69	34.9	31.2	3.7	0	1	0	22	39	7	0	0	0	0	0	0
19:00	56	38.0	33.8	4.0	0	0	1	6	28	20	0	1	0	0	0	0
20:00	27	38.4	32.9	5.4	0	0	1	8	9	6	3	0	0	0	0	0
21:00	16	37.4	32.2	5.0	0	0	1	4	7	3	1	0	0	0	0	0
22:00	12	42.5	34.2	8.1	0	0	1	3	4	1	1	2	0	0	0	0
23:00	6	35.8	32.5	3.2	0	0	0	1	4	1	0	0	0	0	0	0
Total																
2H(10-12)	215	34.7	30.2	4.3	0	4	15	75	104	15	2	0	0	0	0	0
2H(14-16)	139	36.0	30.6	5.2	1	3	10	41	63	19	2	0	0	0	0	0
12H(7-19)	859	35.4	30.5	4.7	1	17	59	278	397	96	11	0	0	0	0	0
24H(0-24)	1005	35.8	30.9	4.8	1	17	63	306	465	134	16	3	0	0	0	0
AM Peak	11:00 115	05:00 38.7	03:00 37.5	08:00 6.5	00:00 0	08:00 3	09:00 8	11:00 40	11:00 53	11:00 12	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 102	22:00 42.5	22:00 34.2	22:00 8.1	14:00 1	12:00 2	12:00 9	12:00 36	12:00 48	19:00 20	20:00 3	22:00 2	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	23	35.8	31.8	3.8	0	0	0	8	10	5	0	0	0	0	0	0
01:00	6	32.5	32.5	0.0	0	0	0	0	6	0	0	0	0	0	0	0
02:00	4	36.3	33.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
03:00	4	36.7	32.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
04:00	3	38.8	35.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
05:00	5	40.1	35.5	4.5	0	0	0	0	3	1	1	0	0	0	0	0
06:00	12	37.9	32.5	5.2	0	0	1	2	6	2	1	0	0	0	0	0
07:00	29	38.5	31.3	7.0	1	0	2	8	11	4	3	0	0	0	0	0
08:00	54	38.2	31.7	6.3	0	4	2	9	22	16	1	0	0	0	0	0
09:00	105	36.0	30.7	5.1	0	3	8	32	43	18	1	0	0	0	0	0
10:00	178	35.9	30.3	5.4	1	5	8	63	83	17	0	0	0	0	1	0
11:00	215	36.0	31.2	4.7	0	3	10	69	97	29	7	0	0	0	0	0
12:00	215	35.2	30.4	4.7	0	5	13	74	101	20	0	2	0	0	0	0
13:00	157	35.9	31.3	4.4	0	1	4	57	69	23	2	0	1	0	0	0
14:00	159	36.6	30.5	5.9	2	6	7	50	68	20	6	0	0	0	0	0
15:00	148	36.6	31.1	5.3	1	4	7	39	70	24	3	0	0	0	0	0
16:00	170	36.1	31.6	4.3	0	1	6	48	88	22	4	1	0	0	0	0
17:00	141	37.0	31.6	5.2	0	5	6	31	67	29	3	0	0	0	0	0
18:00	136	35.7	31.6	4.0	0	2	1	35	82	14	1	1	0	0	0	0
19:00	108	38.7	33.9	4.6	0	0	1	20	44	35	6	2	0	0	0	0
20:00	52	38.8	33.6	5.1	0	0	2	11	18	16	5	0	0	0	0	0
21:00	32	38.9	33.4	5.3	0	0	1	7	13	8	2	1	0	0	0	0
22:00	24	41.6	32.3	9.0	1	0	3	5	7	3	3	2	0	0	0	0
23:00	10	35.8	32.0	3.7	0	0	0	3	5	2	0	0	0	0	0	0
Total																
2H(10-12)	393	36.0	30.8	5.0	1	8	18	132	180	46	7	0	0	0	1	0
2H(14-16)	307	36.6	30.8	5.6	3	10	14	89	138	44	9	0	0	0	0	0
12H(7-19)	1707	36.2	31.0	5.0	5	39	74	515	801	236	31	4	1	0	1	0
24H(0-24)	1990	36.6	31.4	5.1	6	39	82	572	919	312	49	9	1	0	1	0
AM Peak	11:00 215	05:00 40.1	04:00 35.8	07:00 7.0	07:00 1	10:00 5	11:00 10	11:00 69	11:00 97	11:00 29	11:00 7	00:00 0	00:00 0	00:00 0	10:00 1	00:00 0
PM Peak	12:00 215	22:00 41.6	19:00 33.9	22:00 9.0	14:00 2	14:00 6	12:00 13	12:00 74	12:00 101	19:00 35	14:00 6	12:00 2	13:00 1	12:00 0	12:00 0	12:00 0

Urchfont ATC, Western Site

Direction: Westbound

27/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	30.8	25.0	5.6	0	1	0	4	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	40.3	33.8	6.3	0	0	0	1	2	0	1	0	0	0	0	0
06:00	29	39.2	31.1	7.8	0	4	1	3	12	7	2	0	0	0	0	0
07:00	99	36.6	31.0	5.4	1	1	5	32	43	15	1	0	1	0	0	0
08:00	171	35.7	30.5	5.1	0	7	4	67	66	24	3	0	0	0	0	0
09:00	88	34.3	30.1	4.1	0	0	8	36	36	7	1	0	0	0	0	0
10:00	99	35.0	30.2	4.6	0	3	1	47	35	12	1	0	0	0	0	0
11:00	97	34.4	30.0	4.2	0	2	5	39	43	8	0	0	0	0	0	0
12:00	96	37.2	31.9	5.2	0	2	1	31	41	15	5	1	0	0	0	0
13:00	79	36.6	30.5	5.9	2	1	4	27	30	14	1	0	0	0	0	0
14:00	109	36.0	29.8	6.0	1	7	5	37	43	15	1	0	0	0	0	0
15:00	141	36.7	31.2	5.3	0	3	8	43	62	19	4	2	0	0	0	0
16:00	160	35.8	31.8	3.8	0	0	4	43	90	18	5	0	0	0	0	0
17:00	187	35.4	31.1	4.2	0	2	3	67	91	19	5	0	0	0	0	0
18:00	100	37.3	32.8	4.4	0	0	1	26	45	22	6	0	0	0	0	0
19:00	70	36.0	31.9	4.0	0	0	2	20	34	13	1	0	0	0	0	0
20:00	39	39.9	33.7	6.0	0	1	1	7	13	13	3	1	0	0	0	0
21:00	30	37.6	33.2	4.3	0	0	0	6	17	4	3	0	0	0	0	0
22:00	13	40.2	34.0	5.9	0	0	0	3	6	2	1	1	0	0	0	0
23:00	4	32.5	32.5	0.0	0	0	0	0	4	0	0	0	0	0	0	0
Total																
2H(10-12)	196	34.7	30.1	4.4	0	5	6	86	78	20	1	0	0	0	0	0
2H(14-16)	250	36.4	30.6	5.6	1	10	13	80	105	34	5	2	0	0	0	0
12H(7-19)	1426	36.0	30.9	4.9	4	28	49	495	625	188	33	3	1	0	0	0
24H(0-24)	1622	36.3	31.1	5.0	4	34	53	540	713	227	44	6	1	0	0	0
AM Peak	08:00 171	05:00 40.3	02:00 47.5	06:00 7.8	07:00 1	08:00 7	09:00 8	08:00 67	08:00 66	08:00 24	08:00 3	02:00 1	07:00 1	00:00 0	00:00 0	00:00 0
PM Peak	17:00 187	22:00 40.2	22:00 34.0	20:00 6.0	13:00 2	14:00 7	15:00 8	17:00 67	17:00 91	18:00 22	18:00 6	15:00 2	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	5	36.7	28.0	8.4	0	1	0	2	1	1	0	0	0	0	0	0
01:00	2	44.8	37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
02:00	2	52.2	37.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0
03:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	2	37.5	37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	19	37.6	33.8	3.7	0	0	0	3	8	8	0	0	0	0	0	0
06:00	64	37.0	31.4	5.5	0	3	2	14	34	8	3	0	0	0	0	0
07:00	135	35.8	31.0	4.6	0	2	5	46	65	12	4	1	0	0	0	0
08:00	190	33.2	29.5	3.5	0	2	8	99	73	8	0	0	0	0	0	0
09:00	114	34.1	29.6	4.3	0	2	6	59	37	8	2	0	0	0	0	0
10:00	103	33.7	29.0	4.5	0	4	6	53	33	7	0	0	0	0	0	0
11:00	92	34.0	30.0	3.9	0	1	6	37	42	6	0	0	0	0	0	0
12:00	85	35.7	30.9	4.7	0	0	8	29	33	13	2	0	0	0	0	0
13:00	98	34.5	30.7	3.7	0	0	5	36	47	10	0	0	0	0	0	0
14:00	92	35.2	31.0	4.1	0	1	3	30	47	10	1	0	0	0	0	0
15:00	153	34.6	30.4	4.0	0	0	8	67	64	11	2	1	0	0	0	0
16:00	132	35.0	30.9	3.9	0	1	4	46	66	14	1	0	0	0	0	0
17:00	135	34.9	30.7	4.0	0	2	4	47	69	12	1	0	0	0	0	0
18:00	87	36.2	32.4	3.7	0	0	2	16	53	14	2	0	0	0	0	0
19:00	55	35.0	30.9	4.0	0	0	3	20	24	8	0	0	0	0	0	0
20:00	49	38.9	33.5	5.3	0	1	0	8	24	13	1	2	0	0	0	0
21:00	36	35.9	31.7	4.1	0	0	0	14	15	6	1	0	0	0	0	0
22:00	13	36.1	32.1	3.8	0	0	0	4	6	3	0	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	195	33.9	29.5	4.3	0	5	12	90	75	13	0	0	0	0	0	0
2H(14-16)	245	34.8	30.6	4.1	0	1	11	97	111	21	3	1	0	0	0	0
12H(7-19)	1416	34.7	30.4	4.1	0	15	65	565	629	125	15	2	0	0	0	0
24H(0-24)	1666	35.1	30.7	4.3	0	20	70	632	744	174	21	5	0	0	0	0
AM Peak	08:00 190	02:00 52.2	01:00 37.5	02:00 14.1	00:00 0	10:00 4	08:00 8	08:00 99	08:00 73	07:00 12	07:00 4	02:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 153	20:00 38.9	20:00 33.5	20:00 5.3	12:00 0	17:00 2	12:00 8	15:00 67	17:00 69	16:00 14	12:00 2	20:00 2	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	10	33.6	26.5	6.9	0	2	0	6	1	1	0	0	0	0	0	0
01:00	3	42.1	34.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
02:00	3	52.8	40.8	11.5	0	0	0	1	0	0	0	2	0	0	0	0
03:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	2	37.5	37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	23	38.0	33.8	4.1	0	0	0	4	10	8	1	0	0	0	0	0
06:00	93	37.8	31.3	6.3	0	7	3	17	46	15	5	0	0	0	0	0
07:00	234	36.2	31.0	5.0	1	3	10	78	108	27	5	1	1	0	0	0
08:00	361	34.5	30.0	4.4	0	9	12	166	139	32	3	0	0	0	0	0
09:00	202	34.2	29.8	4.2	0	2	14	95	73	15	3	0	0	0	0	0
10:00	202	34.3	29.6	4.6	0	7	7	100	68	19	1	0	0	0	0	0
11:00	189	34.2	30.0	4.1	0	3	11	76	85	14	0	0	0	0	0	0
12:00	181	36.5	31.4	5.0	0	2	9	60	74	28	7	1	0	0	0	0
13:00	177	35.5	30.6	4.8	2	1	9	63	77	24	1	0	0	0	0	0
14:00	201	35.7	30.3	5.2	1	8	8	67	90	25	2	0	0	0	0	0
15:00	294	35.6	30.8	4.7	0	3	16	110	126	30	6	3	0	0	0	0
16:00	292	35.4	31.4	3.9	0	1	8	89	156	32	6	0	0	0	0	0
17:00	322	35.2	31.0	4.1	0	4	7	114	160	31	6	0	0	0	0	0
18:00	187	36.8	32.6	4.0	0	0	3	42	98	36	8	0	0	0	0	0
19:00	125	35.6	31.4	4.0	0	0	5	40	58	21	1	0	0	0	0	0
20:00	88	39.4	33.6	5.6	0	2	1	15	37	26	4	3	0	0	0	0
21:00	66	36.7	32.3	4.2	0	0	0	20	32	10	4	0	0	0	0	0
22:00	26	38.2	33.1	5.0	0	0	0	7	12	5	1	1	0	0	0	0
23:00	5	32.5	32.5	0.0	0	0	0	0	5	0	0	0	0	0	0	0
Total																
2H(10-12)	391	34.3	29.8	4.3	0	10	18	176	153	33	1	0	0	0	0	0
2H(14-16)	495	35.7	30.6	4.9	1	11	24	177	216	55	8	3	0	0	0	0
12H(7-19)	2842	35.4	30.7	4.5	4	43	114	1060	1254	313	48	5	1	0	0	0
24H(0-24)	3288	35.7	30.9	4.7	4	54	123	1172	1457	401	65	11	1	0	0	0
AM Peak	08:00 361	02:00 52.8	02:00 40.8	02:00 11.5	07:00 1	08:00 9	09:00 14	08:00 166	08:00 139	08:00 32	06:00 5	02:00 2	07:00 1	00:00 0	00:00 0	00:00 0
PM Peak	17:00 322	20:00 39.4	20:00 33.6	20:00 5.6	13:00 2	14:00 8	15:00 16	17:00 114	17:00 160	18:00 36	18:00 8	15:00 3	12:00 0	12:00 0	12:00 0	12:00 0

Urchfont ATC, Western Site

Direction: Westbound

28/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	42.1	34.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	25	39.0	34.1	4.7	0	0	1	3	10	9	2	0	0	0	0	0
07:00	80	38.3	32.3	5.8	0	2	4	16	40	9	8	1	0	0	0	0
08:00	174	36.3	31.5	4.6	0	2	4	59	77	26	5	1	0	0	0	0
09:00	104	34.8	30.1	4.5	0	1	10	38	45	8	2	0	0	0	0	0
10:00	105	35.0	30.3	4.6	0	2	8	37	46	11	1	0	0	0	0	0
11:00	87	36.0	31.3	4.5	0	1	2	30	40	12	1	1	0	0	0	0
12:00	102	36.7	31.2	5.3	1	2	4	26	53	12	4	0	0	0	0	0
13:00	93	34.8	30.9	3.8	0	0	3	36	41	13	0	0	0	0	0	0
14:00	141	37.0	31.5	5.2	1	2	5	40	65	21	7	0	0	0	0	0
15:00	129	34.8	31.0	3.7	0	0	1	55	57	14	2	0	0	0	0	0
16:00	158	36.1	30.7	5.2	0	7	4	53	68	23	3	0	0	0	0	0
17:00	161	36.7	31.9	4.6	0	1	1	56	68	30	3	1	1	0	0	0
18:00	116	36.1	32.3	3.7	0	0	0	31	62	20	3	0	0	0	0	0
19:00	64	37.3	32.3	4.8	0	0	1	20	29	11	2	0	1	0	0	0
20:00	44	37.0	31.5	5.3	0	2	0	12	22	6	2	0	0	0	0	0
21:00	41	40.6	32.9	7.4	0	0	2	14	13	7	4	0	0	0	1	0
22:00	18	40.1	33.2	6.6	0	1	0	4	5	6	2	0	0	0	0	0
23:00	9	41.5	34.2	7.1	0	0	0	3	3	1	1	1	0	0	0	0
Total																
2H(10-12)	192	35.5	30.7	4.6	0	3	10	67	86	23	2	1	0	0	0	0
2H(14-16)	270	36.0	31.3	4.5	1	2	6	95	122	35	9	0	0	0	0	0
12H(7-19)	1450	36.1	31.3	4.7	2	20	46	477	662	199	39	4	1	0	0	0
24H(0-24)	1657	36.5	31.4	4.9	2	23	50	535	746	240	53	5	2	0	1	0
AM Peak	08:00 174	00:00 42.1	05:00 37.5	00:00 7.6	00:00 0	07:00 2	09:00 10	08:00 59	08:00 77	08:00 26	07:00 8	07:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 161	23:00 41.5	23:00 34.2	21:00 7.4	12:00 1	16:00 7	14:00 5	17:00 56	16:00 68	17:00 30	14:00 7	17:00 1	17:00 1	12:00 0	21:00 1	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	8	32.4	28.8	3.5	0	0	1	4	3	0	0	0	0	0	0	0
01:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
05:00	11	39.1	34.3	4.6	0	0	0	1	7	1	2	0	0	0	0	0
06:00	53	38.4	33.3	4.9	0	0	2	10	25	10	6	0	0	0	0	0
07:00	140	35.6	31.2	4.3	0	1	9	37	75	15	3	0	0	0	0	0
08:00	194	34.1	30.2	3.7	0	1	8	85	83	17	0	0	0	0	0	0
09:00	104	34.6	30.9	3.6	0	0	4	36	53	11	0	0	0	0	0	0
10:00	103	34.9	31.0	3.7	0	0	5	32	55	10	1	0	0	0	0	0
11:00	110	34.5	29.8	4.6	0	2	14	32	55	6	1	0	0	0	0	0
12:00	108	35.4	29.8	5.4	1	5	4	40	47	10	1	0	0	0	0	0
13:00	102	34.5	29.9	4.5	0	1	11	38	42	9	1	0	0	0	0	0
14:00	80	34.9	30.9	3.9	0	0	4	28	37	11	0	0	0	0	0	0
15:00	161	34.9	30.5	4.3	0	3	2	75	58	22	1	0	0	0	0	0
16:00	141	34.4	30.4	3.9	0	0	8	60	58	14	1	0	0	0	0	0
17:00	110	36.5	31.3	5.0	0	2	6	33	49	15	5	0	0	0	0	0
18:00	69	35.6	31.3	4.1	0	0	3	23	33	8	2	0	0	0	0	0
19:00	69	36.8	32.4	4.2	0	0	3	14	35	15	2	0	0	0	0	0
20:00	40	36.3	32.3	3.9	0	0	0	11	22	5	2	0	0	0	0	0
21:00	19	36.3	31.2	5.0	0	0	2	6	6	5	0	0	0	0	0	0
22:00	18	38.5	33.6	4.7	0	0	0	5	5	7	1	0	0	0	0	0
23:00	9	37.1	33.1	3.9	0	0	0	2	4	3	0	0	0	0	0	0
Total																
2H(10-12)	213	34.8	30.4	4.2	0	2	19	64	110	16	2	0	0	0	0	0
2H(14-16)	241	34.9	30.6	4.2	0	3	6	103	95	33	1	0	0	0	0	0
12H(7-19)	1422	35.0	30.6	4.3	1	15	78	519	645	148	16	0	0	0	0	0
24H(0-24)	1656	35.4	30.8	4.4	1	15	86	573	756	196	29	0	0	0	0	0
AM Peak	08:00 194	05:00 39.1	02:00 37.5	06:00 4.9	00:00 0	11:00 2	11:00 14	08:00 85	08:00 83	08:00 17	06:00 6	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 161	22:00 38.5	22:00 33.6	12:00 5.4	12:00 1	12:00 5	13:00 11	15:00 75	15:00 58	15:00 22	17:00 5	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	11	35.6	30.2	5.2	0	0	1	5	4	0	1	0	0	0	0	0
01:00	3	33.8	30.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
05:00	12	39.2	34.6	4.5	0	0	0	1	7	2	2	0	0	0	0	0
06:00	78	38.6	33.5	4.9	0	0	3	13	35	19	8	0	0	0	0	0
07:00	220	36.7	31.6	4.9	0	3	13	53	115	24	11	1	0	0	0	0
08:00	368	35.2	30.8	4.2	0	3	12	144	160	43	5	1	0	0	0	0
09:00	208	34.7	30.5	4.1	0	1	14	74	98	19	2	0	0	0	0	0
10:00	208	35.0	30.6	4.2	0	2	13	69	101	21	2	0	0	0	0	0
11:00	197	35.2	30.5	4.6	0	3	16	62	95	18	2	1	0	0	0	0
12:00	210	36.0	30.5	5.4	2	7	8	66	100	22	5	0	0	0	0	0
13:00	195	34.7	30.4	4.2	0	1	14	74	83	22	1	0	0	0	0	0
14:00	221	36.3	31.3	4.8	1	2	9	68	102	32	7	0	0	0	0	0
15:00	290	34.9	30.7	4.0	0	3	3	130	115	36	3	0	0	0	0	0
16:00	299	35.3	30.6	4.6	0	7	12	113	126	37	4	0	0	0	0	0
17:00	271	36.6	31.7	4.8	0	3	7	89	117	45	8	1	1	0	0	0
18:00	185	35.9	31.9	3.9	0	0	3	54	95	28	5	0	0	0	0	0
19:00	133	37.0	32.3	4.5	0	0	4	34	64	26	4	0	1	0	0	0
20:00	84	36.7	31.8	4.7	0	2	0	23	44	11	4	0	0	0	0	0
21:00	60	39.3	32.4	6.7	0	0	4	20	19	12	4	0	0	0	1	0
22:00	36	39.3	33.4	5.7	0	1	0	9	10	13	3	0	0	0	0	0
23:00	18	39.4	33.6	5.6	0	0	0	5	7	4	1	1	0	0	0	0
Total																
2H(10-12)	405	35.1	30.6	4.4	0	5	29	131	196	39	4	1	0	0	0	0
2H(14-16)	511	35.5	31.0	4.4	1	5	12	198	217	68	10	0	0	0	0	0
12H(7-19)	2872	35.6	30.9	4.5	3	35	124	996	1307	347	55	4	1	0	0	0
24H(0-24)	3313	35.9	31.1	4.6	3	38	136	1108	1502	436	82	5	2	0	1	0
AM Peak	08:00 368	05:00 39.2	02:00 37.5	00:00 5.2	00:00 0	07:00 3	11:00 16	08:00 144	08:00 160	08:00 43	07:00 11	07:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 299	23:00 39.4	23:00 33.6	21:00 6.7	12:00 2	12:00 7	13:00 14	15:00 130	16:00 126	17:00 45	17:00 8	17:00 1	17:00 1	12:00 0	21:00 1	12:00 0

Urchfont ATC, Western Site

Direction: Westbound

29/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	39.8	32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	32.5	32.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	15.0	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	3	37.7	32.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
06:00	29	37.2	30.3	6.6	0	3	1	6	14	4	1	0	0	0	0	0
07:00	89	37.9	31.9	5.8	1	3	0	22	42	17	3	1	0	0	0	0
08:00	180	36.6	31.1	5.4	0	9	8	40	89	32	2	0	0	0	0	0
09:00	147	36.0	32.4	3.5	0	0	2	29	88	26	2	0	0	0	0	0
10:00	85	38.0	32.0	5.8	1	1	2	23	38	16	1	3	0	0	0	0
11:00	122	34.6	30.5	3.9	0	2	3	46	62	8	1	0	0	0	0	0
12:00	108	35.0	31.3	3.6	0	1	1	32	62	12	0	0	0	0	0	0
13:00	96	36.0	31.9	3.9	0	0	5	20	52	19	0	0	0	0	0	0
14:00	104	34.1	30.7	3.3	0	0	3	39	55	7	0	0	0	0	0	0
15:00	145	37.0	32.4	4.5	0	0	6	34	68	32	4	1	0	0	0	0
16:00	175	35.0	29.8	5.0	2	3	11	71	71	15	2	0	0	0	0	0
17:00	166	35.4	31.3	4.0	0	1	4	56	78	26	1	0	0	0	0	0
18:00	123	37.0	31.9	4.9	0	2	3	33	61	17	6	1	0	0	0	0
19:00	87	36.9	31.9	4.8	0	2	2	20	44	18	0	1	0	0	0	0
20:00	48	37.6	31.8	5.6	0	2	0	14	21	9	1	1	0	0	0	0
21:00	27	36.1	31.9	4.0	0	0	1	7	13	6	0	0	0	0	0	0
22:00	22	39.6	32.7	6.6	0	0	3	2	12	3	1	0	1	0	0	0
23:00	10	39.4	35.0	4.2	0	0	0	1	4	4	1	0	0	0	0	0
Total																
2H(10-12)	207	36.1	31.1	4.8	1	3	5	69	100	24	2	3	0	0	0	0
2H(14-16)	249	35.9	31.7	4.1	0	0	9	73	123	39	4	1	0	0	0	0
12H(7-19)	1540	36.1	31.4	4.6	4	22	48	445	766	227	22	6	0	0	0	0
24H(0-24)	1771	36.3	31.4	4.7	4	30	55	497	877	273	26	8	1	0	0	0
AM Peak	08:00 180	00:00 39.8	00:00 32.5	00:00 7.1	07:00 1	08:00 9	08:00 8	11:00 46	08:00 89	08:00 32	07:00 3	10:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 175	22:00 39.6	23:00 35.0	22:00 6.6	16:00 2	16:00 3	16:00 11	16:00 71	17:00 78	15:00 32	18:00 6	15:00 1	22:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	2	46.0	35.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	2	39.8	32.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
03:00	3	32.2	29.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
04:00	4	31.3	28.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
05:00	13	42.4	36.0	6.3	0	0	1	1	3	4	4	0	0	0	0	0
06:00	54	39.3	34.3	4.9	0	0	3	4	24	17	6	0	0	0	0	0
07:00	146	36.5	32.2	4.2	0	0	7	30	80	24	5	0	0	0	0	0
08:00	191	34.8	30.6	4.0	0	2	8	69	91	21	0	0	0	0	0	0
09:00	122	35.0	30.7	4.1	0	0	11	36	61	13	1	0	0	0	0	0
10:00	102	34.6	30.6	3.9	0	2	2	36	54	8	0	0	0	0	0	0
11:00	90	35.1	30.7	4.2	0	1	5	30	44	9	1	0	0	0	0	0
12:00	112	34.5	30.3	4.0	0	1	5	49	44	13	0	0	0	0	0	0
13:00	122	35.2	30.9	4.2	0	2	6	33	71	8	2	0	0	0	0	0
14:00	135	35.2	30.0	5.0	0	3	14	49	52	14	3	0	0	0	0	0
15:00	131	34.7	29.8	4.8	0	2	13	57	44	12	3	0	0	0	0	0
16:00	151	34.9	30.2	4.5	0	5	7	52	75	11	1	0	0	0	0	0
17:00	134	34.9	30.8	4.0	0	1	5	48	66	12	2	0	0	0	0	0
18:00	86	34.8	29.5	5.1	0	4	6	35	34	5	2	0	0	0	0	0
19:00	51	35.9	31.7	4.0	0	0	2	15	23	11	0	0	0	0	0	0
20:00	48	35.3	31.3	3.9	0	0	2	15	25	5	1	0	0	0	0	0
21:00	43	35.6	32.0	3.4	0	0	1	9	26	7	0	0	0	0	0	0
22:00	36	37.6	32.8	4.6	0	0	1	8	18	6	3	0	0	0	0	0
23:00	6	39.4	33.3	5.8	0	0	0	2	2	1	1	0	0	0	0	0
Total																
2H(10-12)	192	34.8	30.6	4.0	0	3	7	66	98	17	1	0	0	0	0	0
2H(14-16)	266	34.9	29.9	4.9	0	5	27	106	96	26	6	0	0	0	0	0
12H(7-19)	1522	35.1	30.6	4.4	0	23	89	524	716	150	20	0	0	0	0	0
24H(0-24)	1786	35.5	30.9	4.5	0	23	99	585	840	203	36	0	0	0	0	0
AM Peak	08:00 191	00:00 46.0	05:00 36.0	00:00 10.6	00:00 0	08:00 2	09:00 11	08:00 69	08:00 91	07:00 24	06:00 6	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 151	23:00 39.4	23:00 33.3	23:00 5.8	12:00 0	16:00 5	14:00 14	15:00 57	16:00 75	14:00 14	14:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	41.5	33.8	7.5	0	0	0	2	0	1	1	0	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	4	36.7	32.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
03:00	3	32.2	29.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
04:00	5	32.8	26.0	6.5	0	1	0	3	1	0	0	0	0	0	0	0
05:00	16	41.6	35.3	6.0	0	0	1	2	4	5	4	0	0	0	0	0
06:00	83	38.9	32.9	5.8	0	3	4	10	38	21	7	0	0	0	0	0
07:00	235	37.1	32.0	4.9	1	3	7	52	122	41	8	1	0	0	0	0
08:00	371	35.7	30.8	4.7	0	11	16	109	180	53	2	0	0	0	0	0
09:00	269	35.7	31.6	3.9	0	0	13	65	149	39	3	0	0	0	0	0
10:00	187	36.3	31.2	4.9	1	3	4	59	92	24	1	3	0	0	0	0
11:00	212	34.8	30.6	4.0	0	3	8	76	106	17	2	0	0	0	0	0
12:00	220	34.8	30.8	3.8	0	2	6	81	106	25	0	0	0	0	0	0
13:00	218	35.6	31.3	4.1	0	2	11	53	123	27	2	0	0	0	0	0
14:00	239	34.8	30.3	4.3	0	3	17	88	107	21	3	0	0	0	0	0
15:00	276	36.1	31.1	4.8	0	2	19	91	112	44	7	1	0	0	0	0
16:00	326	34.9	30.0	4.8	2	8	18	123	146	26	3	0	0	0	0	0
17:00	300	35.2	31.1	4.0	0	2	9	104	144	38	3	0	0	0	0	0
18:00	209	36.2	30.9	5.1	0	6	9	68	95	22	8	1	0	0	0	0
19:00	138	36.5	31.8	4.5	0	2	4	35	67	29	0	1	0	0	0	0
20:00	96	36.5	31.5	4.8	0	2	2	29	46	14	2	1	0	0	0	0
21:00	70	35.8	32.0	3.6	0	0	2	16	39	13	0	0	0	0	0	0
22:00	58	38.4	32.8	5.4	0	0	4	10	30	9	4	0	1	0	0	0
23:00	16	39.3	34.4	4.8	0	0	0	3	6	5	2	0	0	0	0	0
Total																
2H(10-12)	399	35.5	30.9	4.5	1	6	12	135	198	41	3	3	0	0	0	0
2H(14-16)	515	35.5	30.7	4.6	0	5	36	179	219	65	10	1	0	0	0	0
12H(7-19)	3062	35.6	31.0	4.5	4	45	137	969	1482	377	42	6	0	0	0	0
24H(0-24)	3557	35.9	31.1	4.6	4	53	154	1082	1717	476	62	8	1	0	0	0
AM Peak	08:00 371	05:00 41.6	05:00 35.3	00:00 7.5	07:00 1	08:00 11	08:00 16	08:00 109	08:00 180	08:00 53	07:00 8	10:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 326	23:00 39.3	23:00 34.4	22:00 5.4	16:00 2	16:00 8	15:00 19	16:00 123	16:00 146	15:00 44	18:00 8	15:00 1	22:00 1	12:00 0	12:00 0	12:00 0

Urchfont ATC, Western Site

Direction: Westbound

30/06/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
01:00	2	44.8	37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	2	49.8	42.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	29	39.8	33.1	6.5	0	1	2	4	11	7	4	0	0	0	0	0
07:00	85	36.7	32.0	4.6	0	0	2	29	34	17	2	1	0	0	0	0
08:00	165	36.6	31.7	4.8	0	5	1	44	83	29	2	1	0	0	0	0
09:00	84	35.8	31.2	4.5	0	1	5	25	37	16	0	0	0	0	0	0
10:00	90	35.8	30.5	5.1	0	3	5	32	36	12	2	0	0	0	0	0
11:00	109	34.8	30.8	3.9	0	1	2	43	51	11	1	0	0	0	0	0
12:00	125	36.0	30.6	5.2	0	5	4	47	48	18	3	0	0	0	0	0
13:00	91	36.4	31.6	4.6	0	2	3	20	51	14	0	1	0	0	0	0
14:00	132	35.6	31.5	4.0	0	1	5	33	74	18	1	0	0	0	0	0
15:00	153	35.7	31.7	3.9	0	0	5	44	76	27	1	0	0	0	0	0
16:00	159	35.9	30.6	5.1	0	6	6	55	64	27	1	0	0	0	0	0
17:00	161	36.3	32.2	4.0	0	0	2	45	81	28	5	0	0	0	0	0
18:00	97	36.3	31.6	4.5	0	0	1	42	33	16	5	0	0	0	0	0
19:00	89	36.6	31.6	4.8	0	1	5	24	40	16	3	0	0	0	0	0
20:00	40	38.0	32.9	5.0	0	0	1	12	13	11	3	0	0	0	0	0
21:00	25	35.9	31.9	3.9	0	0	1	6	13	5	0	0	0	0	0	0
22:00	29	39.8	32.5	7.1	0	0	2	11	8	4	2	1	1	0	0	0
23:00	7	39.3	31.4	7.6	0	1	0	0	4	2	0	0	0	0	0	0
Total																
2H(10-12)	199	35.3	30.6	4.5	0	4	7	75	87	23	3	0	0	0	0	0
2H(14-16)	285	35.6	31.6	3.9	0	1	10	77	150	45	2	0	0	0	0	0
12H(7-19)	1451	36.0	31.3	4.5	0	24	41	459	668	233	23	3	0	0	0	0
24H(0-24)	1678	36.3	31.5	4.7	0	27	52	516	760	281	36	5	1	0	0	0
AM Peak	08:00 165	03:00 49.8	03:00 42.5	01:00 7.1	00:00 0	08:00 5	09:00 5	08:00 44	08:00 83	08:00 29	06:00 4	03:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 161	22:00 39.8	20:00 32.9	23:00 7.6	12:00 0	16:00 6	16:00 6	16:00 55	17:00 81	17:00 28	17:00 5	13:00 1	22:00 1	12:00 0	12:00 0	12:00 0

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	1	-	27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	57.5	-	0	0	0	0	0	0	0	0	0	1	0	0
02:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
05:00	16	38.9	33.8	5.0	0	0	1	2	6	6	1	0	0	0	0	0
06:00	57	38.5	32.8	5.5	0	1	2	12	25	11	6	0	0	0	0	0
07:00	110	36.5	31.9	4.4	0	2	4	22	60	21	1	0	0	0	0	0
08:00	194	34.6	31.0	3.6	0	0	3	75	98	16	1	1	0	0	0	0
09:00	128	35.4	30.3	4.9	1	3	5	46	58	14	1	0	0	0	0	0
10:00	114	34.9	30.3	4.4	0	1	11	39	50	12	1	0	0	0	0	0
11:00	105	34.3	29.6	4.6	0	1	17	34	43	10	0	0	0	0	0	0
12:00	102	34.9	30.0	4.8	1	1	7	40	43	9	1	0	0	0	0	0
13:00	96	35.2	30.9	4.2	0	1	3	35	46	10	0	1	0	0	0	0
14:00	96	34.4	30.3	3.9	0	1	5	36	46	8	0	0	0	0	0	0
15:00	168	34.0	30.0	3.8	0	0	12	73	71	10	2	0	0	0	0	0
16:00	134	34.1	29.6	4.4	0	2	12	61	45	14	0	0	0	0	0	0
17:00	123	35.2	30.9	4.2	0	1	4	47	54	15	2	0	0	0	0	0
18:00	85	36.0	31.6	4.2	0	0	3	28	37	15	2	0	0	0	0	0
19:00	45	35.5	30.7	4.6	0	2	0	14	24	5	0	0	0	0	0	0
20:00	43	36.1	31.7	4.2	0	0	3	9	24	6	1	0	0	0	0	0
21:00	26	34.2	30.6	3.5	0	0	1	10	13	2	0	0	0	0	0	0
22:00	21	36.6	32.7	3.7	0	0	0	5	10	6	0	0	0	0	0	0
23:00	7	35.5	32.5	2.9	0	0	0	1	5	1	0	0	0	0	0	0
Total																
2H(10-12)	219	34.6	29.9	4.5	0	2	28	73	93	22	1	0	0	0	0	0
2H(14-16)	264	34.1	30.1	3.9	0	1	17	109	117	18	2	0	0	0	0	0
12H(7-19)	1455	34.9	30.5	4.3	2	13	86	536	651	154	11	2	0	0	0	0
24H(0-24)	1676	35.3	30.7	4.4	2	16	93	590	759	193	20	2	0	1	0	0
AM Peak	08:00 194	04:00 42.7	01:00 57.5	06:00 5.5	09:00 1	09:00 3	11:00 17	08:00 75	08:00 98	07:00 21	06:00 6	08:00 1	00:00 0	01:00 1	00:00 0	00:00 0
PM Peak	15:00 168	22:00 36.6	22:00 32.7	12:00 4.8	12:00 1	16:00 2	15:00 12	15:00 73	15:00 71	17:00 15	15:00 2	13:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
00:00	4	36.7	32.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
01:00	3	57.2	44.2	12.6	0	0	0	0	1	0	1	0	0	1	0	0
02:00	2	37.5	37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
03:00	2	49.8	42.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
05:00	16	38.9	33.8	5.0	0	0	1	2	6	6	1	0	0	0	0	0
06:00	86	38.9	32.9	5.8	0	2	4	16	36	18	10	0	0	0	0	0
07:00	195	36.6	31.9	4.5	0	2	6	51	94	38	3	1	0	0	0	0
08:00	359	35.6	31.3	4.2	0	5	4	119	181	45	3	2	0	0	0	0
09:00	212	35.6	30.7	4.7	1	4	10	71	95	30	1	0	0	0	0	0
10:00	204	35.3	30.4	4.7	0	4	16	71	86	24	3	0	0	0	0	0
11:00	214	34.6	30.2	4.3	0	2	19	77	94	21	1	0	0	0	0	0
12:00	227	35.5	30.3	5.0	1	6	11	87	91	27	4	0	0	0	0	0
13:00	187	35.8	31.2	4.4	0	3	6	55	97	24	0	2	0	0	0	0
14:00	228	35.1	31.0	4.0	0	2	10	69	120	26	1	0	0	0	0	0
15:00	321	34.9	30.8	3.9	0	0	17	117	147	37	3	0	0	0	0	0
16:00	293	35.1	30.2	4.8	0	8	18	116	109	41	1	0	0	0	0	0
17:00	284	35.9	31.6	4.1	0	1	6	92	135	43	7	0	0	0	0	0
18:00	182	36.1	31.6	4.4	0	0	4	70	70	31	7	0	0	0	0	0
19:00	134	36.3	31.3	4.8	0	3	5	38	64	21	3	0	0	0	0	0
20:00	83	37.0	32.3	4.6	0	0	4	21	37	17	4	0	0	0	0	0
21:00	51	35.1	31.2	3.7	0	0	2	16	26	7	0	0	0	0	0	0
22:00	50	38.7	32.6	5.8	0	0	2	16	18	10	2	1	1	0	0	0
23:00	14	37.7	32.0	5.6	0	1	0	1	9	3	0	0	0	0	0	0
Total																
2H(10-12)	418	35.0	30.3	4.5	0	6	35	148	180	45	4	0	0	0	0	0
2H(14-16)	549	35.0	30.9	3.9	0	2	27	186	267	63	4	0	0	0	0	0
12H(7-19)	2906	35.5	30.9	4.4	2	37	127	995	1319	387	34	5	0	0	0	0
24H(0-24)	3354	35.8	31.1	4.6	2	43	145	1106	1519	474	56	7	1	1	0	0
AM Peak	08:00 359	01:00 57.2	01:00 44.2	01:00 12.6	09:00 1	08:00 5	11:00 19	08:00 119	08:00 181	08:00 45	06:00 10	08:00 2	00:00 0	01:00 1	00:00 0	00:00 0
PM Peak	15:00 321	22:00 38.7	22:00 32.6	22:00 5.8	12:00 1	16:00 8	16:00 18	15:00 117	15:00 147	17:00 43	17:00 7	13:00 2	22:00 1	12:00 0	12:00 0	12:00 0

Urchfont ATC, Eastern Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	1802	38.2	31.7	6.3	0	50	210	391	618	404	106	20	3	0	0	0
Sat 25 Jun 2022	1283	38.4	32.0	6.3	1	42	115	258	485	276	95	9	2	0	0	0
Sun 26 Jun 2022	975	38.9	32.3	6.4	1	28	84	185	368	214	75	20	0	0	0	0
Mon 27 Jun 2022	1648	38.0	31.6	6.2	0	47	150	417	605	307	94	25	3	0	0	0
Tue 28 Jun 2022	1640	38.2	31.5	6.4	0	68	175	325	610	352	87	20	3	0	0	0
Wed 29 Jun 2022	1746	38.7	31.8	6.7	3	67	177	348	617	391	109	28	6	0	0	0
Thu 30 Jun 2022	1653	38.3	31.8	6.3	1	44	169	371	579	363	100	22	3	1	0	0
5 Day Ave.	1698	38.3	31.7	6.4	1	55	176	370	606	363	99	23	4	0	0	0
7 Day Ave.	1535	38.4	31.8	6.4	1	49	154	328	555	330	95	21	3	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	1788	40.7	33.1	7.3	4	87	131	240	603	489	176	38	17	2	1	0
Sat 25 Jun 2022	1257	40.8	33.1	7.5	5	82	64	152	426	375	117	29	4	0	3	0
Sun 26 Jun 2022	946	41.3	33.6	7.5	7	52	42	106	307	294	106	24	7	1	0	0
Mon 27 Jun 2022	1561	40.6	33.2	7.1	3	87	76	208	538	447	160	31	9	2	0	0
Tue 28 Jun 2022	1626	41.2	33.5	7.4	9	90	82	188	521	518	168	35	10	3	2	0
Wed 29 Jun 2022	1748	41.2	33.8	7.2	6	88	87	159	614	550	193	39	7	2	3	0
Thu 30 Jun 2022	1636	41.1	33.9	6.9	1	72	80	172	559	522	175	41	12	1	1	0
5 Day Ave.	1672	40.9	33.5	7.2	5	85	91	193	567	505	174	37	11	2	1	0
7 Day Ave.	1509	41.0	33.4	7.3	5	80	80	175	510	456	156	34	9	2	1	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 24 Jun 2022	3590	39.5	32.4	6.8	4	137	341	631	1221	893	282	58	20	2	1	0
Sat 25 Jun 2022	2540	39.7	32.5	6.9	6	124	179	410	911	651	212	38	6	0	3	0
Sun 26 Jun 2022	1921	40.2	32.9	7.0	8	80	126	291	675	508	181	44	7	1	0	0
Mon 27 Jun 2022	3209	39.3	32.4	6.7	3	134	226	625	1143	754	254	56	12	2	0	0
Tue 28 Jun 2022	3266	39.8	32.5	7.0	9	158	257	513	1131	870	255	55	13	3	2	0
Wed 29 Jun 2022	3494	40.0	32.8	7.0	9	155	264	507	1231	941	302	67	13	2	3	0
Thu 30 Jun 2022	3289	39.8	32.9	6.7	2	116	249	543	1138	885	275	63	15	2	1	0
5 Day Ave.	3370	39.7	32.6	6.8	5	140	267	564	1173	869	274	60	15	2	1	0
7 Day Ave.	3044	39.7	32.6	6.9	6	129	235	503	1064	786	252	54	12	2	1	0

360 TSL Ltd

Urchfont ATC, Eastern Site



Direction: Westbound

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	5-Day Ave.	7-Day Ave.
00:00	3	1	11	5	8	2	0	4	4
01:00	0	1	4	2	2	2	1	1	2
02:00	1	2	0	2	1	2	1	1	1
03:00	0	0	1	2	1	4	0	1	1
04:00	0	1	1	2	3	2	4	2	2
05:00	12	3	2	19	10	12	14	13	10
06:00	36	10	9	54	50	53	53	49	38
07:00	118	26	13	131	139	130	115	127	96
08:00	204	72	37	190	189	185	188	191	152
09:00	92	91	58	105	108	118	118	108	99
10:00	93	119	98	102	102	93	109	100	102
11:00	100	133	107	94	110	92	99	99	105
12:00	111	120	103	92	98	111	106	104	106
13:00	120	143	73	87	86	114	95	100	103
14:00	130	110	70	106	87	141	98	112	106
15:00	174	68	75	138	164	125	155	151	128
16:00	156	87	65	138	134	146	140	143	124
17:00	133	82	59	141	125	134	125	132	114
18:00	129	68	69	85	66	88	83	90	84
19:00	68	63	62	55	69	54	53	60	61
20:00	40	31	24	49	39	51	41	44	39
21:00	49	22	19	35	21	47	23	35	31
22:00	24	19	10	13	18	35	24	23	20
23:00	9	11	5	1	10	5	8	7	7
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	1560 1753 1786 1802	1119 1245 1275 1283	827 941 956 975	1409 1602 1616 1648	1408 1587 1615 1640	1477 1682 1722 1746	1431 1601 1633 1653	1457 1645 1674 1698	1319 1487 1515 1535
AM Peak	08:00 204	11:00 133	11:00 107	08:00 190	08:00 189	08:00 185	08:00 188	08:00 191	08:00 152
PM Peak	15:00 174	13:00 143	12:00 103	17:00 141	15:00 164	16:00 146	15:00 155	15:00 151	15:00 128

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	5-Day Ave.	7-Day Ave.
00:00	2	9	11	4	2	2	2	2	5
01:00	4	3	3	1	1	0	1	1	2
02:00	0	0	4	1	0	2	1	1	1
03:00	1	2	2	0	2	0	2	1	1
04:00	0	2	2	2	0	1	2	1	1
05:00	5	0	3	5	1	3	0	3	2
06:00	24	8	5	27	24	34	29	28	22
07:00	91	38	13	99	83	92	84	90	71
08:00	176	61	20	168	178	190	174	177	138
09:00	101	73	38	79	112	149	89	106	92
10:00	85	82	76	93	95	92	86	90	87
11:00	75	123	90	84	89	111	95	91	95
12:00	106	140	98	104	95	110	113	106	109
13:00	129	131	80	81	88	98	96	98	100
14:00	133	96	74	99	127	96	119	115	106
15:00	185	91	84	144	129	145	160	153	134
16:00	175	98	93	151	164	176	161	165	145
17:00	203	94	74	176	158	156	156	170	145
18:00	116	57	64	98	117	112	85	106	93
19:00	62	41	54	62	66	83	85	72	65
20:00	44	39	24	38	37	42	36	39	37
21:00	38	34	19	28	34	26	29	31	30
22:00	15	17	11	14	16	17	25	17	16
23:00	18	18	4	3	8	11	6	9	10
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	1575 1743 1776 1788	1084 1206 1241 1257	804 906 921 946	1376 1531 1548 1561	1435 1596 1620 1626	1527 1712 1740 1748	1418 1597 1628 1636	1466 1636 1662 1672	1317 1470 1496 1509
AM Peak	08:00 176	11:00 123	11:00 90	08:00 168	08:00 178	08:00 190	08:00 174	08:00 177	08:00 138
PM Peak	17:00 203	12:00 140	12:00 98	17:00 176	16:00 164	16:00 176	16:00 161	17:00 170	16:00 145

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	5-Day Ave.	7-Day Ave.
00:00	5	10	22	9	10	4	2	6	9
01:00	4	4	7	3	3	2	2	3	4
02:00	1	2	4	3	1	4	2	2	2
03:00	1	2	3	2	3	4	2	2	2
04:00	0	3	3	4	3	3	6	3	3
05:00	17	3	5	24	11	15	14	16	13
06:00	60	18	14	81	74	87	82	77	59
07:00	209	64	26	230	222	222	199	216	167
08:00	380	133	57	358	367	375	362	368	290
09:00	193	164	96	184	220	267	207	214	190
10:00	178	201	174	195	197	185	195	190	189
11:00	175	256	197	178	199	203	194	190	200
12:00	217	260	201	196	193	221	219	209	215
13:00	249	274	153	168	174	212	191	199	203
14:00	263	206	144	205	214	237	217	227	212
15:00	359	159	159	282	293	270	315	304	262
16:00	331	185	158	289	298	322	301	308	269
17:00	336	176	133	317	283	290	281	301	259
18:00	245	125	133	183	183	200	168	196	177
19:00	130	104	116	117	135	137	138	131	125
20:00	84	70	48	87	76	93	77	83	76
21:00	87	56	38	63	55	73	52	66	61
22:00	39	36	21	27	34	52	49	40	37
23:00	27	29	9	4	18	16	14	16	17
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	3135 3496 3562 3590	2203 2451 2516 2540	1631 1847 1877 1921	2785 3133 3164 3209	2843 3183 3235 3266	3004 3394 3462 3494	2849 3198 3261 3289	2923 3281 3337 3370	2636 2957 3011 3044
AM Peak	08:00 380	11:00 256	11:00 197	08:00 358	08:00 367	08:00 375	08:00 362	08:00 368	08:00 290
PM Peak	15:00 359	13:00 274	12:00 201	17:00 317	16:00 298	16:00 322	15:00 315	16:00 308	16:00 269

360 TSL Ltd

Urchfont ATC, Western Site

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
Fri 24 Jun 2022	1854	36.8	31.4	5.2	9	35	64	565	807	314	44	16	0	0	0	0
Sat 25 Jun 2022	1308	36.5	31.1	5.2	2	43	42	386	600	201	28	5	1	0	0	0
Sun 26 Jun 2022	985	37.4	31.8	5.4	5	22	19	266	454	178	33	6	1	0	1	0
Mon 27 Jun 2022	1622	36.3	31.1	5.0	4	34	53	540	713	227	44	6	1	0	0	0
Tue 28 Jun 2022	1657	36.5	31.4	4.9	2	23	50	535	746	240	53	5	2	0	1	0
Wed 29 Jun 2022	1771	36.3	31.4	4.7	4	30	55	497	877	273	26	8	1	0	0	0
Thu 30 Jun 2022	1678	36.3	31.5	4.7	0	27	52	516	760	281	36	5	1	0	0	0
5 Day Ave.	1716	36.4	31.4	4.9	4	30	55	531	781	267	41	8	1	0	0	0
7 Day Ave.	1554	36.6	31.4	5.0	4	31	48	472	708	245	38	7	1	0	0	0

360 TSL Ltd

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
Fri 24 Jun 2022	1814	35.0	30.5	4.3	0	18	110	673	795	191	26	1	0	0	0	0
Sat 25 Jun 2022	1300	35.8	30.8	4.8	0	23	78	434	557	181	26	1	0	0	0	0
Sun 26 Jun 2022	1005	35.8	30.9	4.8	1	17	63	306	465	134	16	3	0	0	0	0
Mon 27 Jun 2022	1666	35.1	30.7	4.3	0	20	70	632	744	174	21	5	0	0	0	0
Tue 28 Jun 2022	1656	35.4	30.8	4.4	1	15	86	573	756	196	29	0	0	0	0	0
Wed 29 Jun 2022	1786	35.5	30.9	4.5	0	23	99	585	840	203	36	0	0	0	0	0
Thu 30 Jun 2022	1676	35.3	30.7	4.4	2	16	93	590	759	193	20	2	0	1	0	0
5 Day Ave.	1720	35.3	30.7	4.4	1	18	92	611	779	191	26	2	0	0	0	0
7 Day Ave.	1558	35.4	30.8	4.5	1	19	86	542	702	182	25	2	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
Fri 24 Jun 2022	3668	36.0	31.0	4.8	9	53	174	1238	1602	505	70	17	0	0	0	0
Sat 25 Jun 2022	2608	36.1	31.0	5.0	2	66	120	820	1157	382	54	6	1	0	0	0
Sun 26 Jun 2022	1990	36.6	31.4	5.1	6	39	82	572	919	312	49	9	1	0	1	0
Mon 27 Jun 2022	3288	35.7	30.9	4.7	4	54	123	1172	1457	401	65	11	1	0	0	0
Tue 28 Jun 2022	3313	35.9	31.1	4.6	3	38	136	1108	1502	436	82	5	2	0	1	0
Wed 29 Jun 2022	3557	35.9	31.1	4.6	4	53	154	1082	1717	476	62	8	1	0	0	0
Thu 30 Jun 2022	3354	35.8	31.1	4.6	2	43	145	1106	1519	474	56	7	1	1	0	0
5 Day Ave.	3436	35.9	31.0	4.6	4	48	146	1141	1559	458	67	10	1	0	0	0
7 Day Ave.	3111	36.0	31.1	4.8	4	49	133	1014	1410	427	63	9	1	0	0	0

360 TSL Ltd

Urchfont ATC, Western Site



Direction: Westbound

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	5-Day Ave.	7-Day Ave.
00:00	3	6	12	5	3	2	3	3	5
01:00	4	5	2	1	1	0	2	2	2
02:00	0	1	4	1	0	2	1	1	1
03:00	1	2	3	0	1	0	2	1	1
04:00	0	1	2	0	0	1	0	0	1
05:00	4	0	3	4	1	3	0	2	2
06:00	22	4	2	29	25	29	29	27	20
07:00	93	29	12	99	80	89	85	89	70
08:00	189	60	16	171	174	180	165	176	136
09:00	112	75	37	88	104	147	84	107	92
10:00	84	95	78	99	105	85	90	93	91
11:00	84	121	100	97	87	122	109	100	103
12:00	123	151	113	96	102	108	125	111	117
13:00	135	151	83	79	93	96	91	99	104
14:00	143	101	83	109	141	104	132	126	116
15:00	179	93	85	141	129	145	153	149	132
16:00	174	109	98	160	158	175	159	165	148
17:00	204	103	76	187	161	166	161	176	151
18:00	118	59	67	100	116	123	97	111	97
19:00	65	38	52	70	64	87	89	75	66
20:00	49	36	25	39	44	48	40	44	40
21:00	31	36	16	30	41	27	25	31	29
22:00	18	17	12	13	18	22	29	20	18
23:00	19	15	4	4	9	10	7	10	10
Total									
12H(7-19)	1638	1147	848	1426	1450	1540	1451	1501	1357
16H(6-22)	1805	1261	943	1594	1624	1731	1634	1678	1513
18H(6-24)	1842	1293	959	1611	1651	1763	1670	1707	1541
24H(0-24)	1854	1308	985	1622	1657	1771	1678	1716	1554
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
	189	121	100	171	174	180	165	176	136
PM Peak	17:00	12:00	12:00	17:00	17:00	16:00	17:00	17:00	17:00
	204	151	113	187	161	175	161	176	151

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	5-Day Ave.	7-Day Ave.
00:00	3	2	11	5	8	2	1	4	5
01:00	0	2	4	2	2	2	1	1	2
02:00	1	2	0	2	1	2	1	1	1
03:00	0	0	1	2	1	3	0	1	1
04:00	0	1	1	2	3	4	3	2	2
05:00	11	3	2	19	11	13	16	14	11
06:00	40	13	10	64	53	54	57	54	42
07:00	124	28	17	135	140	146	110	131	100
08:00	189	77	38	190	194	191	194	192	153
09:00	97	103	68	114	104	122	128	113	105
10:00	102	124	100	103	103	102	114	105	107
11:00	110	132	115	92	110	90	105	101	108
12:00	115	122	102	85	108	112	102	104	107
13:00	124	142	74	98	102	122	96	108	108
14:00	120	113	76	92	80	135	96	105	102
15:00	178	63	63	153	161	131	168	158	131
16:00	149	82	72	132	141	151	134	141	123
17:00	127	81	65	135	110	134	123	126	111
18:00	130	66	69	87	69	86	85	91	85
19:00	72	52	56	55	69	51	45	58	57
20:00	43	33	27	49	40	48	43	45	40
21:00	45	23	16	36	19	43	26	34	30
22:00	23	23	12	13	18	36	21	22	21
23:00	11	13	6	1	9	6	7	7	8
Total									
12H(7-19)	1565	1133	859	1416	1422	1522	1455	1476	1339
16H(6-22)	1765	1254	968	1620	1603	1718	1626	1666	1508
18H(6-24)	1799	1290	986	1634	1630	1760	1654	1695	1536
24H(0-24)	1814	1300	1005	1666	1656	1786	1676	1720	1558
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
	189	132	115	190	194	191	194	192	153
PM Peak	15:00	13:00	12:00	15:00	15:00	16:00	15:00	15:00	15:00
	178	142	102	153	161	151	168	158	131

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	Thu 30/06/2022	5-Day Ave.	7-Day Ave.
00:00	6	8	23	10	11	4	4	7	9
01:00	4	7	6	3	3	2	3	3	4
02:00	1	3	4	3	1	4	2	2	3
03:00	1	2	4	2	2	3	2	2	2
04:00	0	2	3	2	3	5	3	3	3
05:00	15	3	5	23	12	16	16	16	13
06:00	62	17	12	93	78	83	86	80	62
07:00	217	57	29	234	220	235	195	220	170
08:00	378	137	54	361	368	371	359	367	290
09:00	209	178	105	202	208	269	212	220	198
10:00	186	219	178	202	208	187	204	197	198
11:00	194	253	215	189	197	212	214	201	211
12:00	238	273	215	181	210	220	227	215	223
13:00	259	293	157	177	195	218	187	207	212
14:00	263	214	159	201	221	239	228	230	218
15:00	357	156	148	294	290	276	321	308	263
16:00	323	191	170	292	299	326	293	307	271
17:00	331	184	141	322	271	300	284	302	262
18:00	248	125	136	187	185	209	182	202	182
19:00	137	90	108	125	133	138	134	133	124
20:00	92	69	52	88	84	96	83	89	81
21:00	76	59	32	66	60	70	51	65	59
22:00	41	40	24	26	36	58	50	42	39
23:00	30	28	10	5	18	16	14	17	17
Total									
12H(7-19)	3203	2280	1707	2842	2872	3062	2906	2977	2696
16H(6-22)	3570	2515	1911	3214	3227	3449	3260	3344	3021
18H(6-24)	3641	2583	1945	3245	3281	3523	3324	3403	3077
24H(0-24)	3668	2608	1990	3288	3313	3557	3354	3436	3111
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
	378	253	215	361	368	371	359	367	290
PM Peak	15:00	13:00	12:00	17:00	16:00	16:00	15:00	15:00	16:00
	357	293	215	322	299	326	321	308	271

360 TSL Ltd

Appendix C

	Main Road								Service Station Access								% Using Services	15 Minute Proportion of Hour	Minimum %	Maximum %	Standard Deviation
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	Total	PC	MC	CAR	LGV	OGV1	OGV2	BUS	Total					
07:00	0	1	211	87	39	67	4	409	0	0	7	10	1	0	0	18	4.22%	25.4%			0.4%
07:15	0	0	214	102	27	82	2	427	0	0	14	3	2	3	0	22	4.90%	31.0%			6.0%
07:30	0	0	268	87	34	81	7	477	0	0	9	2	1	4	0	16	3.25%	22.5%			2.5%
07:45	0	0	258	71	28	79	0	436	0	0	7	3	2	3	0	15	3.33%	21.1%			3.9%
1 Hr	0	1	951	347	128	309	13	1749	0	0	37	18	6	10	0	71	3.90%		21.1%	31.0%	
08:00	0	1	235	55	24	62	1	378	0	0	10	1	0	3	0	14	3.57%	21.5%			3.5%
08:15	0	1	226	69	24	58	0	378	0	0	10	3	2	1	0	16	4.06%	24.6%			0.4%
08:30	0	1	249	59	30	53	3	395	0	0	7	4	1	2	0	14	3.42%	21.5%			3.5%
08:45	0	3	257	63	24	75	3	425	0	0	11	4	4	2	0	21	4.71%	32.3%			7.3%
1 Hr	0	6	967	246	102	248	7	1576	0	0	38	12	7	8	0	65	3.96%		21.5%	32.3%	
09:00	0	0	221	56	21	64	2	364	0	0	9	2	3	0	0	14	3.70%	23.3%			1.7%
09:15	0	2	200	60	26	68	2	358	0	0	9	1	0	4	0	14	3.76%	23.3%			1.7%
09:30	0	1	207	61	27	60	1	357	0	0	9	3	3	2	0	17	4.55%	28.3%			3.3%
09:45	0	0	205	43	21	62	1	332	0	0	13	0	0	2	0	15	4.32%	25.0%			0.0%
1 Hr	0	3	833	220	95	254	6	1411	0	0	40	6	6	8	0	60	4.08%		23.3%	28.3%	
10:00	0	0	213	57	22	75	1	368	0	0	8	2	1	0	0	11	2.90%	19.6%			5.4%
10:15	0	0	220	54	30	72	2	378	0	0	4	2	1	5	0	12	3.08%	21.4%			3.6%
10:30	0	1	178	47	21	58	4	309	0	0	10	4	2	3	0	19	5.79%	33.9%			8.9%
10:45	0	2	201	29	32	34	0	298	0	0	11	2	0	1	0	14	4.49%	25.0%			0.0%
1 Hr	0	3	812	187	105	239	7	1353	0	0	33	10	4	9	0	56	3.97%		19.6%	33.9%	
11:00	0	0	187	50	23	50	1	311	0	0	6	2	1	4	0	13	4.01%	24.1%			0.9%
11:15	0	1	188	37	21	69	1	317	0	0	7	2	1	1	0	11	3.35%	20.4%			4.6%
11:30	0	2	196	50	17	70	2	337	0	0	10	1	0	2	0	13	3.71%	24.1%			0.9%
11:45	0	0	183	30	21	65	1	300	0	0	11	1	3	2	0	17	5.36%	31.5%			6.5%
1 Hr	0	3	754	167	82	254	5	1265	0	0	34	6	5	9	0	54	4.09%		20.4%	31.5%	
12:00	0	1	181	42	28	54	1	307	0	0	12	4	2	3	0	21	6.40%	38.9%			13.9%
12:15	0	0	184	35	23	59	0	301	0	0	6	2	0	2	0	10	3.22%	18.5%			6.5%
12:30	0	0	200	34	17	64	2	317	0	0	9	1	2	1	0	13	3.94%	24.1%			0.9%
12:45	0	0	207	39	29	68	1	344	0	0	6	3	0	1	0	10	2.82%	18.5%			6.5%
1 Hr	0	1	772	150	97	245	4	1269	0	0	33	10	4	7	0	54	4.08%		18.5%	38.9%	
13:00	0	0	272	43	12	61	0	388	0	0	12	4	0	2	0	18	4.43%	23.4%			1.6%
13:15	0	1	248	37	21	55	1	363	0	0	14	3	1	1	0	19	4.97%	24.7%			0.3%
13:30	0	1	252	44	21	68	0	386	0	0	11	6	1	2	0	20	4.93%	26.0%			1.0%
13:45	0	1	242	42	26	62	2	375	0	0	16	2	1	1	0	20	5.06%	26.0%			1.0%
1 Hr	0	3	1014	166	80	246	3	1512	0	0	53	15	3	6	0	77	4.85%		23.4%	26.0%	
14:00	0	0	255	46	16	76	0	393	0	0	9	4	4	0	0	17	4.15%	32.1%			7.1%
14:15	0	0	249	40	17	60	1	367	0	1	4	2	1	0	0	8	2.13%	15.1%			9.9%
14:30	0	0	254	59	12	74	7	406	0	0	6	2	2	2	0	12	2.87%	22.6%			2.4%
14:45	0	1	220	45	21	73	3	363	0	0	9	2	1	4	0	16	4.22%	30.2%			5.2%
1 Hr	0	1	978	190	66	283	11	1529	0	1	28	10	8	6	0	53	3.35%		15.1%	32.1%	
15:00	0	0	269	48	23	70	0	410	0	0	13	1	2	1	0	17	3.98%	24.3%			0.7%
15:15	0	0	284	42	25	65	3	419	0	0	15	3	1	3	0	22	4.99%	31.4%			6.4%
15:30	0	0	257	48	27	75	0	407	0	0	7	3	1	1	0	12	2.86%	17.1%			7.9%
15:45	0	1	276	64	23	69	2	435	0	0	11	3	2	3	0	19	4.19%	27.1%			2.1%
1 Hr	0	1	1086	202	98	279	5	1671	0	0	46	10	6	8	0	70	4.02%		17.1%	31.4%	
16:00	0	0	323	49	30	79	4	485	0	0	16	2	3	3	1	25	4.90%	36.2%			11.2%
16:15	0	3	302	64	32	62	0	463	0	0	11	2	2	1	0	16	3.34%	23.2%			1.8%
16:30	0	1	310	53	19	70	3	456	0	0	10	3	1	1	0	15	3.18%	21.7%			3.3%
16:45	0	0	314	51	30	70	2	467	0	0	7	1	2	3	0	13	2.71%	18.8%			6.2%
1 Hr	0	4	1249	217	111	281	9	1871	0	0	44	8	8	8	1	69	3.56%		18.8%	36.2%	
17:00	0	3	350	52	25	76	2	508	0	0	10	3	0	1	0	14	2.68%	20.3%			4.7%
17:15	0	1	327	61	17	59	2	467	0	0	11	3	2	0	0	16	3.31%	23.2%			1.8%
17:30	0	0	312	52	22	53	1	440	0	0	18	1	1	2	0	22	4.76%	31.9%			6.9%
17:45	0	1	320	40	20	53	0	434	0	1	12	2	0	2	0	17	3.77%	24.6%			0.4%
1 Hr	0	5	1309	205	84	241	5	1849	0	1	51	9	3	5	0	69	3.60%		20.3%	31.9%	
18:00	0	2	287	46	16	70	2	423	0	0	6	2	1	0	0	9	2.08%	19.1%			5.9%
18:15	0	2	260	28	22	76	0	388	0	0	12	2	0	2	0	16	3.96%	34.0%			9.0%
18:30	0	3	271	34	11	54	0	373	0	0	9	1	0	3	0	13	3.37%	27.7%			2.7%
18:45	0	0	228	26	10	53	1	318	0	0	5	2	0	2	0	9	2.75%	19.1%			5.9%
1 Hr	0	7	1046	134	59	253	3	1502	0	0	32	7	1	7	0	47	3.03%		19.1%	34.0%	

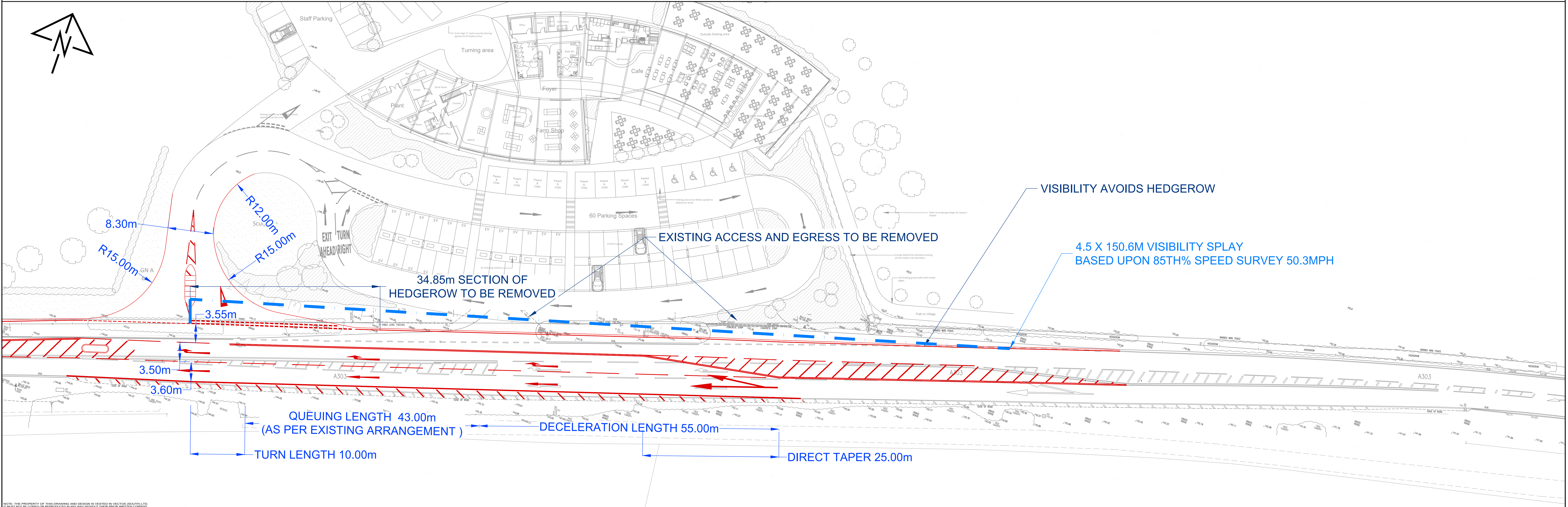
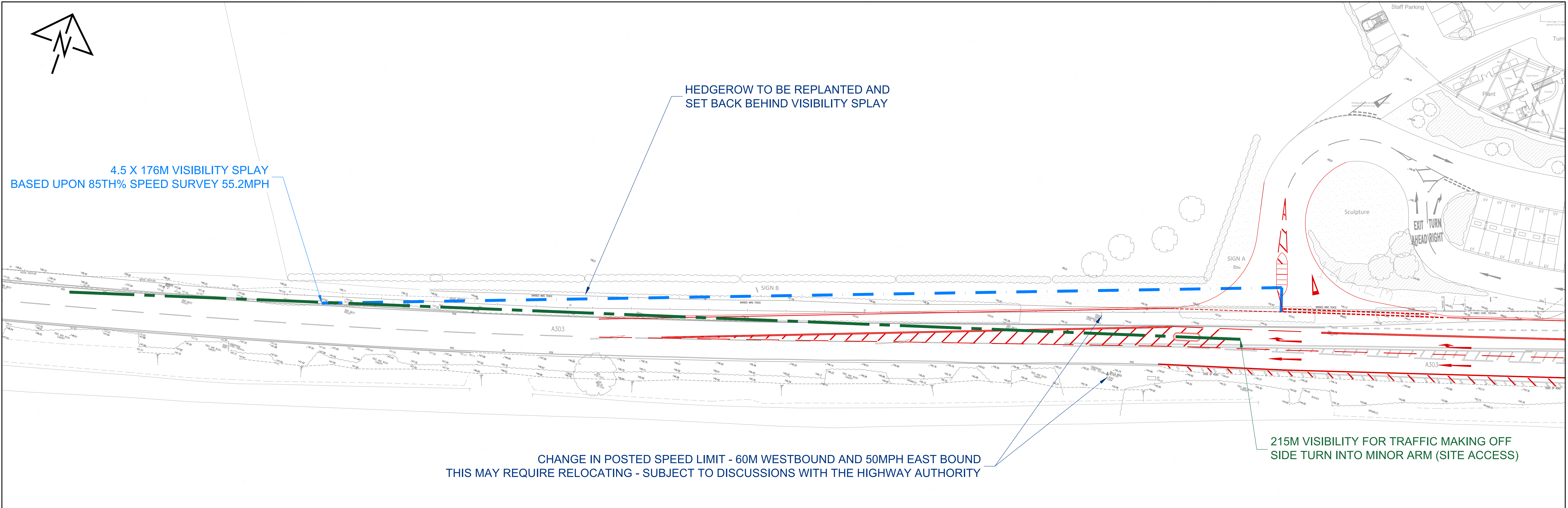
85th Percentile SD
7.1%

2.62%

Main Road									Service Station Access									% Using Services	15 Minute Proportion of Hour	Minimum %	Maximum %	Standard Deviation			
PC	MC	CAR	LGV	OGV1	OGV2	BUS	Total	PC	MC	CAR	LGV	OGV1	OGV2	BUS	Total										
07:00	0	1	175	43	22	71	1	313	0	0	7	4	1	0	0	12	3.69%	22.6%	17.0%	32.1%	2.4%				
07:15	0	1	166	48	25	76	0	316	0	0	11	4	1	1	0	17	5.11%					32.1%	7.1%		
07:30	0	2	188	60	30	72	0	352	0	0	7	1	1	0	0	9	2.49%					17.0%	8.0%		
07:45	0	2	215	59	29	85	1	391	0	0	8	5	1	1	0	15	3.69%					28.3%	3.3%		
1 Hr	0	6	744	210	106	304	2	1372	0	0	33	14	4	2	0	53	3.72%								
08:00	0	1	229	51	28	59	3	371	0	0	6	1	0	0	0	7	1.85%	14.0%	32.1%	11.0%					
08:15	0	0	234	50	26	69	0	379	0	0	10	4	1	2	0	17	4.29%				34.0%	9.0%			
08:30	0	0	209	49	23	66	0	347	0	0	5	3	0	0	0	8	2.25%				16.0%	9.0%			
08:45	0	0	219	46	33	63	2	363	0	0	15	2	0	1	0	18	4.72%				36.0%	11.0%			
1 Hr	0	1	891	196	110	257	5	1460	0	0	36	10	1	3	0	50	3.31%				14.0%	36.0%			
09:00	0	0	176	43	16	55	3	293	0	0	6	1	1	0	0	8	2.66%	21.6%		3.4%					
09:15	0	0	202	35	29	55	2	323	0	0	7	6	1	1	0	15	4.44%							40.5%	15.5%
09:30	0	0	186	48	30	69	5	338	0	0	4	2	2	0	0	8	2.31%							20.6%	3.4%
09:45	0	0	192	58	24	64	1	339	0	0	5	1	0	0	0	6	1.74%							16.2%	8.8%
1 Hr	0	0	756	184	99	243	11	1293	0	0	22	10	4	1	0	37	2.78%				16.2%	40.5%			
10:00	0	0	205	44	27	75	2	353	0	0	9	3	1	0	0	13	3.55%	37.1%		12.1%					
10:15	0	0	192	39	30	58	2	321	0	0	8	2	0	1	0	11	3.31%							31.4%	6.4%
10:30	0	0	194	38	17	62	1	312	0	0	3	1	0	0	0	4	1.27%							11.4%	13.6%
10:45	0	1	194	50	35	60	0	340	0	0	5	1	1	0	0	7	2.02%							20.0%	5.0%
1 Hr	0	1	785	171	109	255	5	1326	0	0	25	7	2	1	0	35	2.57%				11.4%	37.1%			
11:00	0	2	192	28	19	78	1	320	0	0	6	0	1	0	0	7	2.14%	20.6%		4.4%					
11:15	0	1	194	44	28	67	2	336	0	0	10	1	1	0	0	12	3.45%							35.3%	10.3%
11:30	0	1	196	47	25	72	1	342	0	0	3	1	1	1	0	6	1.72%							17.6%	7.4%
11:45	0	0	193	42	24	90	0	349	0	0	4	4	0	1	0	9	2.51%							26.5%	1.5%
1 Hr	0	4	775	161	96	307	4	1347	0	0	23	6	3	2	0	34	2.46%				17.6%	35.3%			
12:00	0	1	230	67	31	69	0	398	0	0	4	3	0	0	0	7	1.73%	21.9%		3.1%					
12:15	0	2	251	60	32	76	3	424	0	0	5	1	1	0	0	7	1.62%							21.9%	3.1%
12:30	0	1	200	37	47	78	0	363	0	0	6	2	1	0	0	9	2.42%							28.1%	3.1%
12:45	0	0	226	73	25	79	2	405	0	3	3	3	0	0	0	9	2.17%							28.1%	3.1%
1 Hr	0	4	907	237	135	302	5	1590	0	3	18	9	2	0	0	32	1.97%				21.9%	28.1%			
13:00	0	0	227	55	35	89	0	406	0	0	5	2	0	0	0	7	1.69%	13.7%		11.3%					
13:15	0	2	230	55	27	86	3	403	0	0	6	4	1	0	0	11	2.66%							21.6%	3.4%
13:30	0	1	300	64	39	101	1	506	0	0	7	1	1	0	0	9	1.75%							17.6%	7.4%
13:45	0	0	252	55	38	92	0	437	0	0	15	5	3	1	0	24	5.21%							47.1%	22.1%
1 Hr	0	3	1009	229	139	368	4	1752	0	0	33	12	5	1	0	51	2.83%				13.7%	47.1%			
14:00	0	1	253	72	36	83	1	446	0	0	5	3	0	0	0	8	1.76%	16.7%		8.3%					
14:15	0	3	240	46	20	49	4	362	0	0	7	6	0	0	0	13	3.47%							27.1%	2.1%
14:30	0	2	174	37	18	36	1	268	0	1	6	4	0	0	0	11	3.94%							22.9%	2.1%
14:45	0	0	225	67	25	72	0	389	0	0	14	1	0	1	0	16	3.95%							33.3%	8.3%
1 Hr	0	6	892	222	99	240	6	1465	0	1	32	14	0	1	0	48	3.17%				16.7%	33.3%			
15:00	0	1	267	58	31	69	2	428	0	0	8	1	2	0	0	11	2.51%	20.4%		4.6%					
15:15	0	0	273	82	34	84	3	476	0	0	9	2	1	0	0	12	2.46%							22.2%	2.8%
15:30	0	1	273	63	27	59	1	424	0	0	11	5	2	0	0	18	4.07%							33.3%	8.3%
15:45	0	2	290	91	31	54	2	470	0	0	9	2	2	0	0	13	2.69%							24.1%	0.9%
1 Hr	0	4	1103	294	123	266	8	1798	0	0	37	10	7	0	0	54	2.92%				20.4%	33.3%			
16:00	0	0	382	112	40	93	3	630	0	0	19	6	0	0	0	25	3.82%	39.1%		14.1%					
16:15	0	3	429	122	47	84	4	689	0	0	10	3	1	0	0	14	1.99%							21.9%	3.1%
16:30	0	0	327	96	31	70	2	526	0	0	9	1	1	2	0	13	2.41%							20.3%	4.7%
16:45	0	1	325	89	30	52	4	501	0	0	7	3	2	0	0	12	2.34%							18.8%	6.3%
1 Hr	0	4	1463	419	148	299	13	2346	0	0	45	13	4	2	0	64	2.66%				18.8%	39.1%			
17:00	0	2	398	87	30	44	3	564	0	0	13	7	1	0	0	21	3.59%	33.3%		8.3%					
17:15	0	0	353	70	17	36	3	479	0	0	7	2	0	0	0	9	1.84%							14.3%	10.7%
17:30	0	0	314	59	21	45	2	441	0	0	11	4	3	0	0	18	3.92%							28.6%	3.6%
17:45	0	1	325	75	23	52	3	479	0	0	12	3	0	0	0	15	3.04%							23.8%	1.2%
1 Hr	0	3	1390	291	91	177	11	1963	0	0	43	16	4	0	0	63	3.11%				14.3%	33.3%			
18:00	0	0	345	55	16	48	2	466	0	1	10	2	2	1	0	16	3.32%	33.3%		8.3%					
18:15	0	0	341	59	14	33	2	449	0	0	6	4	0	1	0	11	2.39%							22.9%	2.1%
18:30	0	1	251	51	22	28	1	354	0	0	5	0	0	0	0	5	1.39%							10.4%	14.6%
18:45	0	1	280	45	19	26	0	371	0	0	12	3	1	0	0	16	4.13%							33.3%	8.3%
1 Hr	0	2	1217	210	71	135	5	1640	0	1	33	9	3	2	0	48	2.84%				10.4%	33.3%			

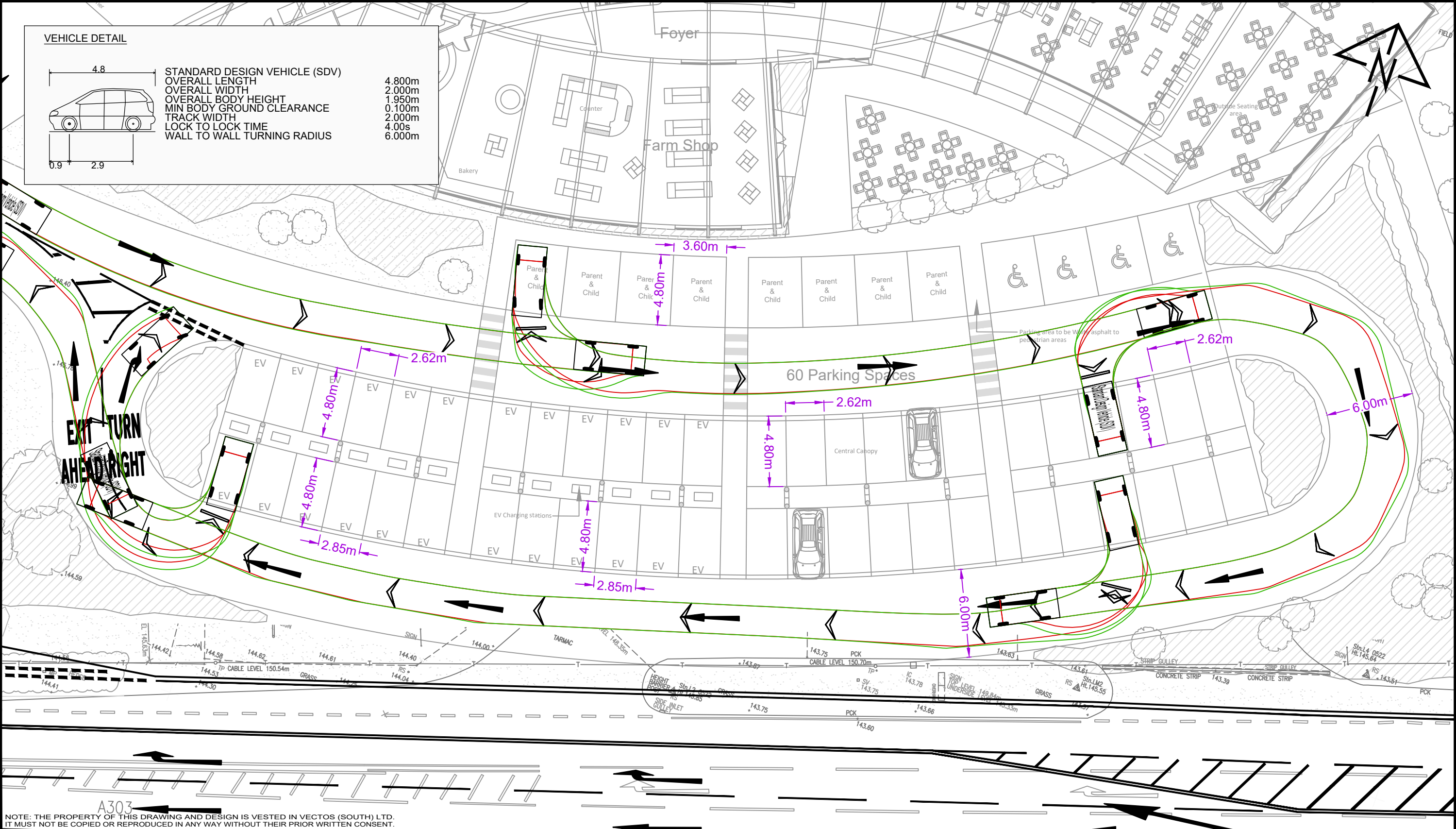
85th Percentile SD
11.0%

Appendix D



NOTES: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOR (UNLIMITED). IT MUST NOT BE COPIED OR REPRODUCED IN ANY FORM WITHOUT THEIR PRIOR WRITTEN CONSENT.				PROJECT: Chicklade Services				CLIENT: Penning Power and Water			
REV. DETAILS				DRAWING TITLE: PROPOSED SITE ACCESS RIGHT TURN FACILITY (BASED UPON 85th %ile ROAD SPEED)				DRAWING NUMBER: 216398_PD03			
A. UPDATED TOPO SURVEY SHOWN				DRAWN: SCJ				REVISION: C			
B. UPDATED WITH MINOR DESIGN TEAM COMMENTS				CHECKED: DR				DATE: 12/07/22			
C. CLIENT DETAILS UPDATED				SCALE: 1:250 @ A0				PART OF: vectos. SLR			
STATUS: INFORMATION ONLY				THIS IS DRAWING IS FOR COMMENT ONLY				3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ			
				SUBJECT TO:				t: 0117 203 5240			
				• ROAD SAFETY AUDIT				e: enquiries@vectos.co.uk			
				• LOCAL AUTHORITY REVIEW / APPROVAL							
				• NATIONAL HIGHWAY REVIEW / APPROVAL							
				• FULL VERTICAL ALIGNMENT							
				• FINAL DESIGN CHECK / REVIEW							
				• CAPACITY MODELLING							
				Key							
				--- NATIONAL HIGHWAY BOUNDARY							
				--- PROPOSED SITE ACCESS WITH RIGHT TURN FACILITY							

Appendix E



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	CLIENT DETAILS UPDATED	SCJ	DR	09/08/22

STATUS:
INFORMATION ONLY

PROJECT:
Chicklade Services

DRAWING TITLE:
**SWEPT PATH ANALYSIS OF
PROPOSED CAR PARK
(STANDARD DESIGN VEHICLE)**

DRAWN:
SCJ

CHECKED:
DR

DATE:
12/07/22

SCALES:
1:250 @ A3

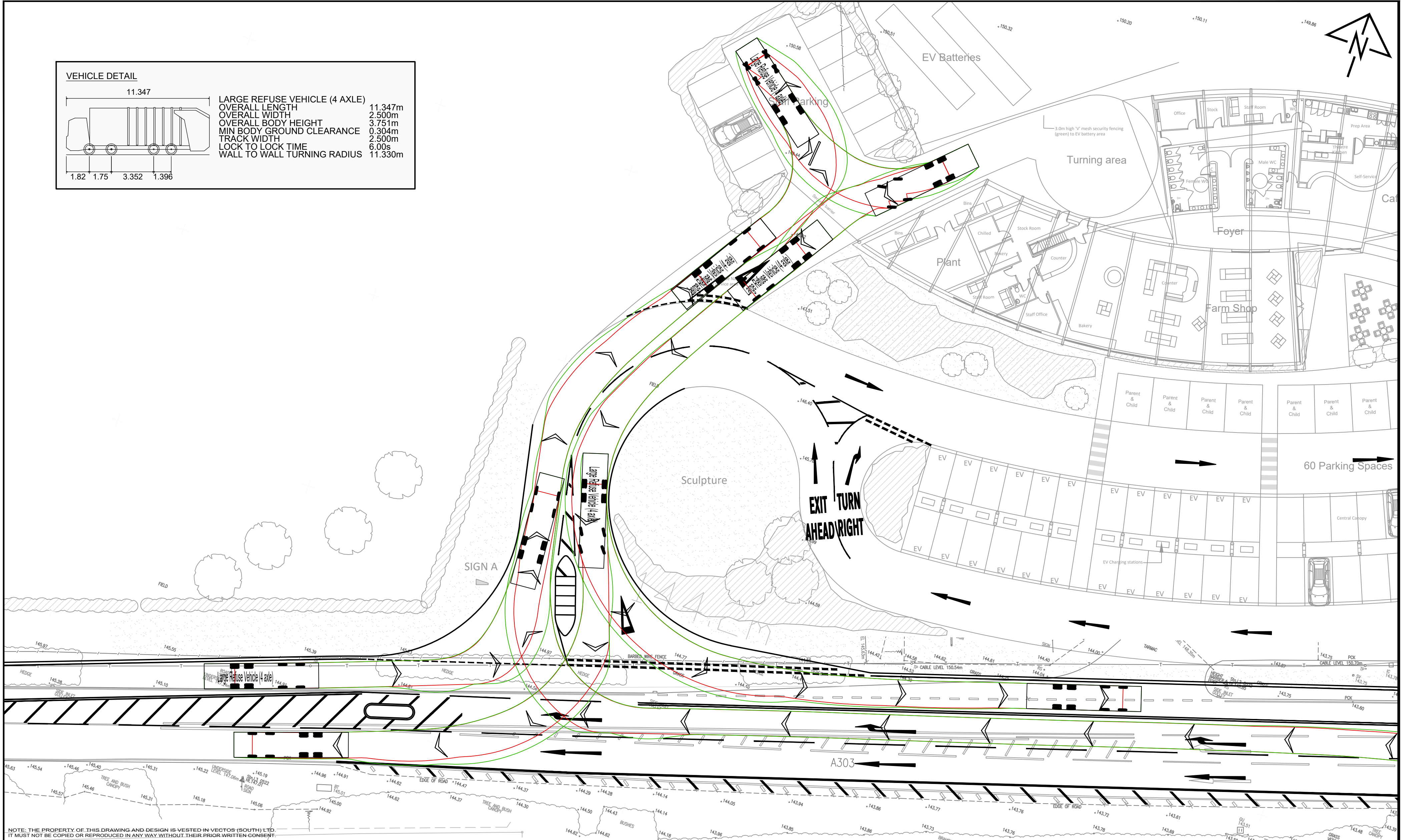
CLIENT:
Penning Power and Water

vectos. | PART OF **SLR**

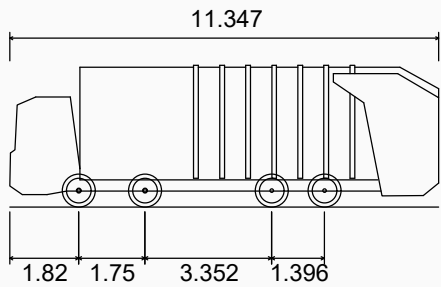
3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ
t: 0117 203 5240
e: enquiries@vectos.co.uk

DRAWING NUMBER:
216398-PD03-AT01

REVISION:
A



VEHICLE DETAIL



LARGE REFUSE VEHICLE (4 AXLE)
OVERALL LENGTH 11.347m
OVERALL WIDTH 2.500m
OVERALL BODY HEIGHT 3.751m
MIN BODY GROUND CLEARANCE 0.304m
TRACK WIDTH 2.500m
LOCK TO LOCK TIME 6.00s
WALL TO WALL TURNING RADIUS 11.330m

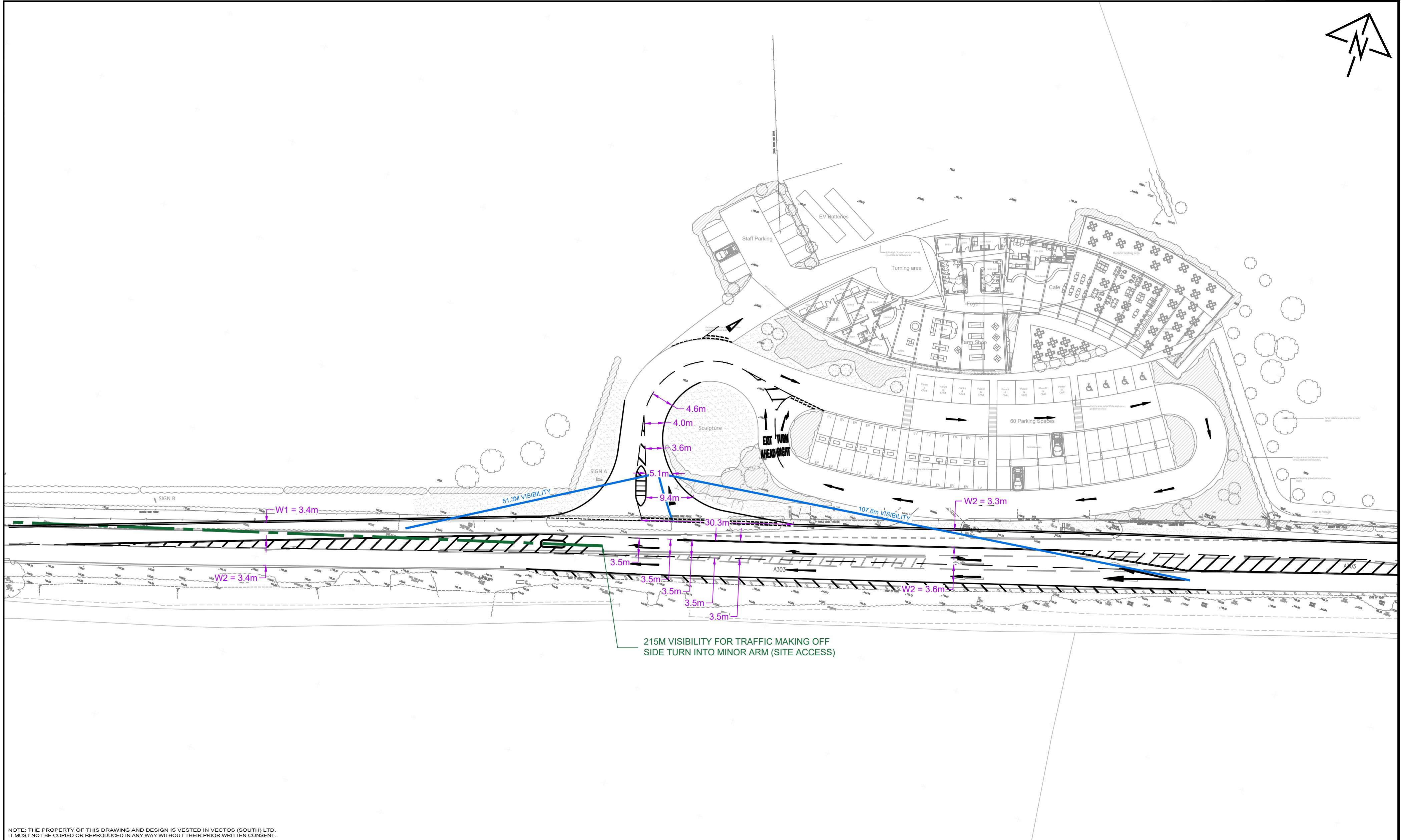
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	CLIENT DETAILS UPDATED	SCJ	DR	09/08/22

STATUS:				
INFORMATION ONLY				

PROJECT: Chicklade Services			
DRAWING TITLE: SWEPT PATH ANALYSIS OF SITE ACCESS AND SERVICE AREA (LARGE REFUSE VEHICLE)			
DRAWN: SCJ	CHECKED: DR	DATE: 12/07/22	SCALES: 1:250 @ A2

CLIENT: Penning Power and Water	
vectos. PART OF SLR	
3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ t: 0117 203 5240 e: enquiries@vectos.co.uk	
DRAWING NUMBER: 216398-PD03-AT02	REVISION: A



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	CLIENT DETAILS UPDATED	SCJ	DR	09/08/22
STATUS: INFORMATION ONLY				

PROJECT: Chicklade Services				CLIENT: Penning Power and Water	
DRAWING TITLE: PICADY PARAMETERS PROPOSED JUNCTION RIGHT TURN FACILITY				vectos. PART OF SLR 3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ t: 0117 203 5240 e: enquiries@vectos.co.uk	
DRAWN: SCJ	CHECKED: DR	DATE: 12/07/22	SCALES: 1:500 @ A2	DRAWING NUMBER: 216398-PD03-PIC01	REVISION: A

Appendix F

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462						
© Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL:						
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: 216398-Existing A303 Site Access Junction-V1.j9

Path: P:\Projects\210000\216398 - Chicklade Services, Wiltshire\Technical\A - Deliverable\Modelling

Report generation date: 12/08/2022 09:29:53

»2022+Dev, AM

»2022+Dev, PM

»2032+Dev, AM

»2032+Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2022+Dev						
Stream B-C	0.1	8.54	0.08	0.1	9.17	0.10
Stream B-A	0.3	26.04	0.22	0.4	38.75	0.31
Stream C-AB	0.1	8.77	0.08	0.1	9.16	0.10
2032+Dev						
Stream B-C	0.1	9.25	0.09	0.1	10.94	0.13
Stream B-A	0.4	36.78	0.28	1.2	92.02	0.55
Stream C-AB	0.1	9.32	0.09	0.1	10.01	0.12

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	13/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	100.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022+Dev	AM	FLAT	00:00	01:30	90	15	✓
D2	2022+Dev	PM	FLAT	00:00	01:30	90	15	✓
D3	2032+Dev	AM	FLAT	00:00	01:30	90	15	✓
D4	2032+Dev	PM	FLAT	00:00	01:30	90	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A303 (W)		Major
B	Access		Minor
C	A303 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A303 (E)	6.60		✓	2.70	215.0	✓	11.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Access	Two lanes	5.00	5.00	108	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	646	0.115	0.290	0.182	0.414
B-C	788	0.118	0.297	-	-
C-B	736	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022+Dev	AM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	872	100.000
B - Access		FLAT	✓	76	100.000
C - A303 (E)		FLAT	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	38	834
	B - Access	38	0	38
	C - A303 (E)	788	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	2	16
	B - Access	2	0	2
	C - A303 (E)	16	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	8.54	0.1	A	38	57
B-A	0.22	26.04	0.3	D	38	57
C-AB	0.08	8.77	0.1	A	38	57
C-A					788	1182
A-B					38	57
A-C					834	1251

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	460	0.083	38	0.0	0.1	8.509	A
B-A	38	10	176	0.215	37	0.0	0.3	25.634	D
C-AB	38	10	449	0.085	38	0.0	0.1	8.752	A
C-A	788	197			788				
A-B	38	10			38				
A-C	834	209			834				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	460	0.083	38	0.1	0.1	8.538	A
B-A	38	10	176	0.216	38	0.3	0.3	26.028	D
C-AB	38	10	449	0.085	38	0.1	0.1	8.767	A
C-A	788	197			788				
A-B	38	10			38				
A-C	834	209			834				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	460	0.083	38	0.1	0.1	8.538	A
B-A	38	10	176	0.216	38	0.3	0.3	26.036	D
C-AB	38	10	449	0.085	38	0.1	0.1	8.767	A
C-A	788	197			788				
A-B	38	10			38				
A-C	834	209			834				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	460	0.083	38	0.1	0.1	8.538	A
B-A	38	10	176	0.216	38	0.3	0.3	26.040	D
C-AB	38	10	449	0.085	38	0.1	0.1	8.767	A
C-A	788	197			788				
A-B	38	10			38				
A-C	834	209			834				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	460	0.083	38	0.1	0.1	8.538	A
B-A	38	10	176	0.216	38	0.3	0.3	26.039	D
C-AB	38	10	449	0.085	38	0.1	0.1	8.767	A
C-A	788	197			788				
A-B	38	10			38				
A-C	834	209			834				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	460	0.083	38	0.1	0.1	8.538	A
B-A	38	10	176	0.216	38	0.3	0.3	26.039	D
C-AB	38	10	449	0.085	38	0.1	0.1	8.767	A
C-A	788	197			788				
A-B	38	10			38				
A-C	834	209			834				

2022+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022+Dev	PM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	913	100.000
B - Access		FLAT	✓	84	100.000
C - A303 (E)		FLAT	✓	955	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	42	871
	B - Access	42	0	42
	C - A303 (E)	913	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	2	16
	B - Access	2	0	2
	C - A303 (E)	16	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	9.17	0.1	A	42	63
B-A	0.31	38.75	0.4	E	42	63
C-AB	0.10	9.16	0.1	A	42	63
C-A					913	1370
A-B					42	63
A-C					871	1307

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	436	0.096	42	0.0	0.1	9.116	A
B-A	42	11	135	0.311	40	0.0	0.4	37.394	E
C-AB	42	11	435	0.097	42	0.0	0.1	9.139	A
C-A	913	228			913				
A-B	42	11			42				
A-C	871	218			871				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	435	0.097	42	0.1	0.1	9.170	A
B-A	42	11	135	0.311	42	0.4	0.4	38.680	E
C-AB	42	11	435	0.097	42	0.1	0.1	9.157	A
C-A	913	228			913				
A-B	42	11			42				
A-C	871	218			871				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	435	0.097	42	0.1	0.1	9.171	A
B-A	42	11	135	0.311	42	0.4	0.4	38.722	E
C-AB	42	11	435	0.097	42	0.1	0.1	9.157	A
C-A	913	228			913				
A-B	42	11			42				
A-C	871	218			871				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	434	0.097	42	0.1	0.1	9.171	A
B-A	42	11	135	0.311	42	0.4	0.4	38.735	E
C-AB	42	11	435	0.097	42	0.1	0.1	9.157	A
C-A	913	228			913				
A-B	42	11			42				
A-C	871	218			871				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	434	0.097	42	0.1	0.1	9.171	A
B-A	42	11	135	0.311	42	0.4	0.4	38.740	E
C-AB	42	11	435	0.097	42	0.1	0.1	9.157	A
C-A	913	228			913				
A-B	42	11			42				
A-C	871	218			871				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	434	0.097	42	0.1	0.1	9.172	A
B-A	42	11	135	0.311	42	0.4	0.4	38.746	E
C-AB	42	11	435	0.097	42	0.1	0.1	9.157	A
C-A	913	228			913				
A-B	42	11			42				
A-C	871	218			871				

2032+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2032+Dev	AM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	949	100.000
B - Access		FLAT	✓	76	100.000
C - A303 (E)		FLAT	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	38	911
	B - Access	38	0	38
	C - A303 (E)	861	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	2	16
	B - Access	2	0	2
	C - A303 (E)	16	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	9.25	0.1	A	38	57
B-A	0.28	36.78	0.4	E	38	57
C-AB	0.09	9.32	0.1	A	38	57
C-A					861	1292
A-B					38	57
A-C					911	1367

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	428	0.089	38	0.0	0.1	9.204	A
B-A	38	10	136	0.279	37	0.0	0.4	35.723	E
C-AB	38	10	424	0.090	38	0.0	0.1	9.300	A
C-A	861	215			861				
A-B	38	10			38				
A-C	911	228			911				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	427	0.089	38	0.1	0.1	9.250	A
B-A	38	10	136	0.280	38	0.4	0.4	36.766	E
C-AB	38	10	424	0.090	38	0.1	0.1	9.318	A
C-A	861	215			861				
A-B	38	10			38				
A-C	911	228			911				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	427	0.089	38	0.1	0.1	9.251	A
B-A	38	10	136	0.280	38	0.4	0.4	36.765	E
C-AB	38	10	424	0.090	38	0.1	0.1	9.318	A
C-A	861	215			861				
A-B	38	10			38				
A-C	911	228			911				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	427	0.089	38	0.1	0.1	9.251	A
B-A	38	10	136	0.280	38	0.4	0.4	36.774	E
C-AB	38	10	424	0.090	38	0.1	0.1	9.318	A
C-A	861	215			861				
A-B	38	10			38				
A-C	911	228			911				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	427	0.089	38	0.1	0.1	9.251	A
B-A	38	10	136	0.280	38	0.4	0.4	36.780	E
C-AB	38	10	424	0.090	38	0.1	0.1	9.318	A
C-A	861	215			861				
A-B	38	10			38				
A-C	911	228			911				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	427	0.089	38	0.1	0.1	9.252	A
B-A	38	10	136	0.280	38	0.4	0.4	36.784	E
C-AB	38	10	424	0.090	38	0.1	0.1	9.318	A
C-A	861	215			861				
A-B	38	10			38				
A-C	911	228			911				

2032+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		2.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2032+Dev	PM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	1001	100.000
B - Access		FLAT	✓	96	100.000
C - A303 (E)		FLAT	✓	1047	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	48	953
	B - Access	48	0	48
	C - A303 (E)	999	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	2	16
	B - Access	2	0	2
	C - A303 (E)	16	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	10.94	0.1	B	48	72
B-A	0.55	92.02	1.2	F	48	72
C-AB	0.12	10.01	0.1	B	48	72
C-A					999	1499
A-B					48	72
A-C					953	1430

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	383	0.125	47	0.0	0.1	10.706	B
B-A	48	12	87	0.551	44	0.0	1.0	78.023	F
C-AB	48	12	408	0.118	47	0.0	0.1	9.985	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	378	0.127	48	0.1	0.1	10.915	B
B-A	48	12	87	0.553	48	1.0	1.1	89.926	F
C-AB	48	12	408	0.118	48	0.1	0.1	10.013	B
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	377	0.127	48	0.1	0.1	10.931	B
B-A	48	12	87	0.553	48	1.1	1.2	91.130	F
C-AB	48	12	408	0.118	48	0.1	0.1	10.013	B
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	377	0.127	48	0.1	0.1	10.937	B
B-A	48	12	87	0.553	48	1.2	1.2	91.609	F
C-AB	48	12	408	0.118	48	0.1	0.1	10.013	B
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	377	0.127	48	0.1	0.1	10.941	B
B-A	48	12	87	0.553	48	1.2	1.2	91.862	F
C-AB	48	12	408	0.118	48	0.1	0.1	10.013	B
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	377	0.127	48	0.1	0.1	10.943	B
B-A	48	12	87	0.553	48	1.2	1.2	92.021	F
C-AB	48	12	408	0.118	48	0.1	0.1	10.013	B
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462						
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Filename: 216398-Proposed A303 Site Access Junction-V1.j9

Path: P:\Projects\210000\216398 - Chicklade Services, Wiltshire\Technical\A - Deliverable\Modelling

Report generation date: 12/08/2022 09:22:12

»2022+Dev, AM

»2022+Dev, PM

»2032+Dev, AM

»2032+Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2022+Dev						
Stream B-C	0.1	9.61	0.11	0.1	10.33	0.12
Stream B-A	0.4	30.32	0.29	0.6	43.74	0.37
Stream C-AB	0.1	8.04	0.10	0.1	8.29	0.10
2032+Dev						
Stream B-C	0.1	10.67	0.12	0.2	13.15	0.15
Stream B-A	0.6	44.33	0.37	1.1	87.99	0.54
Stream C-AB	0.1	8.54	0.10	0.1	8.86	0.11

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	13/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	100.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022+Dev	AM	FLAT	00:00	01:30	90	15	✓
D2	2022+Dev	PM	FLAT	00:00	01:30	90	15	✓
D3	2032+Dev	AM	FLAT	00:00	01:30	90	15	✓
D4	2032+Dev	PM	FLAT	00:00	01:30	90	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A303 (W)		Major
B	Access		Minor
C	A303 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A303 (E)	6.85		✓	3.50	215.0	✓	10.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Access	One lane plus flare	10.00	9.40	5.10	3.60	3.60	✓	2.00	108	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	597	0.105	0.265	0.166	0.378
B-C	727	0.107	0.271	-	-
C-B	797	0.297	0.297	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022+Dev	AM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	882	100.000
B - Access		FLAT	✓	96	100.000
C - A303 (E)		FLAT	✓	836	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	48	834
	B - Access	48	0	48
	C - A303 (E)	788	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	0	16
	B - Access	0	0	0
	C - A303 (E)	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	9.61	0.1	A	48	72
B-A	0.29	30.32	0.4	D	48	72
C-AB	0.10	8.04	0.1	A	48	72
C-A					788	1182
A-B					48	72
A-C					834	1251

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	425	0.113	47	0.0	0.1	9.523	A
B-A	48	12	166	0.288	46	0.0	0.4	29.647	D
C-AB	48	12	496	0.097	48	0.0	0.1	8.022	A
C-A	788	197			788				
A-B	48	12			48				
A-C	834	209			834				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	423	0.114	48	0.1	0.1	9.605	A
B-A	48	12	167	0.288	48	0.4	0.4	30.302	D
C-AB	48	12	496	0.097	48	0.1	0.1	8.036	A
C-A	788	197			788				
A-B	48	12			48				
A-C	834	209			834				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	423	0.114	48	0.1	0.1	9.607	A
B-A	48	12	167	0.288	48	0.4	0.4	30.315	D
C-AB	48	12	496	0.097	48	0.1	0.1	8.036	A
C-A	788	197			788				
A-B	48	12			48				
A-C	834	209			834				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	423	0.114	48	0.1	0.1	9.607	A
B-A	48	12	167	0.288	48	0.4	0.4	30.324	D
C-AB	48	12	496	0.097	48	0.1	0.1	8.036	A
C-A	788	197			788				
A-B	48	12			48				
A-C	834	209			834				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	423	0.114	48	0.1	0.1	9.608	A
B-A	48	12	167	0.288	48	0.4	0.4	30.322	D
C-AB	48	12	496	0.097	48	0.1	0.1	8.036	A
C-A	788	197			788				
A-B	48	12			48				
A-C	834	209			834				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	423	0.114	48	0.1	0.1	9.608	A
B-A	48	12	167	0.288	48	0.4	0.4	30.322	D
C-AB	48	12	496	0.097	48	0.1	0.1	8.036	A
C-A	788	197			788				
A-B	48	12			48				
A-C	834	209			834				

2022+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		1.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022+Dev	PM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	919	100.000
B - Access		FLAT	✓	96	100.000
C - A303 (E)		FLAT	✓	961	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	48	871
	B - Access	48	0	48
	C - A303 (E)	913	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	0	16
	B - Access	0	0	0
	C - A303 (E)	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	10.33	0.1	B	48	72
B-A	0.37	43.74	0.6	E	48	72
C-AB	0.10	8.29	0.1	A	48	72
C-A					913	1370
A-B					48	72
A-C					871	1307

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	401	0.120	47	0.0	0.1	10.168	B
B-A	48	12	130	0.369	46	0.0	0.5	41.863	E
C-AB	48	12	482	0.099	48	0.0	0.1	8.269	A
C-A	913	228			913				
A-B	48	12			48				
A-C	871	218			871				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	397	0.121	48	0.1	0.1	10.323	B
B-A	48	12	130	0.369	48	0.5	0.6	43.646	E
C-AB	48	12	482	0.099	48	0.1	0.1	8.286	A
C-A	913	228			913				
A-B	48	12			48				
A-C	871	218			871				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	397	0.121	48	0.1	0.1	10.327	B
B-A	48	12	130	0.369	48	0.6	0.6	43.708	E
C-AB	48	12	482	0.099	48	0.1	0.1	8.286	A
C-A	913	228			913				
A-B	48	12			48				
A-C	871	218			871				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	396	0.121	48	0.1	0.1	10.329	B
B-A	48	12	130	0.369	48	0.6	0.6	43.725	E
C-AB	48	12	482	0.099	48	0.1	0.1	8.286	A
C-A	913	228			913				
A-B	48	12			48				
A-C	871	218			871				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	396	0.121	48	0.1	0.1	10.330	B
B-A	48	12	130	0.369	48	0.6	0.6	43.736	E
C-AB	48	12	482	0.099	48	0.1	0.1	8.286	A
C-A	913	228			913				
A-B	48	12			48				
A-C	871	218			871				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	396	0.121	48	0.1	0.1	10.330	B
B-A	48	12	130	0.369	48	0.6	0.6	43.744	E
C-AB	48	12	482	0.099	48	0.1	0.1	8.286	A
C-A	913	228			913				
A-B	48	12			48				
A-C	871	218			871				

2032+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2032+Dev	AM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	959	100.000
B - Access		FLAT	✓	96	100.000
C - A303 (E)		FLAT	✓	909	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	48	911
	B - Access	48	0	48
	C - A303 (E)	861	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	0	16
	B - Access	0	0	0
	C - A303 (E)	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	10.67	0.1	B	48	72
B-A	0.37	44.33	0.6	E	48	72
C-AB	0.10	8.54	0.1	A	48	72
C-A					861	1292
A-B					48	72
A-C					911	1367

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	390	0.123	47	0.0	0.1	10.497	B
B-A	48	12	129	0.373	46	0.0	0.6	42.380	E
C-AB	48	12	469	0.102	48	0.0	0.1	8.524	A
C-A	861	215			861				
A-B	48	12			48				
A-C	911	228			911				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	386	0.124	48	0.1	0.1	10.662	B
B-A	48	12	129	0.372	48	0.6	0.6	44.231	E
C-AB	48	12	469	0.102	48	0.1	0.1	8.541	A
C-A	861	215			861				
A-B	48	12			48				
A-C	911	228			911				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	385	0.125	48	0.1	0.1	10.667	B
B-A	48	12	129	0.372	48	0.6	0.6	44.290	E
C-AB	48	12	469	0.102	48	0.1	0.1	8.541	A
C-A	861	215			861				
A-B	48	12			48				
A-C	911	228			911				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	385	0.125	48	0.1	0.1	10.668	B
B-A	48	12	129	0.372	48	0.6	0.6	44.313	E
C-AB	48	12	469	0.102	48	0.1	0.1	8.541	A
C-A	861	215			861				
A-B	48	12			48				
A-C	911	228			911				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	385	0.125	48	0.1	0.1	10.669	B
B-A	48	12	129	0.372	48	0.6	0.6	44.324	E
C-AB	48	12	469	0.102	48	0.1	0.1	8.541	A
C-A	861	215			861				
A-B	48	12			48				
A-C	911	228			911				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	385	0.125	48	0.1	0.1	10.670	B
B-A	48	12	129	0.372	48	0.6	0.6	44.331	E
C-AB	48	12	469	0.102	48	0.1	0.1	8.541	A
C-A	861	215			861				
A-B	48	12			48				
A-C	911	228			911				

2032+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2032+Dev	PM	FLAT	00:00	01:30	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A303 (W)		FLAT	✓	1001	100.000
B - Access		FLAT	✓	96	100.000
C - A303 (E)		FLAT	✓	1047	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	48	953
	B - Access	48	0	48
	C - A303 (E)	999	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A303 (W)	B - Access	C - A303 (E)
From	A - A303 (W)	0	0	16
	B - Access	0	0	0
	C - A303 (E)	16	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	13.15	0.2	B	48	72
B-A	0.54	87.99	1.1	F	48	72
C-AB	0.11	8.86	0.1	A	48	72
C-A					999	1499
A-B					48	72
A-C					953	1430

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	339	0.141	47	0.0	0.2	12.301	B
B-A	48	12	88	0.545	44	0.0	1.0	76.444	F
C-AB	48	12	454	0.106	48	0.0	0.1	8.844	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	324	0.148	48	0.2	0.2	13.046	B
B-A	48	12	89	0.542	48	1.0	1.1	86.513	F
C-AB	48	12	454	0.106	48	0.1	0.1	8.863	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	323	0.149	48	0.2	0.2	13.109	B
B-A	48	12	89	0.542	48	1.1	1.1	87.364	F
C-AB	48	12	454	0.106	48	0.1	0.1	8.863	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	322	0.149	48	0.2	0.2	13.133	B
B-A	48	12	89	0.542	48	1.1	1.1	87.696	F
C-AB	48	12	454	0.106	48	0.1	0.1	8.863	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	322	0.149	48	0.2	0.2	13.146	B
B-A	48	12	89	0.541	48	1.1	1.1	87.878	F
C-AB	48	12	454	0.106	48	0.1	0.1	8.863	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	322	0.149	48	0.2	0.2	13.154	B
B-A	48	12	89	0.541	48	1.1	1.1	87.992	F
C-AB	48	12	454	0.106	48	0.1	0.1	8.863	A
C-A	999	250			999				
A-B	48	12			48				
A-C	953	238			953				

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Bonn

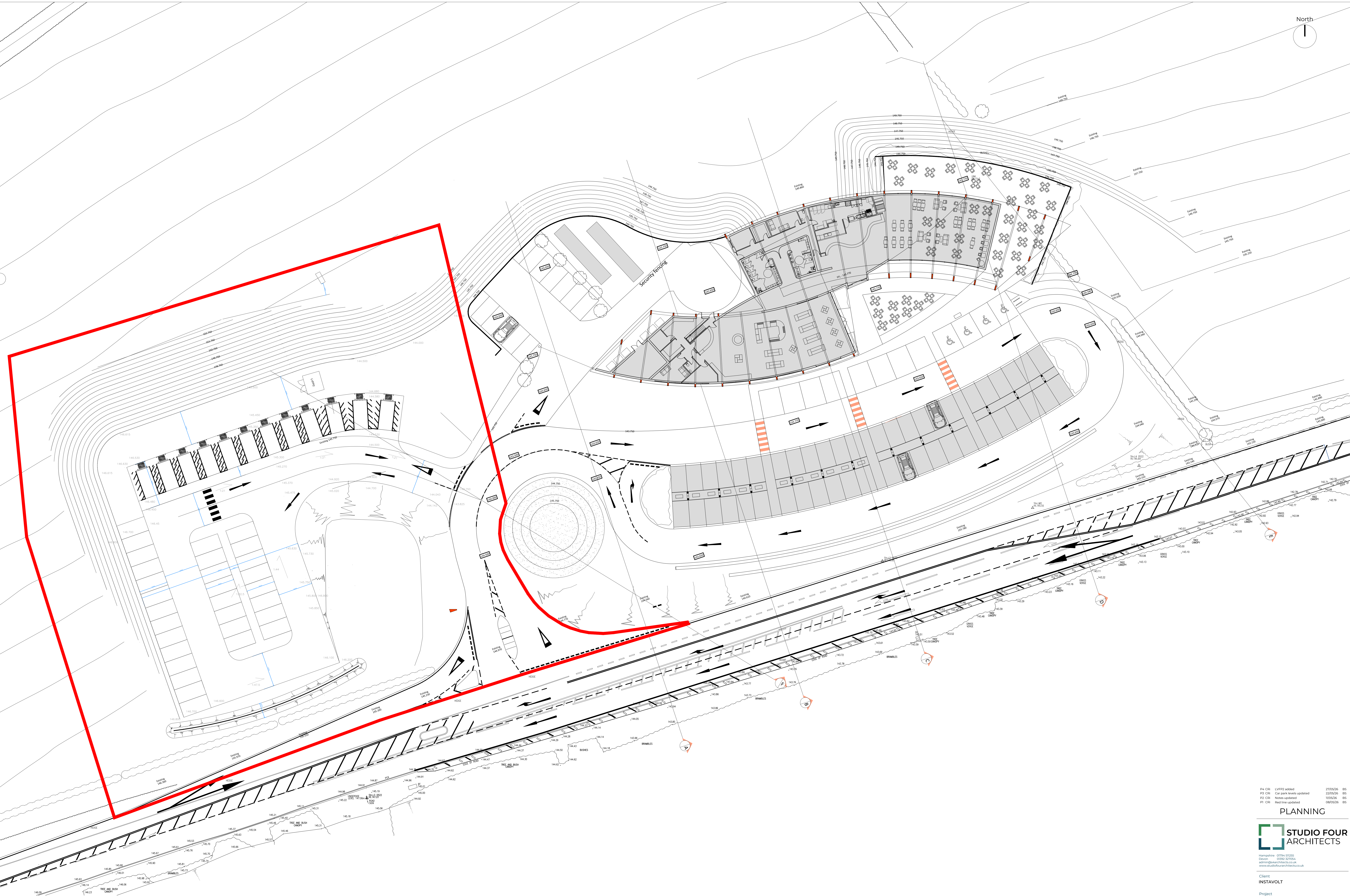
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APPENDIX B

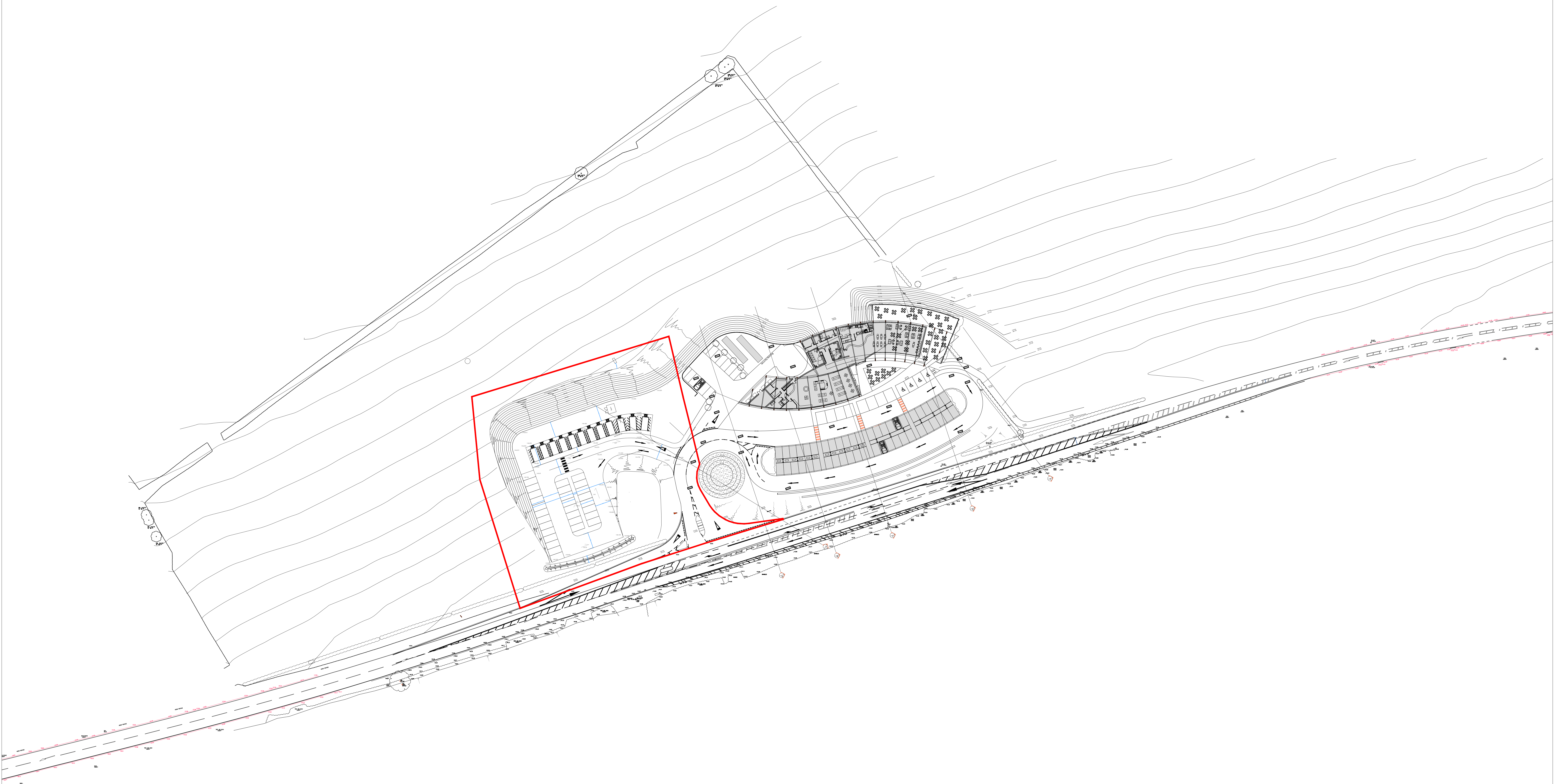
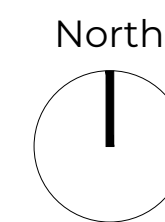
Proposed Development Layout Plans



SCALE 1:200

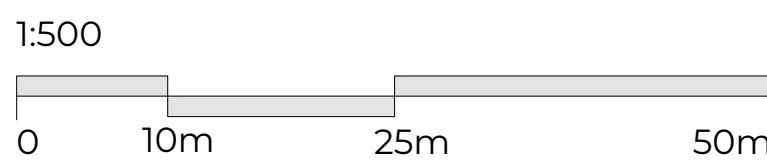
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VERSION 1			
SITE LAYOUT PLAN - ADDITIONAL PARKING			
Date	Scale	Paper	Drawn
MAY 26	1:200	A0	CR1
Job No.	Dwg. No.	Revision	
45075	2001	P4	

Title			
VERSION 1			
SITE LAYOUT PLAN - ADDITIONAL PARKING			
Date	Scale	Paper	Drawn
MAY 26	1:200	A0	CR1
Job No.	Dwg. No.	Revision	
45075	2001	P4	



PROPOSED SITE PLAN

SCALE 1:500



P4 CRI	LVF92 added	27/05/26	BS
P3 CRI	Car park levels updated	22/05/26	BS
P2 CRI	Notes updated	11/05/26	BS
P1 CRI	Red line updated	08/05/26	BS

PLANNING



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Project:
NEW EV-CHARGING SUPERHB
CHICKLADE SERVICES

VERSION 1			
Date	Scale	Page	Drawn
MAY 26	1:500	A0	CRI
Job No.	Dwg. No.	Revision	
45075	2002	P4	

Site Plan 1:500