

Transportation Assessment.

Full planning application for the erection of 53 dwellings with vehicular access from Lymington Bottom Road, and the provision of public open space, landscaping, and other associated works.

Land west of Lymington Bottom Road.

On behalf of Bewley Homes PLC.

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1. Introduction

- 1.1. This Transport Assessment (TA) has been prepared by Pegasus Group on behalf of Bewley Homes PLC in order to address the transport issues associated with the proposed residential development of land west of Lymington Bottom Road, South Medstead. The scheme is the subject of a detailed planning application.
- 1.2. The proposed development comprises 53 dwellings with vehicular, pedestrian and cycle access to be served from a new priority junction from Lymington Bottom Road. This would be achieved through the demolition of 61 Lymington Bottom Road.
- 1.3. The following key transportation issues are addressed in detail in this report:
 - i. a review of relevant transport policy.
 - ii. a review of the nature of the local highway network and the relative accessibility of the scheme by all modes of travel.
 - iii. the appropriateness of the development proposals, including access, parking, and servicing arrangements; and
 - iv. forecast vehicular trips generated by the development proposals and their relative impact.
- 1.4. This TA concludes that the proposed development is suitably located for journeys to facilities and amenities typically required on a daily basis. It also concludes that safe and suitable access arrangements can be provided and that the forecast number of trips that could be generated by the development can be accommodated without detriment to the existing safety or operation of the local highway network.
- 1.5. It is concluded that there are no highway or transportation reasons which should prevent the proposed development of the site.

2. Relevant Policy and Guidance

2.1. Relevant transportation policies and guidance is set out in the following documents:

- i. National Planning Policy Framework (2023).
- ii. National Planning Practice Guidance (2014).
- iii. Manual for Streets (2007).
- iv. Manual for Streets 2: Wider Application of the Principles (2010).
- v. IHT Providing for Journeys on Foot (2000).
- vi. Hampshire County Council Local Transport Plan (2011–2031).
- vii. Hampshire County Council – emerging Draft Local Transport Plan 4 (2022)
- viii. Hampshire County Council Technical Guidance Notes (2019 – 2023)
- ix. East Hampshire District Joint Core Strategy (Part 1 Local Plan) 2017–2036 (2019)
- x. East Hampshire Local Plan: Joint Core Strategy (2014).
- xi. East Hampshire District Local Plan: Housing and Employment Allocations (2016). and
- xii. East Hampshire District Council Local Plan ‘Vehicle Parking Standards’ Supplementary Planning Document (2018).

National Planning Policy Framework (2023)

2.2. In transport terms paragraph 109 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Developments should ensure appropriate opportunities to promote sustainable travel are taken up, safe and suitable access to the site can be achieved by all users and any significant impacts on the transport network can be effectively mitigated to an acceptable degree (paragraph 114). The NPPF also identifies that development should only be refused on transport grounds where the residual cumulative impacts are severe (paragraph 115).

Joint Core Strategy (Part 1 Local Plan) 2017–2036 (2019)

2.3. The East Hampshire District Joint Core Strategy (Part 1 Local Plan) 2017–2036 comprises the Joint Core Strategy (2014) and the Local Plan Housing and Employment Allocations (2016). Transport Policy CP31 of the plan states that: *‘New development should be located and designed to reduce the need to travel. Development that is likely to generate a significant number of additional vehicular movements will normally be expected to be located near existing centres and supportive infrastructure.’*

Local Transport Plan 3 and Emerging Local Transport Plan 4

- 2.4. The Hampshire County Council (HCC) Local Transport Plan (LTP) 3 sets out the priorities of the highway authority for the time period up to 2031. It does not form part of East Hampshire District Council's Development Plan. Pages 110 and 111 of the draft LTP4 confirm that new development proposals will also be supported when they are located and designed to reduce the need to travel, with sites that are likely to generate a significant number of trips expected to be located near existing centres and supportive infrastructure.

Hampshire Technical Guidance Notes

- 2.5. HCC as the local highway authority also provides a series of Technical Guidance (TG) notes that detail the suggest guidance for development. Those considered to be directly relevant to the development proposals include:
- TG3 – Stopping Site Distances and Visibility Splays,
 - TG10 – Pedestrian and Cycle Facilities,
 - TG18 – Road Safety Audits; and
 - TG19 – Walking, Cycling and Horse-riding Assessment and Review.
- 2.6. Online guidance from HCC also confirms that Transport Assessments are required for residential developments of 50 dwellings and above.

Summary

- 2.7. **Section 4** of this report confirms that the site is located within a range of services and facilities that are typically required by new residents on a daily basis. **Section 5** confirms that suitable access arrangements can be provided. **Section 9** confirms that the forecast vehicular trip impact associated with the development will not be material in real terms.
- 2.8. It is concluded that the proposed redevelopment is therefore broadly in accordance with the transport policies of local and national government.

3. Site Context

- 3.1. The site is located within a relatively large existing residential area, approximately one kilometre northwest from the centre of Four Marks and 1.8 kilometres south of the centre of Medstead. It currently comprises of an open land parcel and the curtilage of existing 61 Lymington Bottom Road dwelling, bound by a merchant's yard to the north, Lymington Bottom Road and residential properties to the east, Crown Wood to the south and two residential properties and open land to the west. The site in its wider geographical context is shown in **Figure 3.1**.

Planning Background

- 3.2. The proposed site has not been subject to any recent planning applications. However, there have been a number of nearby residential planning applications within the local area which are summarised below.

56936 – Lymington Barns Local Centre

- 3.3. Planning permission 56936 was granted permission in 2017 for the development of five non-food retail units, three one bedroom flats and four two bedroom flats located above the retail units within Lymington Barns Local Centre located approximately 350 metres southeast of the site.

- 3.4. The local highway authority agreed that the development proposals would not have a material impact on the existing operation or safety of the local highway network and raised no objection to the proposals. It is understood that the site is currently under construction.

58788 – Land west of Longbourn Way

- 3.5. In January 2023 planning application 58788/002 was submitted for the proposed development of 95 dwellings on land approximately 300 metres (crow flies) and 600 metres by road south of the proposed site, located to the west of Longbourn Way. The application is live at the time of writing and is awaiting determination.

25256 – Land east of Boyneswood Road

- 3.6. Planning application 25256/047 was submitted in September 2021 for the construction of 45 dwellings on land east of Boyneswood Road, located approximately 1.5 kilometres (crow flies) and 2.3 kilometres by road to the east of the site, but refused in May 2022. The refusal was appealed (reference APP/M1710/W/22/3302778), alongside a revised submission reference 25256/048 in October 2022. This application included documentation relating to the Appeal, including a Transport Statement of Common Ground (SoCGT) agreed between the Appellant and the highway authority. The scheme was granted permission in January 2023 further to the submission of another revised application 25256/049, which proposed a financial contribution of £232,760.00 towards pedestrian and cycle improvements between the site and Four Marks. The consultation response dated 09th December 2022 provided by the highway authority for this application confirmed that no highway objections would be raised. The response also confirmed that a walking distance of 940 metres to the nearest bus stops are considered acceptable.

Local Highway Network

Lymington Bottom Road

- 3.7. Lymington Bottom Road is a single carriageway residential road which measures around 5.5 metres in width and is subject to a 30mph speed limit. It becomes South Town Road to the north and links Medstead with the A31 Winchester Road to the south. The road narrows approximately 200 metres north of the junction with the A31 where the Watercross Line railway bridges the road. A continuous footway exists along the western side of the carriageway with an intermittent footway on the eastern side. Dropped kerbs with tactile paving are provided at junctions. No street lighting is provided.

Speed Surveys

- 3.8. A seven-day Automatic Traffic Count (ATC) survey was carried out by an independent auditor between the 16th and 22nd June 2023 on Lymington Bottom Road approximately 100 metres on each approach to the proposed site access. The ATC was placed to determine 85th percentile vehicle speeds in order to derive Stopping Site Distances (SSDs) in accordance with actual vehicle speeds. The recorded speeds are summarised in **Table 3.1**, with the full survey dataset contained at **Appendix A**. The DMRB calculation has been applied, with gradients considered. No wet weather was recorded during the week that the ATCs were placed. The HCC SSD calculator has also been used to derive SSDs, with the HCC SSD calculations contained at **Appendix B**.

Table 3.1 – Lymington Bottom Road Recorded 85th Percentile Speeds and Calculated SSDs

Direction	Vehicle Speed (mph)	Stopping Sight Distance Guidance (metres)	
		DMRB SSD Guidance (metres)	HCC SSD Calculation (metres)
Northbound	36.3	84.53	84.00
Southbound	37.4	92.83	93.00

Winston Rise

- 3.9. Winston Rise is a residential road measuring approximately 5.5 metres wide. It provides a link between Lymington Bottom Road in the west to the A31 in the east. Footways measuring approximately two metres wide are provided on both sides of the road and are separated from the carriageway by an approximate one metre grass verge on both sides. Winston Rise becomes Station Approach as it continues east. No street lighting is provided.

A31 Winchester Road

- 3.10. The A31 Winchester Road consists of a single carriageway measuring between seven and eight metres wide, with a 30mph speed limit in place as it routes east to west through Four Marks. Street lighting and continuous footways are provided along both sides of the carriageway. It links Four Marks with Winchester to the west and Alton and Farnham to the east.



Station Approach

- 3.11. Station Approach is a continuation of Winston Rise, connecting with the A31 to the south. It measures approximately 5.5 metres wide, with a footway measuring between approximately one to two metres wide provided on the eastern side of the carriageway only.

Recorded Traffic Flows

- 3.12. Traffic surveys were obtained in June 2022 further to dialogue and agreement with HCC highway officers to inform junction capacity assessments within Four Marks and Medstead. The surveys included turning counts at the A31, Lymington Bottom Road/Lymington Bottom stagger junction and at the Lymington Bottom Road railway bridge narrowing.
- 3.13. It is understood that the developments known locally as Medstead Grange, served from Ivatt Way approximately 120 metres to the south of the proposed site access, and Austen Fields, served from Longbourn Way approximately 170 metres south of the proposed site access, were both recorded to be completed and occupied in the East Hampshire District Council Monitoring Report dated March 2019. The surveys therefore capture the movements associated with both of these sites.
- 3.14. The full survey datasets are included at **Appendix C**.

Highway Safety

- 3.15. Personal Injury Collision (PIC) data has been provided for the local highway network by Hampshire Constabulary for the most recent five-year period of available records from 01/01/2018 to 31/12/2022. The crashmap.com database has also been reviewed for available further PICs up to 19/12/23, confirming that no additional collisions have been recorded. The study areas consist of Lymington Bottom Road including the crossroads junction with Five Ash Road/Soldridge Road/ South Town Road to the north and the junction with the A31 to the south. The data indicates that there were two slight incidents resulting in two slight injuries recorded during the study period. The incidents are summarised below with the full report and plot of the incidents available at **Appendix D**.
- 3.16. The first incident was recorded on Friday 29th of March 2019 at 07:45 on Lymington Bottom Road approximately 35 metres southeast of the junction with Station Approach. The weather was fine without high winds and road conditions were dry. The incident involved a car and a van and appears to have occurred when the van approached too soon before the car had cleared the narrowing, resulting in a collision. The incident resulted in one slight injury.
- 3.17. The second incident was recorded on Sunday 25th of July 2021 at 18:33 on the A31, approximately 60 metres east of the junction with Lymington Bottom Road. The weather was fine without high winds and the road conditions were dry. The incident involved two cars and appears to have occurred when one of the cars collided with the other as it was exiting from the south-westbound to north-eastbound carriageway via the stagger within the junction. The incident resulted in one slight injury.

Conclusion

- 3.18. The PIC data indicates that there are no accident patterns or clusters within the vicinity of the site that would indicate an existing highway safety issue with vehicles or NMUs.

4. Accessibility

Guidance on Walking and Cycling

- 4.1. A walking distance of two kilometres as set out in the IHT document Providing for Journeys on Foot (2000) is suggested as a 'preferred maximum' walking distance, at Table 3.2. The Department for Transport (DfT) document Manual for Streets (MfS) published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. It does not represent a maximum threshold. This is more recent than the IHT document Providing for Journeys on Foot, which suggests two kilometres as a 'preferred maximum'.
- 4.2. The DfT also produces national transport statistics, which are set out in the 'National Travel Survey: 2022 (NTS) Report'. The NTS0308 2019 dataset report indicates that 84 percent of journeys under one mile are made on foot.
- 4.3. Statutory walking distances for school children are set out in the Travel to School for Children of Compulsory School Age' document by the Department for Education (DfE) (June 2023). The maximum walking distance for pupils under the age of 8 years old is 3.2 kilometres, and the distance for pupils between 8 and 16 years is 4.8 kilometres.
- 4.4. The July 2020 DfT Local Transport Note 1/20 Cycle Infrastructure states at paragraph 2.2.2 that *'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'*.
- 4.5. The NTS0303f dataset identifies that the average trip duration time by cycle in 2022 is 24 minutes, which is equivalent to 5.8 kilometres. Dataset NTS0308a also confirms that 87% of all cycle trips are over 1.6 kilometres and 60% of trips are over 3.2 kilometres.

Proximity to Local Facilities and Amenities

- 4.6. There is a range of services, facilities, amenities, and public transport opportunities likely to be required on a daily basis located within walking and cycling distance of the site. These are typically within a 20 minute walk, with two primary schools located within a 29 minute journey time on foot (which is slightly higher but still within recognised walking distance for schools), or a nine minute cycle based upon the average walking speed of 80 metres per minute¹ and an average cycling speed of 270 metres a minute². It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.
- 4.7. A summary of the local services and facilities, including distance, walking, and cycling times from the site is shown in **Table 4.1**. Distances are measured from the approximate centre of the site.

¹ 'Providing for Journeys on Foot' IHT (2000)

² Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020).

Table 4.1 – Local Facilities and Amenities

Facilities and Amenities	Distance from approx. site centre	Walking distance (mins)	cycle distance (mins)
Nosh Café Bar	400m	5	1
Mansfield Park Surgery	425m	5	2
Clementines Fruit and Veg	425m	5	2
Mansfield Park Physiotherapy	625m	8	2
Shine Dental Clinic	675m	8	3
Lymington Bottom Bus Stops	725m	9	3
Medstead United Reformed Church	825m	10	3
Four Marks Village Hall	1.1km	14	4
Triple FFF Brewery	1.2km	15	4
M&S Food	1.2km	15	4
BP Garage	1.2km	15	4
Tesco Express	1.3km	16	5
Loaf Bakery and Coffee Shop	1.3km	16	5
Four Marks Pharmacy	1.3km	16	5
Tall Ship Fish and Chip shop	1.3km	16	5
Co-op	1.4km	18	5
ARH gym	1.4km	18	5
Four Marks Tennis Club	1.5km	19	6
Four Marks FC	1.6km	20	6
Four Marks CoE Primary School	2.1km	26	8
Medstead CoE Primary School	2.3km	29	9

4.8. Additional services, facilities and amenities are also coming forward within the Lymington Barns Local Centre as part of planning permission 56936 which is currently under construction. These include non-food retail units and would be located within 500 metres walking distance, equal to a six minute journey on foot or a two minute cycle time.

4.9. **Table 4.1** confirms that there are a range of services, facilities and amenities located within reasonable walking distance from the approximate centre of the site. The nearest bus stops to the site are also located approximately 725 metres south of the approximate site centre which is less than what the highway authority agreed to at another scheme nearby. Furthermore, both the Four Marks and Medstead primary schools are located within the DfE defined statutory walking distances for children.

Existing Pedestrian and Cycle Facilities

4.10. The existing pedestrian infrastructure within the vicinity of the site is considered to be typical for an existing, predominantly residential suburban area. Footways are generally provided at a width of between one to two metres, with dropped kerbs provided at crossings.

4.11. There are no Public Rights of Way (PRoW) that cross or abut the site.

- 4.12. The National Cycle Network (NCN) 224 Route passes through Medstead and is accessible at the junction between Roe Downs Road and Five Ash Road around 1.4 kilometres north of the approximate site centre. NCN 224 provides a link between Medstead and Alton to the east and is predominantly off-road, with the route passing within 180 metres of Alton Railway Station. It can also be used to access NCN 23 approximately 2.9 kilometres to the north of the site which provides an on road cycle route that can be used to route to Basingstoke in the north and Winchester to the west.
- 4.13. It is considered that the topography of the local area is generally suitable for cyclists.
- 4.14. It is understood at the time of writing that the highway authority is carrying out a study, which considers improvements for access to Four Marks C of E primary school. It is understood that this may ultimately have a benefit for future residents of the proposed development and the Applicant is willing in principle to provide a reasonable and commensurate contribution towards any future work that the Highway Authority identifies.

Walking, Cycling and Horse Riding Assessment

- 4.15. A Walking, Cycling and Horse Riding Assessment Report (WCHAR) has been completed for two routes from the site, considered to be the likely desire lines for non-motorised users to the surrounding built up area, services, facilities, and amenities to the south of the site. This is the first part of the WCHAR process. The second part will come at the design stage. The WCHAR is included at **Appendix E**.
- 4.16. The WCHAR concludes that the pedestrian and cycle infrastructure within the vicinity of the site is of a generally good standard. It is clearly already used by existing residents in the area. However, a number of dropped kerbs with tactile paving points could be provided on Lymington Bottom Road and the minor roads served from Winston Rise in order to provide an improvement.

Bus Service Provision

- 4.17. The closest bus stops to the site are the Lymington Bottom Stops located approximately 725 metres south of the approximate site centre on the A31. Both the eastbound and westbound stops are provided with shelter, seating, timetable information and raised bus kerbs. They are served by the 64 and 64X services which route between Alton and Winchester. The timetables are summarised in **Table 4.2**.

Table 4.2 – Bus Service Summary

Service	Route	First / Last Bus (Weekday)	Frequency (mins)	
			Mon – Fri	Sat–Sun
64	Winchester – Morn Hill, Alresford, Four Marks – Alton	06:50 / 23:52	30 – 60 mins	30 – 60 mins
	Alton – Four Marks, Alresford, Morn Hill – Winchester	06:49 / 23:31	30 – 60 mins	30 – 60 mins
64X	Winchester – Morn Hill, Alresford, Four Marks – Alton	17:36	One per day	-
	Alton – Four Marks, Alresford, Morn Hill – Winchester	07:52	One per day	-



- 4.18. The 64 route operates daily with a frequency of between 30 to 60 minutes. The first bus to depart from the Lymington Bottom stop towards Winchester is at 06:49 and arrives at the Winchester Broadway stop at 07:20. The last service to depart from Winchester Broadway is at 22:20 and arrives back to the Lymington Bottom stop at 22:52. The first service towards Alton departs from the Lymington Bottom stop at 06:50 and arrives at the Alton Station stop at 07:05. The final service from Alton Station leaves at 22:15 and arrives back to the Lymington Bottom stop at 22:31.
- 4.19. The 64X is a Peter Symonds College service for students only. It operates two services per day, Monday to Friday during term time only. It departs at 07:52 in the morning, arriving at the College at 08:48, and returns from the College at 16:48, arriving back at the Lymington Bottom stop at 17:36.

Community Transport

- 4.20. Several community transport schemes are available to residents of East Hampshire including the Good Neighbours Scheme, Connect Call & Go East Hampshire and Community First Minibus Hire. These schemes facilitate travel for reasons such as shopping, personal business, and doctors/hospital appointments, providing travel options via vehicles driven by volunteers. These services are for those in need, including the elderly, single parents, people with reduced mobility, and those with other disabilities.

Rail Service Provision

- 4.21. Alton Railway Station is the closest rail service provider to the site, located approximately 9.2 kilometres northeast of the proposed site. The station is served by the SouthWestern Railway line and provides a regular half hourly service to London Waterloo stopping at Destinations such as Farnham, Aldershot, Woking, and Clapham Junction.
- 4.22. The station provides 186 parking spaces inclusive of five parking spaces for individuals with reduced mobility and 60 uncovered cycle parking spaces provided.
- 4.23. The Station (Stop R) bus stop which is served by the 64 bus route is located next to the station entrance, providing the opportunity for linked trips.

Home Delivery

- 4.24. The site is located within areas covered by local supermarkets which provide home delivery services, which can be utilised to reduce the need to travel.

Conclusions on Accessibility

- 4.25. It is concluded with reference to national guidance on distances that the site is suitably located on safe, usable local walking and/or cycling routes to link the site with the nearby services and facilities that are typically required on a daily basis. It is also concluded that the services and facilities, including bus stops, are within reasonable walking and cycling distances.

5. Development Proposals

- 5.1. This planning submission seeks full planning permission for the development of 53 residential dwellings, of which 15 would be affordable rent and six would be shared ownership (resulting in a 40 percent affordable housing provision). A site layout is provided as part of the wider planning submission. The proposed accommodation schedule is summarised below at **Table 5.1**.

Table 5.1 – Accommodation Schedule

Bedrooms	Private	Affordable	Shared Ownership	Total
1	-	8	-	8
2	11	5	3	19
3	11	2	2	15
4	10	-	1	11
Total	32	15	6	53

Proposed Access Arrangements

- 5.2. Access to the site for all modes is proposed via a new priority junction onto Lymington Bottom Road, as shown in **Figure 5.1**. This will be achieved through the demolition of 61 Lymington Bottom Road.
- 5.3. The junction is shown to be provided with a 6.75m metre wide side road approach carriageway, with six metre radii on both sides of the bellmouth. A two metre wide footway will be provided on the northern side of the carriageway, with a three metre wide shared footway/cycleway provided on the southern side of the carriageway. Both will tie into the existing footway provision along Lymington Bottom Road. Dropped kerbs with tactile paving will also be provided to the rear of the bellmouth.
- 5.4. Visibility splays in accordance with the suggested SSDs as per the recorded 85th percentile speeds set out in **Table 3.1** are shown to be achievable to the nearside kerblines in both directions from the junction in accordance with HCC guidance. Additionally, visibility splays of 2.4m x 120m to the nearside kerb line are shown to be achievable which are in accordance with the suggested SSDs for 40mph speeds, as per DMRB guidance.

Stage One Road Safety Audit

- 5.5. The access arrangement shown on **Figure 5.1** has been provided further to a Stage One Road Safety Audit (RSA) carried out by an independent audit team. The RSA brief was prepared in accordance with GG119 and is included at **Appendix F**. The RSA report is included at **Appendix G** and a Designers Response is included at **Appendix H**. The RSA raised three issues, which are summarised below:

1. The potential for trip and fall injuries, particularly those with physical and sensory impairments.
2. Risk of collisions occurring during hours of darkness; and

3. Risk of junction overshoot type collisions due to existing ground levels.

5.6. The Designer’s Response at **Appendix H** confirms that the issue one and two are addressed within **Figure 5.1**. Issue one has been addressed with dropped kerbs with tactile paving proposed to the rear of the bellmouth, and issue two can be addressed through the provision of street lighting, if considered appropriate and necessary by the highway authority. The levels of the proposed access will be addressed by others as part of the wider planning submission.

Internal Layout

5.7. The main spine road which routes east to west through the north of the site is proposed to be provided at 6.75 metres wide, with the minor roads and shared surface areas proposed to be provided at 4.8 metres wide. This carriageway width is proposed because the Applicant wishes to future-proof the scheme to be able to serve additional land to the west of the site, should it come forward. It is currently being promoted through the local plan process.

5.8. A three metre wide footway/cycleway is proposed on the southern side of the spine road, and a two metre wide footway is proposed on the north side. Two metre wide footways will also be provided on the minor roads. A three metre wide footway/cycleway is considered appropriate for the development proposals. Firstly, because LTN 1/20 should generally be applied to larger schemes. Secondly, it is not anticipated that this development or the potential wider development to the west (should it come forward) would be associated with a two-way peak hour flow of 300 pedestrians or cycles, meaning that a width of three metres is appropriate, as per Table 5-2 of LTN 1/20.

5.9. It is anticipated that the main spine road will be offered for adoption only, but the side roads will be maintained separately by a management company. The Applicant will enter into an indemnity agreement with the local authority for refuse collection.

Car and Cycle Parking

5.10. The council’s suggested minimum car and cycle parking ratios for new developments are set out in the EHDC ‘Vehicle Parking Standards’ Supplementary Planning Document (2018). The ratios are set out in **Table 5.1**.

Table 5.1 – EHDC Car and Cycle Parking Ratios

	Number of bedrooms		
	1	2-3	4+
Car	1 space	2 spaces	3 spaces
Cycle	1 space	2 spaces	

5.11. The guidance also indicates that one visitor car parking space should be provided per five dwellings. Visitor cycle parking spaces should be provided as 10% of the total number of cycle spaces provided within the development.

5.12. Based on the accommodation schedule a minimum of 109 allocated and 11 visitor car parking spaces are suggested. There are 119 allocated car parking and 11 visitor car parking spaces proposed, which is considered to be suitably commensurate.

5.13. All dwellings will be provided with one Electric Vehicle Charging point.

- 5.14. A minimum of 98 cycle parking spaces are suggested. Cycle parking will be provided within the curtilage of dwellings, either within garages or sheds to be provided within gardens. A total of 10 visitor cycle parking spaces are also proposed, which will be provided within the Local Area for Play (LAP).

Servicing and Emergency Access

- 5.15. East Hampshire Norse, the local refuse vehicle operator, has confirmed that the site is located within an area covered by a 10.130m refuse vehicle. The correspondence and vehicle specifications are included at **Appendix i**.
- 5.16. A Swept Path Assessment of the local refuse vehicle at the site access junction is shown in **Figure 5.2**. An assessment of the refuse vehicle within the site has been carried out and is shown **Figure 5.3**.
- 5.17. A Swept Path Assessment of a large Fire Tender vehicle measuring 8.68 metres at the site access junction is shown to be able to pass a large car in **Figure 5.2**. An assessment of the Fire Tender within the internal site layout has been carried out and is shown **Figure 5.4**.

Travel Plan

- 5.18. A Framework Travel Plan (FTP) is submitted as part of the wider planning application. The aim of an FTP is to set out the principles of a Full Travel Plan in due course, aiming to reduce the need for new residents to travel by car, particularly by Single Occupancy Vehicle (SOV). It sets out the role of the Travel Plan coordinator, contains measures that could be implemented at the site to reduce the number of SOV trips and measures to promote travel by other more sustainable means.

Off-Site Highway Mitigation

- 5.19. A number of off-site pedestrian improvements have been identified through the WCHAR process that could come forward to improve connectivity between the site and the facilities, services and amenities within the local area. This includes the provision of additional dropped kerbing with tactile paving crossings at the Lymington Bottom Road with Winston Rise to the south of the site and Churchill Close, Spencer Close and Blenheim Close, which are minor roads served from Winston Rise.
- 5.20. The Applicant is willing in principle to provide a reasonable and commensurate contribution towards improvements for access to Four Marks C of E primary school, if considered necessary further to the conclusion of the study being carried out by the highway authority, as identified at **paragraph 4.14**.
- 5.21. Installation of street lighting at the site access junction will be provided, if ultimately considered to be necessary and appropriate by the highway authority.

6. Trip Generation

- 6.1. Two seven-day ATC surveys were placed on Goldcrest Way and Lapwing Way in June 2022. These are two residential roads located approximately 1.2 kilometres to the south of the site. The roads form a residential distribution loop connecting to the A31, serving as the only access points to 268 dwellings, all of which are occupied. The surveys have enabled a localised vehicular trip rate to be derived, reflective of what could be realistically anticipated from the proposed development. The use of these trip rates has been agreed as part of wider scoping discussions with the highway authority. The full datasets are contained at **Appendix J**. The trip rates are set out in **Table 6.1** below, alongside trip numbers that are forecast to be associated with the proposed development.
- 6.2. A ‘broad sweep’ sensitivity test has also been undertaken to forecast the number of non-motorised user trips that could be associated with the development. In order to establish the number of trips forecast to be associated with the proposals. Multi-modal trip rates have been derived from trip surveys contained within the TRICS online database. The following parameters have been applied when selecting appropriate sites:
- i. Residential, Houses Privately Owned.
 - ii. Suburban / Neighbourhood Centre locations
 - iii. Monday- Friday surveys.
 - iv. Sites without Travel Plans; and
 - v. Site in England, Scotland and Wales but excluding Greater London and Ireland.
- 6.3. The trip rates are also summarised at **Table 6.1** below. The TRICS output report is included at **Appendix K**.

Table 6.1 – Donor Vehicular Trip Rates and Forecast Trip Numbers

53 Dwellings	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	In	Out	Two-Way	In	Out	Two-Way
	Vehicles (Appendix i)					
Trip Rate	0.197	0.471	0.668	0.37	0.183	0.554
Trip No.	10	25	35	20	10	29
	Pedestrians (Appendix J)					
Trip Rate	0.047	0.193	0.24	0.094	0.045	0.139
Trip No.	2	10	13	5	2	7
	Cyclists (Appendix J)					
Trip Rate	0.001	0.018	0.019	0.013	0.003	0.016
Trip No.	0	1	1	1	0	1
	Public Transport Users (Appendix J)					
Trip Rate	0	0.018	0.018	0.007	0.004	0.011
Trip No.	0	1	1	0	0	1



- 6.4. As shown in **Table 6.1**, the proposed development is forecast to generate around 35 two-way vehicle trips in the AM and around 29 two-way vehicle trips in the PM peak hours. This equates to an average of around one vehicular movement every two minutes associated with the scheme.
- 6.5. **Table 6.1** also forecasts that 53 dwellings could be associated with around 13 pedestrian movements in the AM and around seven pedestrian movements in the PM peak hours. Around one cyclist and one public transport movement is forecast in the AM and PM peak periods.
- 6.6. It is considered that the trip forecasts provide a robust assessment because it does not account for the trip suppressing effects of Travel Plan initiatives, which this development would pose to benefit from.

7. Traffic Impact Assessment

Junction Capacity Assessments

7.1. Junction capacity assessments have been carried out at the following locations:

- i. Proposed site access with Lyminster Bottom Road.
- ii. Lyminster Bottom Road Railway Narrowing.
- iii. Lyminster Bottom Road/A31/Lyminster Bottom staggered crossroad junction.

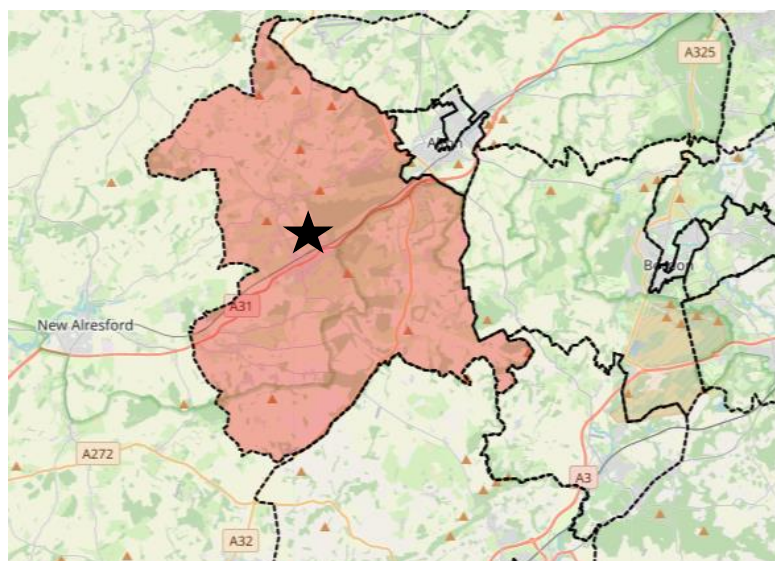
7.2. At the time of writing, agreement of the base traffic, background and committed development trips are currently subject to ongoing liaison with the highway authority for agreement. Once established, the Applicant is willing to revisit the junction capacity assessments below if considered necessary.

Trip Assignment

7.3. To distribute the forecast vehicular trips onto the local highway network census survey data has been applied for journey to work. The use of journey to work data to assign trips has been agreed in principle with the highway authority.

7.4. The forecast vehicular trips have been assigned based on an assessment of the Census 2011 WU03EW 'Location of usual residence and place of work by method of travel to work (Middle Super Output Area (MSOA) level)' dataset for the local area of E02004703: East Hampshire 007. The data was filtered to display the top 20 destinations for trips by car or van. This is used as a proxy for all trip assignment and is considered suitable given the relatively small scale of the scheme. The area covered by the E02004703: East Hampshire 007 MSA is shown in **Plate 7.1**, with the approximate site location shown by the black star.

Plate 7.1 – E02004703: East Hampshire 007 Middle Super Output Area



7.5. The percentage of trips associated with each work place destination have been assigned using the Google Maps journey planning tool to determine the fastest route to the destination. Traffic flow diagrams showing trip assignment are contained at **Appendix L**.

7.6. Using journey to work data to assign vehicle trips is considered to be robust, as in reality the majority of trips made within the peak periods are not commuting journeys. The majority of trips are generally comprised of education, retail, personal business, and leisure journey purposes. The journey distance associated with these journey purposes are considered to be much shorter in general in comparison to commuting trips, with facilities, services and amenities that are associated with the journey purposes located either within Four Marks or the nearby towns. It is therefore considered that journey to work assignment distributes too many of the vehicle trips too far, when in reality the majority of vehicle trips would be short.

Background Traffic

7.7. To provide a robust assessment, the traffic flows forecast to be associated with the land to the west of Longbourn Way scheme have been included as background traffic, forming a single sensitivity assessment.

Future Assessment Years and Growth Rates

7.8. The following scenarios have been assessed for a weekday AM peak (08:00 – 09:00) and PM peak (17:00 – 18:00):

- 2024 – year of planning submission (growthed from the 2022 traffic flow data).
- 2029 – forecast opening year with background traffic; and
- 2029 – forecast opening year with background traffic and proposed development.

7.9. In order to assess the impact of the development the existing traffic data detailed in **Chapter 3** has been growthed to a base year of 2024 and a future year of 2029 using TEMPro National Transport Model growth factors. The following parameters have been applied:

- Car driver.
- Trip end type: origin/destination.
- Urban area, Principal road type; and
- NTM AF 15 Dataset.

7.10. The growth factors are summarised at **Table 7.1** and contained at **Appendix M**.

Table 7.1 – Future Year Growth Factors

East Hampshire 007 MSOA		
Time Period	Weekday AM Peak Period (07:00–09:59)	Weekday PM Peak Period (16:00–18:59)
2022–2024	1.0318	1.0328
2022–2029	1.0776	1.0812

7.11. Traffic flow diagrams showing the base, future year, background traffic and forecast development trips are contained at **Appendix L**.

Definition of Modelling Terms

RFC – Ratio Flow to Capacity

7.12. The ratio of flow to capacity (RFC) provides a measure of the utilised capacity of a junction approach arm. Arms exceeding a ratio of 0.85 (i.e., 85% capacity utilised) are considered to be approaching capacity at times within the modelling period. Junction arms exceeding a ratio of 1.00 (i.e., 100% capacity utilised) are considered to be over capacity and are characterised as typically having heavy volumes of queued traffic at peak times. Results that exceed RFCs of 1.00 are associated with queue lengths that are subject to exponential growth. For this reason, queue lengths attributed to overcapacity approach arms should be considered indicative rather than representative.

Queue Length

7.13. The queue length stated in the capacity assessment results represents the average maximum queue lengths in vehicles on each arm across the peak hour. They are therefore indicative of queuing extent at the busiest times within the peak hour.

95% Queue

7.14. A ‘95% queue’ indicates the longest maximum forecast queue occurring within the modelled time period. Queues will be lower at other time in the modelling period This is an output provided on lane simulation models.

Junction Capacity Assessment Results

7.15. The industry standard Junctions 10 PICADY modelling software has been used to assess the development traffic impact at the junctions outlined at **paragraph 7.1**.

Site Access junction with Lymington Bottom Road

7.16. The proposed site access has been modelled using Junctions 10 software. The full modelling results are included at **Appendix N** and summarised in **Table 7.2**.

Table 7.2 – Site Access junction with Lymington Bottom Road Results

Arm	AM			PM		
	Queue (Veh)	Delay (seconds)	RFC	Queue (Veh)	Delay (seconds)	RFC
2029 Future Year plus Background Traffic plus Development						
Site Access	0.1	9.25	0.07	0	8.34	0.02
Lymington Bottom Road	0	4.85	0	0	4.71	0

7.17. **Table 7.2** confirms that the junction is forecast to operate within capacity with a highest RFC of 0.07 in the AM peak hour.

Lymington Bottom Road Railway Narrowing

7.18. Although the railway narrowing is not a junction, Junctions 10 software has been used to run a lane simulation in order to derive the operation of the priority give-way nature of the narrowing. The full modelling results are included at **Appendix O** and summarised in **Table 7.3**.

Table 7.3 – Lymington Bottom Road Railway Narrowing Modelling Results

Arm	AM Peak (0800-0900)				PM Peak (1700-1800)			
	Average Queue (veh)	95% Queue (veh)	Delay (s)	Junction Delay (s)	Average Queue (veh)	95% Queue (veh)	Delay (s)	Junction Delay (s)
2029 Future Year plus Background Traffic								
Lymington Bottom Road (N)	1.7	5.9	20.28	16.16	0.9	4.0	13.98	11.34
Lymington Bottom Road (S)	1.2	5.4	12.31		0.7	3.0	8.27	
2029 plus Background Traffic plus Proposed Development								
Lymington Bottom Road (N)	2.3	8.2	21.82	18.46	1.3	4.6	16.02	13.36
Lymington Bottom Road (S)	1.1	4.6	15.13		0.5	2.5	10.28	

7.19. **Table 7.3** confirms that the railway narrowing is forecast to operate with a highest average queue of 2.3 vehicles and a highest '95% queue' of 8.2 vehicles in the AM peak within the 2029 inclusive of background traffic and development trips scenario on the north side of the narrowing. These are increases of 0.6 vehicles to the average and 2.3 vehicles to the maximum forecast queues when compared to the 2029 plus background traffic scenario, which is not considered to be a material impact.

Lymington Bottom Road/A31/Lymington Bottom Staggered Junction

7.20. The full results are included at **Appendix P** and summarised in **Table 7.4**.

Table 9.3 – Lymington Bottom Road/A31/Lymington Bottom Staggered Junction Modelling Results

Arm	AM			PM		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
2029 plus Background Traffic						
1 – Stream B-AC	0.2	7.51	0.17	0.2	7.71	0.17
1 – Stream C-AB	0.3	5.30	0.22	0.3	5.44	0.24
2 – Stream B-ACD	2.3	28.32	0.71	1.3	18.15	0.57
2 – Stream A-BC	1.7	3.69	0.45	1.2	3.22	0.39
2 – Stream D-ABC	0.4	8.10	0.30	0.5	7.92	0.32
3 – Stream B-AC	0.3	8.45	0.21	0.2	7.11	0.17
3 – Stream C-AB	0.3	4.96	0.23	0.1	4.40	0.13
4 – Stream B-CD	1.0	15.29	0.50	1.0	15.88	0.51
4 – Stream B-AD	0.2	12.66	0.17	0.2	13.37	0.16
4 – Stream D-ABC	0.5	8.42	0.33	0.2	7.21	0.119
2029 plus Background Traffic plus Proposed Development						
1 – Stream B-AC	0.2	7.69	0.18	0.2	7.87	0.17
1 – Stream C-AB	0.3	5.37	0.23	0.3	5.55	0.26
2 – Stream B-ACD	3.0	34.58	0.77	1.4	19.00	0.59
2 – Stream A-BC	1.7	3.70	0.46	1.3	3.26	0.39
2 – Stream D-ABC	0.5	8.27	0.31	0.5	8.19	0.34
3 – Stream B-AC	0.3	8.55	0.22	0.2	7.14	0.17
3 – Stream C-AB	0.3	4.98	0.23	0.1	4.40	0.13
4 – Stream B-CD	1.0	15.50	0.50	1.1	16.20	0.52
4 – Stream B-AD	0.2	12.79	0.17	0.2	7.26	0.19
4 – Stream D-ABC	0.5	8.51	0.34	0.2	7.26	0.19

7.21. **Table 7.4** confirms that the Lymington Bottom Road/A31/Lymington Bottom Staggered Junction is forecast to operate with a highest RFC of 0.77 in the AM peak hour for the future year of 2029 inclusive of background traffic and proposed development trips. This is an increase of 0.06 RFC in comparison to the 2029 plus background traffic scenario (0.71 RFC). The maximum forecasted queue would increase by 0.7 and a maximum delay of 6.26 seconds from that of the 2029 plus background traffic scenario, which is not considered to be a material impact.

Conclusions on Traffic Impact

7.22. It is concluded that the traffic numbers generated by the development proposal will not have a material effect in real terms on the safety or operation of the routes and junctions on the highway network.

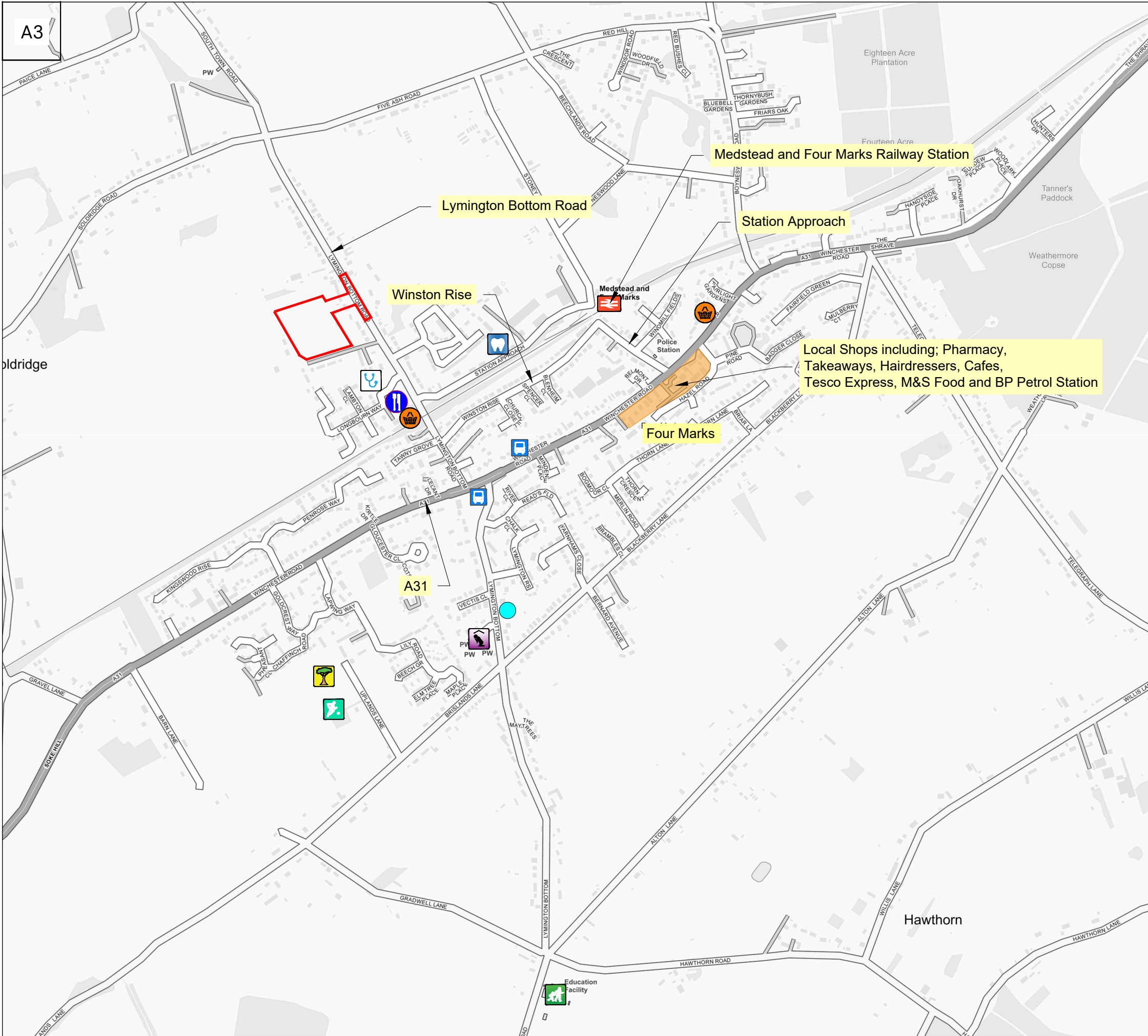


8. Summary and Conclusions

- 8.1. This Transportation Assessment has been prepared by Pegasus Group on behalf of Bewley Homes PLC in order to address the transportation issues associated with the proposed development of 53 dwellings at land west of Lymington Bottom Road.
- 8.2. The TA concludes that safe and suitable access to the site can be provided. A Road Safety Audit confirms no material issues at the proposed access point onto Lymington Bottom Road. Swept path assessments confirm that servicing vehicles can access and egress the site in a safe and suitable manner whilst passing a large car.
- 8.3. A Walking, Cycling and Horse Riding Assessment has been prepared which confirms that the existing pedestrian and cycle infrastructure within the vicinity of the site provides safe and suitable routes to local services, facilities, and amenities.
- 8.4. The TA concludes that the development site is suitably located with appropriate walking, cycling and public transport facilities available within the vicinity of the site that provide opportunities for residents to travel to and from the site by sustainable travel modes as a genuine alternative to single occupancy travel. Nearby local services, facilities and amenities are located within distances recognised to be acceptable by the highway authority.
- 8.5. It is concluded that the trip impact of the development proposal will not have a material effect on the safety or operation of the routes and junctions on the highway network.
- 8.6. It is finally concluded that there are no valid highway or transportation reasons which should prevent the proposed development.



Figures.



Key:

- Approximate Site Boundary
- Bus Stop
- Railway Station
- Place of Worship
- Doctors Surgery
- Four Marks FC, Bowls and Tennis Club
- Four Marks CE Primary School
- Co-op Convenience Store
- Dentist
- Playground
- Cafe
- Oakgreen Local Centre
- Village Hall

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

SITE LOCATION, FACILITIES AND AMENITIES PLAN

LAND WEST OF LYMINGTON BOTTOM ROAD

CLIENT:
BEWLEY HOMES

DATE: 20/12/2023	SCALE: 1:10,000	DRAWN/CHECKED BY: JAN	APPROVED BY: CMR
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JOB NUMBER: P23-0764	DRAWING NUMBER: FIGURE 3.1	REVISION No: -	PEGASUS GROUP
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A2



2.4m x 120m visibility splay achievable to the nearside kerbline, in accordance with DMRB calculation for 40mph vehicle speeds

2.4m x 90m visibility splay to nearside kerbline, in accordance with DMRB calculation for 30mph speed limit of Lyminster Bottom Road

R6.0m

2.0m

6.75m

3.0m

R6.0m

2.4m x 90m visibility splay to nearside kerbline, in accordance with DMRB calculation for 30mph speed limit of Lyminster Bottom Road

2.4m x 120m visibility splay achievable to the nearside kerbline, in accordance with DMRB calculation for 40mph vehicle speeds

Key:

- Approximate Red Line Boundary
- Approximate Extent of Adopted Highway
- Visibility Splay

Note:

Visibility splays shown in accordance with DMRB calculation (2.4 x 90m) for the existing 30mph speed limit of Lyminster Bottom Road.

Visibility splays also shown in accordance with DMRB calculation for a 40mph speed limit (2.4 x 120m), following results of a seven day Automatic Traffic Count speed survey carried out between 6/06/2023 and 22/06/2023. Recorded 85th percentiles are as follows:

Northbound - 36.6mph

Southbound - 37.4mph

The splays also account for the gradient of the carriageway.

A 23.08.2023 Access cross sections added			ADS	ADWS
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED ACCESS ARRANGEMENTS

LAND WEST OF LYMINGTON BOTTOM ROAD

CLIENT:
BEWLEY HOMES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
14/12/2023	1:500	JAN/AS	CMR

DRAWING NUMBER:
P23-0764 FIGURE 5.1

REVISION No: **PEGASUS GROUP**

A3



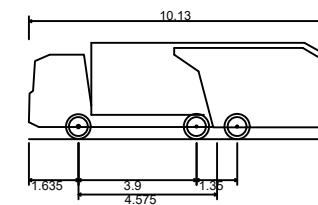
Inset 1 - Local Refuse Vehicle Entering Site



Inset 2 - Local Refuse Vehicle Exiting Site



1:500 12.5m



EHDC Local Refuse Vehicle
 Overall Length 10.130m
 Overall Width 2.400m
 Overall Body Height 3.185m
 Min Body Ground Clearance 0.390m
 Max Track Width 2.400m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 8.317m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

**SWEPT PATH ASSESSMENTS OF
 PROPOSED SITE ACCESS**
LAND WEST OF LYMINGTON BOTTOM ROAD

CLIENT:
BEWLEY HOMES

DATE: 14/12/2023 SCALE: 1:500 DRAWN/CHECKED BY: JAN/AS APPROVED BY: CMR

JOB NUMBER: P23-0764 DRAWING NUMBER: FIGURE 5.2 REVISION No: -



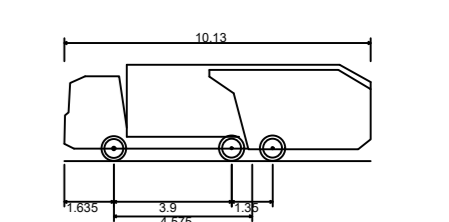
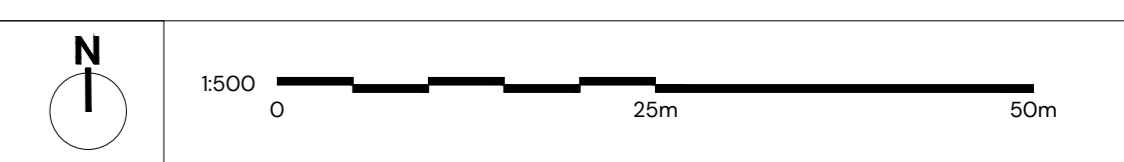
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Inset 1 - Local Refuse Vehicle Access Routes



Inset 2 - Local Refuse Vehicle Exit Routes



EHDC Local Refuse Vehicle	10.130m
Overall Length	2.400m
Overall Body Height	3.350m
Max Trunk Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.317m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

SWEPT PATH ASSESSMENT OF LOCAL REFUSE VEHICLE WITHIN SITE

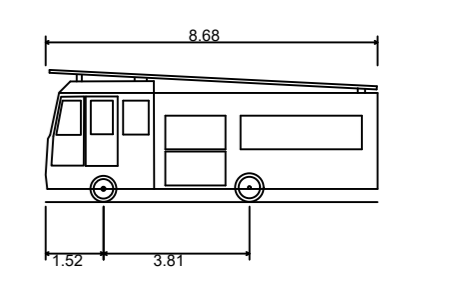
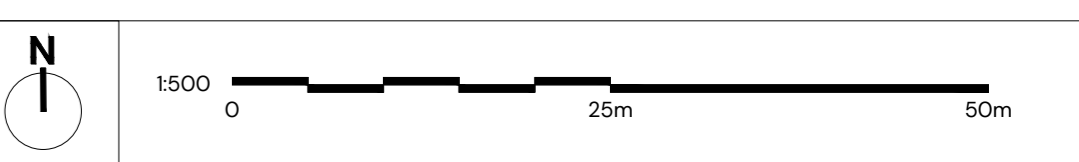
LAND WEST OF LYMINGTON BOTTOM ROAD

CLIENT: BEWLEY HOMES

DATE: 14/12/2023 SCALE: 1:500 DRAWN/CHECKED BY: JAN/AS APPROVED BY: CMR

DRAWING NUMBER: FIGURE 5.3 REVISION NO: PEGASUS GROUP

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DB32 Fire Appliance
 Overall Length 8.680m
 Overall Width 2.180m
 Overall Body Height 3.452m
 Min Body Ground Clearance 0.337m
 Max Track Width 2.121m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 7.910m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

**SWEPT PATH ASSESSMENTS OF
 LARGE FIRE TENDER WITHIN SITE**

LAND WEST OF LYMINGTON BOTTOM ROAD

CLIENT
BEWLEY HOMES

DATE: 14/12/2023 SCALE: 1:500 DRAWN/CHECKED BY: JAN/AS APPROVED BY: CMR

DRAWING NUMBER: FIGURE 5.4 REVISION NO: PEGASUS GROUP



Appendix A

Lymington Bottom ATC, Northern Site



Direction: Northwestbound

Direction: Southeastbound

Direction: Total Flow

Hour Beginning	Fri 16/06/2023	Sat 17/06/2023	Sun 18/06/2023	Mon 19/06/2023	Tue 20/06/2023	Wed 21/06/2023	Thu 22/06/2023	5-Day Ave.	7-Day Ave.
00:00	3	6	15	1	3	3	5	3	5
01:00	0	3	3	1	0	3	4	2	2
02:00	6	4	0	1	1	1	1	2	2
03:00	2	0	1	2	0	0	1	1	1
04:00	1	2	0	1	2	4	2	2	2
05:00	7	3	3	7	13	10	5	8	7
06:00	36	11	4	34	34	30	43	35	27
07:00	116	39	15	118	124	122	124	121	94
08:00	200	82	52	191	212	220	218	208	168
09:00	140	88	57	111	93	90	107	108	98
10:00	119	123	100	95	118	113	104	110	110
11:00	113	135	98	79	123	107	88	102	106
12:00	133	129	109	99	114	118	115	116	117
13:00	121	102	78	110	112	97	104	109	103
14:00	117	112	71	112	124	115	130	120	112
15:00	152	93	72	151	146	136	142	145	127
16:00	153	96	64	136	129	108	122	130	115
17:00	89	95	79	125	138	134	134	124	113
18:00	112	77	63	101	91	66	97	93	87
19:00	65	44	38	70	45	66	65	62	56
20:00	43	40	24	43	36	52	62	47	43
21:00	33	32	14	21	30	34	41	32	29
22:00	22	20	10	13	19	22	12	18	17
23:00	13	13	3	5	7	3	10	8	8
Total									
12H(7-19)	1565	1171	858	1428	1524	1426	1485	1486	1351
16H(6-22)	1742	1298	938	1596	1669	1608	1662	1662	1507
18H(6-24)	1777	1331	951	1614	1695	1633	1718	1687	1531
24H(0-24)	1756	1349	973	1627	1716	1654	1736	1706	1550
AM Peak	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
	200	135	100	191	212	220	218	208	168
PM Peak	16:00	12:00	12:00	15:00	15:00	15:00	15:00	15:00	15:00
	153	129	109	151	146	136	142	145	127

Paul Castle Associates

Hour Beginning	Fri 16/06/2023	Sat 17/06/2023	Sun 18/06/2023	Mon 19/06/2023	Tue 20/06/2023	Wed 21/06/2023	Thu 22/06/2023	5-Day Ave.	7-Day Ave.
00:00	1	8	21	1	2	4	1	2	5
01:00	2	4	3	2	0	1	2	1	2
02:00	1	1	3	0	0	0	0	0	1
03:00	0	1	1	0	0	2	1	1	1
04:00	1	1	1	2	2	2	1	2	1
05:00	6	3	4	4	6	4	5	5	5
06:00	26	8	7	28	21	27	27	26	21
07:00	102	42	22	95	103	90	90	96	78
08:00	144	62	35	151	142	164	148	150	121
09:00	147	101	80	138	123	146	110	133	121
10:00	116	109	100	106	124	119	114	116	113
11:00	118	117	94	103	107	111	104	109	108
12:00	126	143	96	104	114	104	96	109	112
13:00	131	104	77	113	119	112	92	113	107
14:00	122	112	82	118	86	115	112	111	107
15:00	184	83	73	169	163	170	173	172	145
16:00	144	76	64	146	157	139	123	142	121
17:00	143	72	77	181	140	141	160	153	131
18:00	90	84	56	88	113	119	104	103	93
19:00	73	63	39	63	55	75	74	68	63
20:00	37	49	30	41	35	34	38	37	38
21:00	34	23	14	24	25	28	23	27	24
22:00	33	15	6	11	15	12	19	18	16
23:00	13	14	7	6	5	5	8	7	8
Total									
12H(7-19)	1567	1105	854	1512	1491	1530	1426	1505	1355
16H(6-22)	1737	1248	944	1668	1627	1694	1588	1663	1501
18H(6-24)	1783	1277	957	1685	1647	1711	1615	1688	1525
24H(0-24)	1794	1295	990	1694	1657	1724	1625	1699	1540
AM Peak	09:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00	09:00
	147	117	100	151	142	164	148	150	121
PM Peak	15:00	12:00	12:00	17:00	15:00	15:00	15:00	15:00	15:00
	184	143	96	181	163	170	173	172	145

Paul Castle Associates

Hour Beginning	Fri 16/06/2023	Sat 17/06/2023	Sun 18/06/2023	Mon 19/06/2023	Tue 20/06/2023	Wed 21/06/2023	Thu 22/06/2023	5-Day Ave.	7-Day Ave.
00:00	4	14	36	2	5	7	6	5	5
01:00	2	7	6	3	0	4	6	3	3
02:00	7	5	3	1	1	1	1	1	2
03:00	2	1	2	2	2	2	2	2	2
04:00	2	3	1	3	4	6	3	4	4
05:00	13	6	7	11	19	14	10	13	13
06:00	62	19	11	62	55	57	70	61	61
07:00	218	81	37	213	227	212	214	217	217
08:00	344	144	85	342	354	384	366	358	358
09:00	287	189	137	249	216	236	217	241	241
10:00	235	232	200	201	242	232	218	226	226
11:00	231	252	192	182	230	218	192	211	211
12:00	259	272	205	203	228	222	211	225	225
13:00	252	206	155	223	231	209	196	222	222
14:00	239	224	153	230	210	242	230	242	230
15:00	336	176	145	320	309	306	315	317	317
16:00	297	172	128	282	286	247	245	271	271
17:00	232	167	156	306	278	275	294	277	277
18:00	202	161	119	189	204	185	201	196	196
19:00	138	107	77	133	100	141	139	130	130
20:00	80	89	54	84	71	86	100	84	84
21:00	67	55	28	45	55	62	64	59	59
22:00	55	35	16	24	34	34	31	36	36
23:00	26	27	10	11	12	8	18	15	15
Total									
12H(7-19)	3132	2276	1712	2940	3015	2956	2911	2991	2991
16H(6-22)	3479	2546	1882	3264	3296	3302	3284	3325	3325
18H(6-24)	3560	2608	1908	3299	3342	3344	3333	3376	3376
24H(0-24)	3590	2644	1963	3321	3373	3378	3361	3405	3405
AM Peak	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
	344	252	200	342	354	384	366	358	358
PM Peak	15:00	12:00	12:00	15:00	15:00	15:00	15:00	15:00	15:00
	336	272	205	320	309	306	315	317	317

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7-Day Ave.
11
4
3
2
3
11
48
172
288
219
223
214
229
210
218
272
237
244
180
119
81
54
33
16
2706
3008
3056
3090
08:00
288
15:00
272

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 16 Jun 2023	1796	1332	444	2	18
Sat 17 Jun 2023	1349	1095	248	3	3
Sun 18 Jun 2023	973	798	171	0	4
Mon 19 Jun 2023	1627	1221	391	2	13
Tue 20 Jun 2023	1716	1267	428	4	17
Wed 21 Jun 2023	1654	1242	394	2	16
Thu 22 Jun 2023	1736	1300	424	2	10
5 Day Ave.	1706	1272	416	2	15
7 Day Ave.	1550	1179	357	2	12

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 16 Jun 2023	1794	1406	380	2	6
Sat 17 Jun 2023	1295	1096	194	2	3
Sun 18 Jun 2023	990	857	131	1	1
Mon 19 Jun 2023	1694	1364	319	4	7
Tue 20 Jun 2023	1657	1305	344	1	7
Wed 21 Jun 2023	1724	1395	313	4	12
Thu 22 Jun 2023	1625	1286	332	1	6
5 Day Ave.	1699	1351	338	2	8
7 Day Ave.	1540	1244	288	2	6

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 16 Jun 2023	3590	2738	824	4	24
Sat 17 Jun 2023	2644	2191	442	5	6
Sun 18 Jun 2023	1963	1655	302	1	5
Mon 19 Jun 2023	3321	2585	710	6	20
Tue 20 Jun 2023	3373	2572	772	5	24
Wed 21 Jun 2023	3378	2637	707	6	28
Thu 22 Jun 2023	3361	2586	756	3	16
5 Day Ave.	3405	2624	754	5	22
7 Day Ave.	3090	2423	645	4	18

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 16 Jun 2023	100.0%	74.2%	24.7%	0.1%	1.0%
Sat 17 Jun 2023	100.0%	81.2%	18.4%	0.2%	0.2%
Sun 18 Jun 2023	100.0%	82.0%	17.6%	0.0%	0.4%
Mon 19 Jun 2023	100.0%	75.0%	24.0%	0.1%	0.8%
Tue 20 Jun 2023	100.0%	73.8%	24.9%	0.2%	1.0%
Wed 21 Jun 2023	100.0%	75.1%	23.8%	0.1%	1.0%
Thu 22 Jun 2023	100.0%	74.9%	24.4%	0.1%	0.6%
5 Day Ave.	100.0%	74.6%	24.4%	0.1%	0.9%
7 Day Ave.	100.0%	76.1%	23.0%	0.1%	0.7%

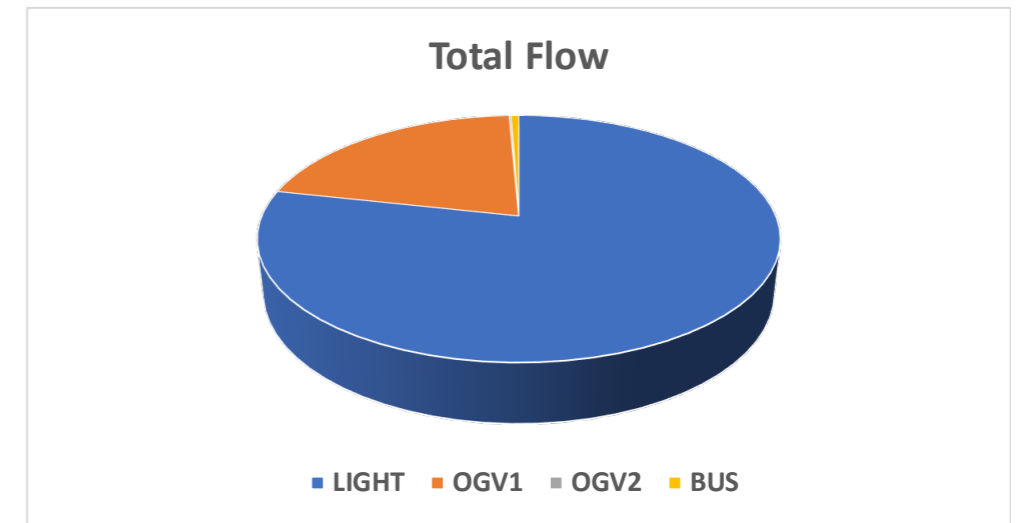
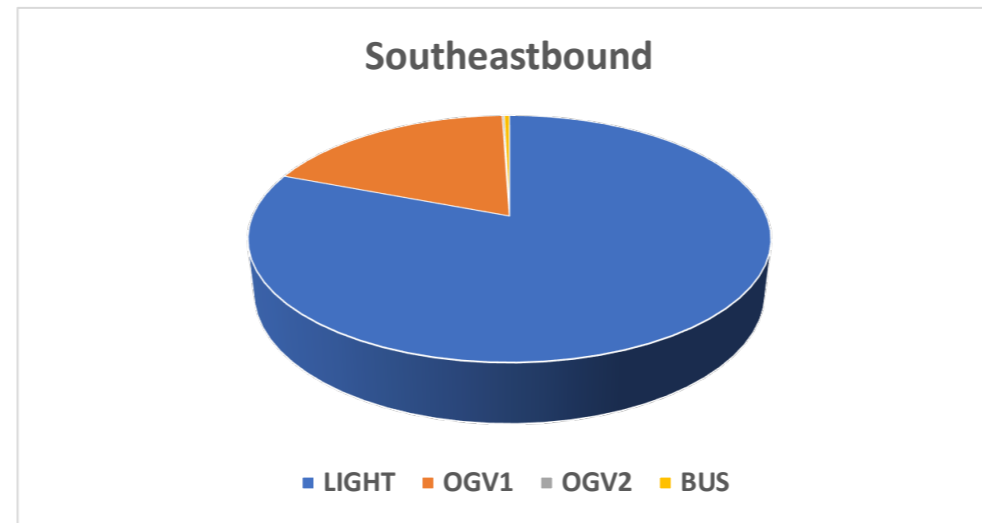
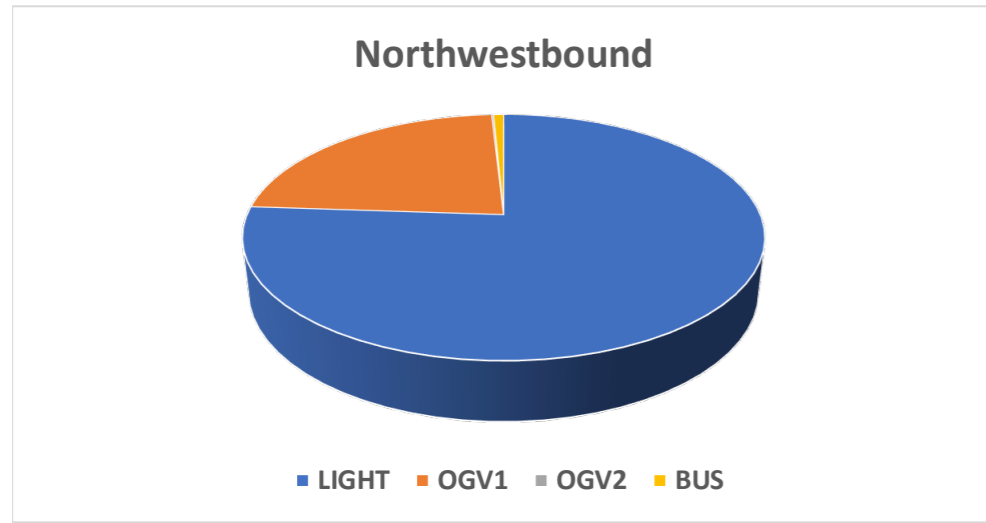
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 16 Jun 2023	100.0%	78.4%	21.2%	0.1%	0.3%
Sat 17 Jun 2023	100.0%	84.6%	15.0%	0.2%	0.2%
Sun 18 Jun 2023	100.0%	86.6%	13.2%	0.1%	0.1%
Mon 19 Jun 2023	100.0%	80.5%	18.8%	0.2%	0.4%
Tue 20 Jun 2023	100.0%	78.8%	20.8%	0.1%	0.4%
Wed 21 Jun 2023	100.0%	80.9%	18.2%	0.2%	0.7%
Thu 22 Jun 2023	100.0%	79.1%	20.4%	0.1%	0.4%
5 Day Ave.	100.0%	79.5%	19.9%	0.1%	0.4%
7 Day Ave.	100.0%	80.8%	18.7%	0.1%	0.4%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 16 Jun 2023	100.0%	76.3%	23.0%	0.1%	0.7%
Sat 17 Jun 2023	100.0%	82.9%	16.7%	0.2%	0.2%
Sun 18 Jun 2023	100.0%	84.3%	15.4%	0.1%	0.3%
Mon 19 Jun 2023	100.0%	77.8%	21.4%	0.2%	0.6%
Tue 20 Jun 2023	100.0%	76.3%	22.9%	0.1%	0.7%
Wed 21 Jun 2023	100.0%	78.1%	20.9%	0.2%	0.8%
Thu 22 Jun 2023	100.0%	76.9%	22.5%	0.1%	0.5%
5 Day Ave.	100.0%	77.1%	22.1%	0.1%	0.7%
7 Day Ave.	100.0%	78.4%	20.9%	0.1%	0.6%

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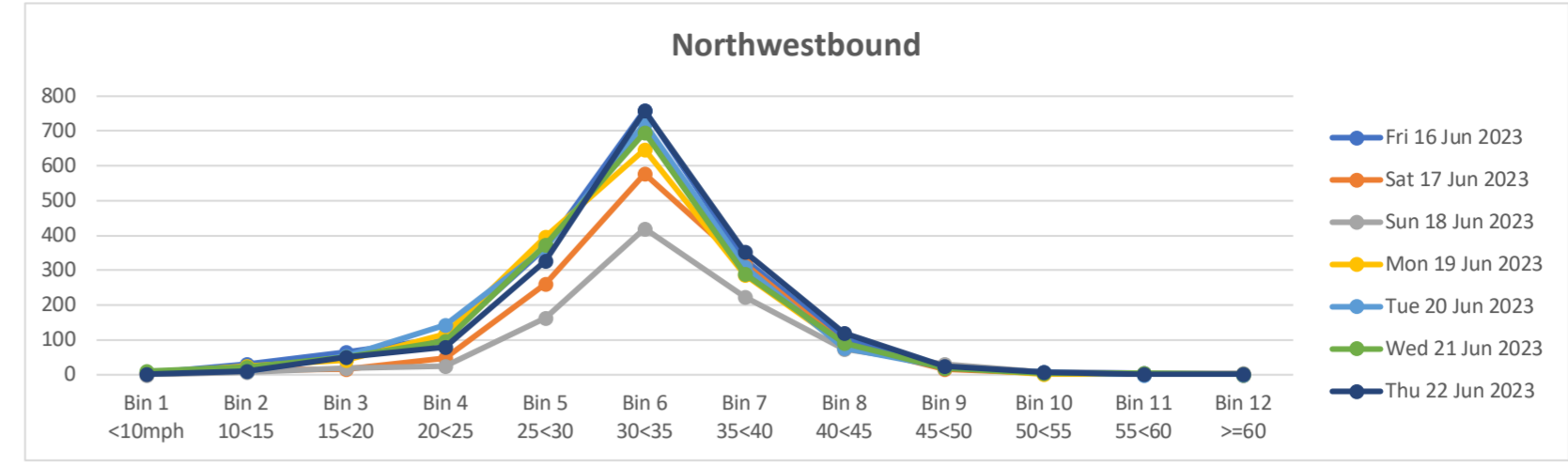


Lymington Bottom ATC, Northern Site

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	1796	38.6	31.8	6.6	5	30	64	104	364	760	330	103	25	7	3	1
Sat 17 Jun 2023	1349	39.0	32.9	5.8	3	12	17	48	262	577	317	89	17	4	2	1
Sun 18 Jun 2023	973	40.3	33.6	6.4	0	7	20	25	163	420	222	74	29	6	4	3
Mon 19 Jun 2023	1627	38.0	31.5	6.3	3	25	43	117	395	647	287	84	22	2	2	0
Tue 20 Jun 2023	1716	38.0	31.5	6.2	8	11	54	143	364	722	309	76	21	8	0	0
Wed 21 Jun 2023	1654	38.3	31.6	6.5	11	21	50	96	372	696	290	91	18	5	3	1
Thu 22 Jun 2023	1736	38.9	32.6	6.1	2	11	51	79	327	758	353	120	24	8	1	2
5 Day Ave.	1706	38.4	31.8	6.3	6	20	52	108	364	717	314	95	22	6	2	1
7 Day Ave.	1550	38.7	32.2	6.3	5	17	43	87	321	654	301	91	22	6	2	1

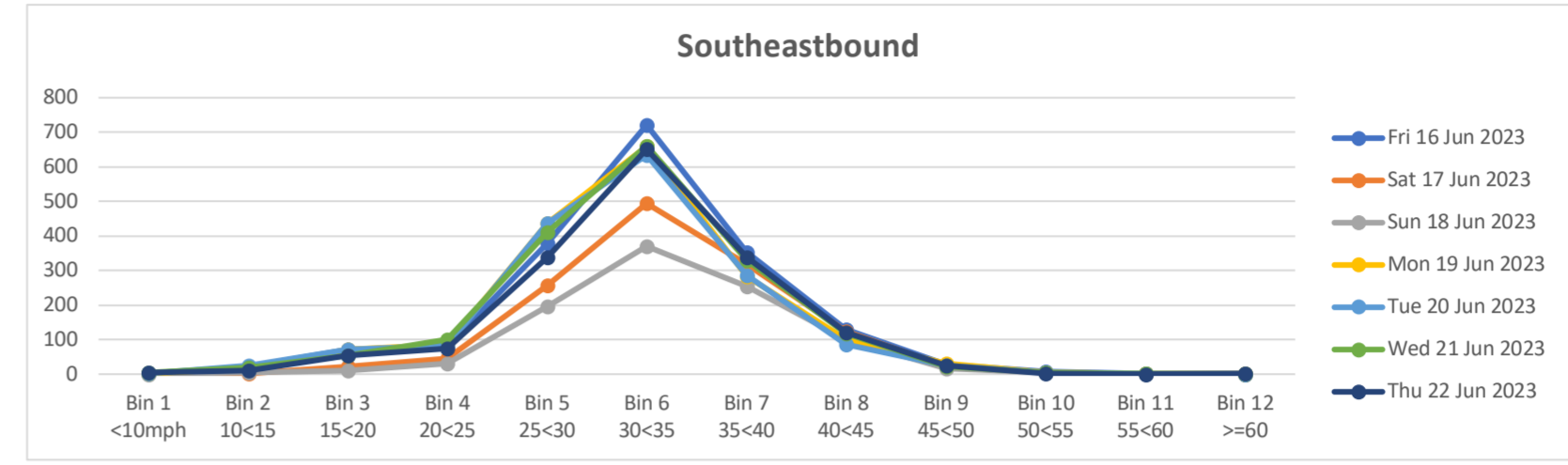
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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	1794	39.0	32.2	6.5	1	21	71	79	379	721	353	130	27	9	3	0
Sat 17 Jun 2023	1295	39.6	33.4	6.0	3	3	21	45	258	494	317	123	23	6	1	1
Sun 18 Jun 2023	990	39.9	33.7	6.0	0	4	11	31	196	370	254	99	16	6	1	2
Mon 19 Jun 2023	1694	38.3	31.6	6.4	3	15	71	87	438	659	284	99	31	6	1	0
Tue 20 Jun 2023	1657	38.1	31.4	6.4	2	26	70	82	438	634	287	87	26	4	1	0
Wed 21 Jun 2023	1724	38.5	31.9	6.4	6	19	54	99	412	661	328	117	22	4	1	1
Thu 22 Jun 2023	1625	38.9	32.4	6.3	6	11	54	74	339	651	339	122	26	2	0	1
5 Day Ave.	1699	38.5	31.9	6.4	4	18	64	84	401	665	318	111	26	5	1	0
7 Day Ave.	1540	38.9	32.4	6.3	3	14	50	71	351	599	309	111	24	5	1	1

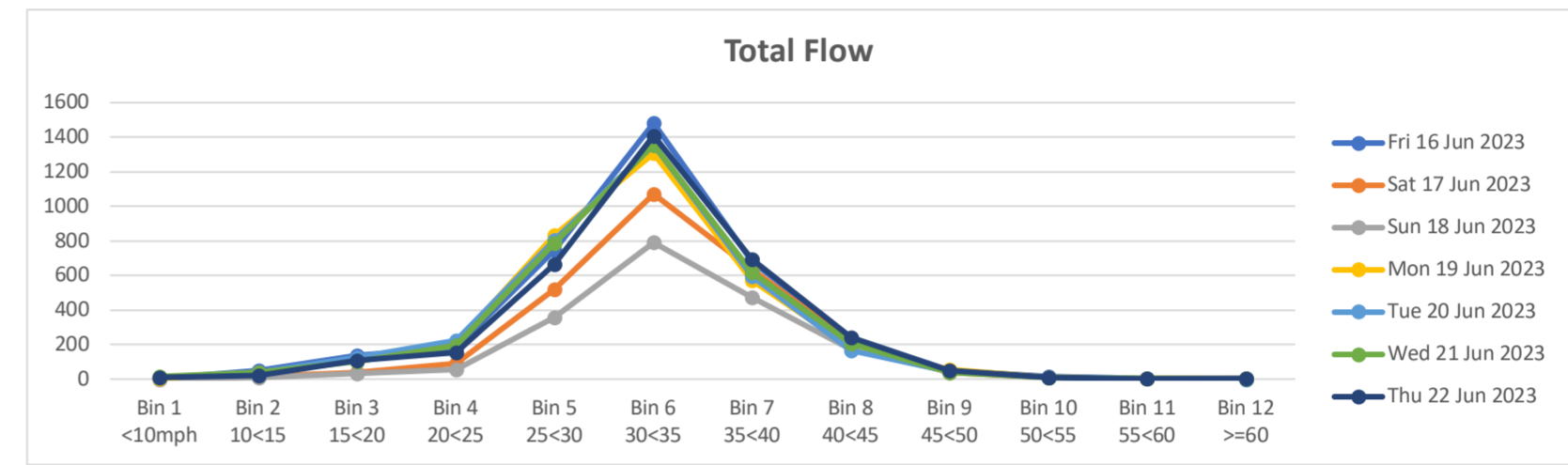
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	3590	38.8	32.0	6.5	6	51	135	183	743	1481	683	233	52	16	6	1
Sat 17 Jun 2023	2644	39.3	33.1	5.9	6	15	38	93	520	1071	634	212	40	10	3	2
Sun 18 Jun 2023	1963	40.1	33.7	6.2	0	11	31	56	359	790	476	173	45	12	5	5
Mon 19 Jun 2023	3321	38.1	31.6	6.3	6	40	114	204	833	1306	571	183	53	8	3	0
Tue 20 Jun 2023	3373	38.0	31.5	6.3	10	37	124	225	802	1356	596	163	47	12	1	0
Wed 21 Jun 2023	3378	38.4	31.8	6.4	17	40	104	195	784	1357	618	208	40	9	4	2
Thu 22 Jun 2023	3361	38.9	32.5	6.2	8	22	105	153	666	1409	692	242	50	10	1	3
5 Day Ave.	3405	38.5	31.8	6.4	9	38	116	192	766	1382	632	206	48	11	3	1
7 Day Ave.	3090	38.8	32.3	6.3	8	31	93	158	672	1253	610	202	47	11	3	2

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Lymington Bottom ATC, Northern Site

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	232	37.0	30.4	6.4	0	6	14	18	51	97	38	7	1	0	0	0
Sat 17 Jun 2023	258	38.1	32.2	5.7	2	0	3	15	57	108	60	11	1	0	1	0
Sun 18 Jun 2023	198	39.4	32.9	6.2	0	1	6	8	31	95	39	10	6	1	1	0
Mon 19 Jun 2023	174	37.3	31.5	5.6	0	2	3	14	41	72	36	4	2	0	0	0
Tue 20 Jun 2023	241	36.8	30.3	6.3	0	2	9	39	57	87	34	10	3	0	0	0
Wed 21 Jun 2023	220	36.1	29.1	6.8	4	5	12	25	67	73	26	8	0	0	0	0
Thu 22 Jun 2023	192	37.7	31.4	6.0	0	2	8	14	37	89	30	10	2	0	0	0
5 Day Ave.	212	37.0	30.5	6.2	1	3	9	22	51	84	33	8	2	0	0	0
7 Day Ave.	216	37.5	31.1	6.1	1	3	8	19	49	89	38	9	2	0	0	0

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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	234	38.0	30.6	7.1	0	6	17	16	54	94	27	14	6	0	0	0
Sat 17 Jun 2023	226	39.4	32.7	6.4	1	1	8	9	42	90	53	19	1	1	1	0
Sun 18 Jun 2023	194	39.0	33.0	5.8	0	0	4	7	46	69	48	17	2	1	0	0
Mon 19 Jun 2023	209	37.0	31.3	5.4	0	1	6	13	55	92	31	10	1	0	0	0
Tue 20 Jun 2023	231	36.0	29.6	6.2	0	3	19	19	78	68	39	5	0	0	0	0
Wed 21 Jun 2023	230	36.4	30.1	6.1	0	5	9	24	68	78	39	7	0	0	0	0
Thu 22 Jun 2023	218	37.3	30.6	6.4	1	1	17	17	45	92	33	12	0	0	0	0
5 Day Ave.	224	36.9	30.4	6.2	0	3	14	18	60	85	34	10	1	0	0	0
7 Day Ave.	220	37.6	31.1	6.2	0	2	11	15	55	83	39	12	1	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	466	37.5	30.5	6.8	0	12	31	34	105	191	65	21	7	0	0	0
Sat 17 Jun 2023	484	38.7	32.4	6.0	3	1	11	24	99	198	113	30	2	1	2	0
Sun 18 Jun 2023	392	39.2	33.0	6.0	0	1	10	15	77	164	87	27	8	2	1	0
Mon 19 Jun 2023	383	37.1	31.4	5.5	0	3	9	27	96	164	67	14	3	0	0	0
Tue 20 Jun 2023	472	36.4	29.9	6.2	0	5	28	58	135	155	73	15	3	0	0	0
Wed 21 Jun 2023	450	36.3	29.6	6.5	4	10	21	49	135	151	65	15	0	0	0	0
Thu 22 Jun 2023	410	37.5	31.0	6.2	1	3	25	31	82	181	63	22	2	0	0	0
5 Day Ave.	436	37.0	30.5	6.2	1	7	23	40	111	168	67	17	3	0	0	0
7 Day Ave.	437	37.5	31.1	6.2	1	5	19	34	104	172	76	21	4	0	0	0

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Lymington Bottom ATC, Northern Site

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	269	38.7	32.3	6.2	2	1	7	11	52	127	51	14	2	0	1	1
Sat 17 Jun 2023	205	37.7	32.7	4.8	0	0	3	4	44	100	39	14	1	0	0	0
Sun 18 Jun 2023	143	37.7	33.2	4.4	0	0	0	4	24	74	32	8	1	0	0	0
Mon 19 Jun 2023	263	38.1	32.0	5.8	0	0	11	18	45	121	53	10	4	1	0	0
Tue 20 Jun 2023	270	36.8	31.0	5.6	1	3	7	23	63	115	52	6	0	0	0	0
Wed 21 Jun 2023	251	37.1	31.1	5.8	1	2	8	11	74	110	32	8	5	0	0	0
Thu 22 Jun 2023	272	37.7	31.5	6.0	0	2	11	13	71	111	46	15	2	1	0	0
5 Day Ave.	265	37.7	31.6	5.9	1	2	9	15	61	117	47	11	3	0	0	0
7 Day Ave.	239	37.7	32.0	5.5	1	1	7	12	53	108	44	11	2	0	0	0

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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	306	38.8	32.9	5.7	0	2	6	6	66	135	60	28	1	1	1	0
Sat 17 Jun 2023	195	38.5	32.6	5.6	0	0	4	8	46	79	42	11	5	0	0	0
Sun 18 Jun 2023	155	38.5	32.8	5.5	0	1	1	5	37	63	35	11	1	1	0	0
Mon 19 Jun 2023	287	37.9	31.2	6.4	1	3	19	12	61	125	49	13	4	0	0	0
Tue 20 Jun 2023	249	37.2	30.5	6.5	0	8	11	13	77	91	33	14	2	0	0	0
Wed 21 Jun 2023	285	37.7	31.9	5.6	0	1	6	16	72	119	55	13	1	1	1	0
Thu 22 Jun 2023	285	37.9	32.1	5.6	0	3	10	10	55	130	64	11	2	0	0	0
5 Day Ave.	282	37.9	31.7	6.0	0	3	10	11	66	120	52	16	2	0	0	0
7 Day Ave.	252	38.1	32.0	5.9	0	3	8	10	59	106	48	14	2	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 16 Jun 2023	575	38.8	32.6	6.0	2	3	13	17	118	262	111	42	3	1	2	1
Sat 17 Jun 2023	400	38.1	32.7	5.2	0	0	7	12	90	179	81	25	6	0	0	0
Sun 18 Jun 2023	298	38.2	33.0	5.0	0	1	1	9	61	137	67	19	2	1	0	0
Mon 19 Jun 2023	550	38.0	31.6	6.2	1	3	30	30	106	246	102	23	8	1	0	0
Tue 20 Jun 2023	519	37.0	30.7	6.1	1	11	18	36	140	206	85	20	2	0	0	0
Wed 21 Jun 2023	536	37.5	31.5	5.7	1	3	14	27	146	229	87	21	6	1	1	0
Thu 22 Jun 2023	557	37.8	31.8	5.8	0	5	21	23	126	241	110	26	4	1	0	0
5 Day Ave.	547	37.8	31.7	5.9	1	5	19	27	127	237	99	26	5	1	1	0
7 Day Ave.	491	37.9	32.0	5.7	1	4	15	22	112	214	92	25	4	1	0	0

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Lymington Bottom ATC, Northern Site

Direction: Northwestbound

16/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	6	3	3	0	0
03:00	2	1	1	0	0
04:00	1	1	0	0	0
05:00	7	5	2	0	0
06:00	36	23	13	0	0
07:00	116	78	37	0	1
08:00	200	142	55	1	2
09:00	140	78	61	0	1
10:00	119	84	32	0	3
11:00	113	87	24	0	2
12:00	133	96	35	0	2
13:00	121	90	30	0	1
14:00	117	89	27	0	1
15:00	152	124	24	1	3
16:00	153	119	34	0	0
17:00	89	70	19	0	0
18:00	112	95	17	0	0
19:00	65	53	12	0	0
20:00	43	33	9	0	1
21:00	33	27	5	0	1
22:00	22	19	3	0	0
23:00	13	12	1	0	0
Total					
12H(7-19)	1565	1152	395	2	16
16H(6-22)	1742	1288	434	2	18
18H(6-24)	1777	1319	438	2	18
24H(0-24)	1796	1332	444	2	18
AM Peak	08:00	08:00	09:00	08:00	10:00
	200	142	61	1	3
PM Peak	16:00	15:00	12:00	15:00	15:00
	153	124	35	1	3

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Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	6	5	1	0	0
06:00	26	21	5	0	0
07:00	102	76	26	0	0
08:00	144	111	33	0	0
09:00	147	116	31	0	0
10:00	116	82	34	0	0
11:00	118	89	27	0	2
12:00	126	96	29	0	1
13:00	131	101	29	0	1
14:00	122	96	26	0	0
15:00	184	138	44	0	2
16:00	144	115	29	0	0
17:00	143	116	27	0	0
18:00	90	76	14	0	0
19:00	73	58	15	0	0
20:00	37	35	2	0	0
21:00	34	30	2	2	0
22:00	33	28	5	0	0
23:00	13	12	1	0	0
Total					
12H(7-19)	1567	1212	349	0	6
16H(6-22)	1737	1356	373	2	6
18H(6-24)	1783	1396	379	2	6
24H(0-24)	1794	1406	380	2	6
AM Peak	09:00	09:00	10:00	00:00	11:00
	147	116	34	0	2
PM Peak	15:00	15:00	15:00	21:00	15:00
	184	138	44	2	2

Paul Castle Associates

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	7	4	3	0	0
03:00	2	1	1	0	0
04:00	2	2	0	0	0
05:00	13	10	3	0	0
06:00	62	44	18	0	0
07:00	218	154	63	0	1
08:00	344	253	88	1	2
09:00	287	194	92	0	1
10:00	235	166	66	0	3
11:00	231	176	51	0	4
12:00	259	192	64	0	3
13:00	252	191	59	0	2
14:00	239	185	53	0	1
15:00	336	262	68	1	5
16:00	297	234	63	0	0
17:00	232	186	46	0	0
18:00	202	171	31	0	0
19:00	138	111	27	0	0
20:00	80	68	11	0	1
21:00	67	57	7	2	1
22:00	55	47	8	0	0
23:00	26	24	2	0	0
Total					
12H(7-19)	3132	2364	744	2	22
16H(6-22)	3479	2644	807	4	24
18H(6-24)	3560	2715	817	4	24
24H(0-24)	3590	2738	824	4	24
AM Peak	08:00	08:00	09:00	08:00	11:00
	344	253	92	1	4
PM Peak	15:00	15:00	15:00	21:00	15:00
	336	262	68	2	5

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

17/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	5	1	0	0
01:00	3	3	0	0	0
02:00	4	2	2	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	3	2	1	0	0
06:00	11	8	1	0	2
07:00	39	27	12	0	0
08:00	82	61	21	0	0
09:00	88	68	19	0	1
10:00	123	95	28	0	0
11:00	135	109	25	1	0
12:00	129	107	21	1	0
13:00	102	84	18	0	0
14:00	112	96	16	0	0
15:00	93	78	15	0	0
16:00	96	80	16	0	0
17:00	95	77	18	0	0
18:00	77	65	11	1	0
19:00	44	36	8	0	0
20:00	40	35	5	0	0
21:00	32	25	7	0	0
22:00	20	19	1	0	0
23:00	13	11	2	0	0
Total					
12H(7-19)	1171	947	220	3	1
16H(6-22)	1298	1051	241	3	3
18H(6-24)	1331	1081	244	3	3
24H(0-24)	1349	1095	248	3	3
AM Peak	11:00	11:00	10:00	11:00	06:00
	135	109	28	1	2
PM Peak	12:00	12:00	12:00	12:00	12:00
	129	107	21	1	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	6	2	0	0
01:00	4	3	1	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	3	2	0	0	1
06:00	8	8	0	0	0
07:00	42	35	7	0	0
08:00	62	51	11	0	0
09:00	101	85	15	0	1
10:00	109	100	9	0	0
11:00	117	98	17	2	0
12:00	143	118	25	0	0
13:00	104	86	18	0	0
14:00	112	88	24	0	0
15:00	83	70	13	0	0
16:00	76	63	12	0	1
17:00	72	59	13	0	0
18:00	84	77	7	0	0
19:00	63	56	7	0	0
20:00	49	43	6	0	0
21:00	23	19	4	0	0
22:00	15	14	1	0	0
23:00	14	12	2	0	0
Total					
12H(7-19)	1105	930	171	2	2
16H(6-22)	1248	1056	188	2	2
18H(6-24)	1277	1082	191	2	2
24H(0-24)	1295	1096	194	2	3
AM Peak	11:00	10:00	11:00	11:00	05:00
	117	100	17	2	1
PM Peak	12:00	12:00	12:00	12:00	16:00
	143	118	25	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	11	3	0	0
01:00	7	6	1	0	0
02:00	5	3	2	0	0
03:00	1	1	0	0	0
04:00	3	3	0	0	0
05:00	6	4	1	0	1
06:00	19	16	1	0	2
07:00	81	62	19	0	0
08:00	144	112	32	0	0
09:00	189	153	34	0	2
10:00	232	195	37	0	0
11:00	252	207	42	3	0
12:00	272	225	46	1	0
13:00	206	170	36	0	0
14:00	224	184	40	0	0
15:00	176	148	28	0	0
16:00	172	143	28	0	1
17:00	167	136	31	0	0
18:00	161	142	18	1	0
19:00	107	92	15	0	0
20:00	89	78	11	0	0
21:00	55	44	11	0	0
22:00	35	33	2	0	0
23:00	27	23	4	0	0
Total					
12H(7-19)	2276	1877	391	5	3
16H(6-22)	2546	2107	429	5	5
18H(6-24)	2608	2163	435	5	5
24H(0-24)	2644	2191	442	5	6
AM Peak	11:00	11:00	11:00	11:00	06:00
	252	207	42	3	2
PM Peak	12:00	12:00	12:00	12:00	16:00
	272	225	46	1	1

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

18/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	14	1	0	0
01:00	3	3	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	3	3	0	0	0
06:00	4	2	2	0	0
07:00	15	14	1	0	0
08:00	52	43	9	0	0
09:00	57	38	19	0	0
10:00	100	75	25	0	0
11:00	98	80	18	0	0
12:00	109	97	12	0	0
13:00	78	65	12	0	1
14:00	71	63	8	0	0
15:00	72	55	16	0	1
16:00	64	52	12	0	0
17:00	79	68	11	0	0
18:00	63	50	12	0	1
19:00	38	32	5	0	1
20:00	24	19	5	0	0
21:00	14	13	1	0	0
22:00	10	8	2	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	858	700	155	0	3
16H(6-22)	938	766	168	0	4
18H(6-24)	951	777	170	0	4
24H(0-24)	973	798	171	0	4
AM Peak	10:00	11:00	10:00	00:00	00:00
	100	80	25	0	0
PM Peak	12:00	12:00	15:00	12:00	13:00
	109	97	16	0	1

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	21	18	3	0	0
01:00	3	2	1	0	0
02:00	3	2	0	0	1
03:00	1	1	0	0	0
04:00	1	0	1	0	0
05:00	4	2	2	0	0
06:00	7	6	1	0	0
07:00	22	20	2	0	0
08:00	33	29	4	0	0
09:00	80	71	9	0	0
10:00	100	82	18	0	0
11:00	94	80	14	0	0
12:00	96	87	9	0	0
13:00	77	67	10	0	0
14:00	82	76	6	0	0
15:00	73	62	11	0	0
16:00	64	55	9	0	0
17:00	77	67	10	0	0
18:00	56	50	5	1	0
19:00	39	31	8	0	0
20:00	30	27	3	0	0
21:00	14	11	3	0	0
22:00	6	5	1	0	0
23:00	7	6	1	0	0
Total					
12H(7-19)	854	746	107	1	0
16H(6-22)	944	821	122	1	0
18H(6-24)	957	832	124	1	0
24H(0-24)	990	857	131	1	1
AM Peak	10:00	10:00	10:00	00:00	02:00
	100	82	18	0	1
PM Peak	12:00	12:00	15:00	18:00	12:00
	96	87	11	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	36	32	4	0	0
01:00	6	5	1	0	0
02:00	3	2	0	0	1
03:00	2	2	0	0	0
04:00	1	0	1	0	0
05:00	7	5	2	0	0
06:00	11	8	3	0	0
07:00	37	34	3	0	0
08:00	85	72	13	0	0
09:00	137	109	28	0	0
10:00	200	157	43	0	0
11:00	192	160	32	0	0
12:00	205	184	21	0	0
13:00	155	132	22	0	1
14:00	153	139	14	0	0
15:00	145	117	27	0	1
16:00	128	107	21	0	0
17:00	156	135	21	0	0
18:00	119	100	17	1	1
19:00	77	63	13	0	1
20:00	54	46	8	0	0
21:00	28	24	4	0	0
22:00	16	13	3	0	0
23:00	10	9	1	0	0
Total					
12H(7-19)	1712	1446	262	1	3
16H(6-22)	1882	1587	290	1	4
18H(6-24)	1908	1609	294	1	4
24H(0-24)	1963	1655	302	1	5
AM Peak	10:00	11:00	10:00	00:00	02:00
	200	160	43	0	1
PM Peak	12:00	12:00	15:00	18:00	13:00
	205	184	27	1	1

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

19/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	1	0	1	0	0
02:00	1	0	1	0	0
03:00	2	1	1	0	0
04:00	1	1	0	0	0
05:00	7	5	2	0	0
06:00	34	27	6	0	1
07:00	118	80	38	0	0
08:00	191	138	50	1	2
09:00	111	78	30	0	3
10:00	95	73	22	0	0
11:00	79	54	25	0	0
12:00	99	72	24	0	3
13:00	110	75	35	0	0
14:00	112	84	28	0	0
15:00	151	118	31	0	2
16:00	136	102	33	0	1
17:00	125	104	21	0	0
18:00	101	81	18	1	1
19:00	70	59	11	0	0
20:00	43	34	9	0	0
21:00	21	18	3	0	0
22:00	13	13	0	0	0
23:00	5	4	1	0	0
Total					
12H(7-19)	1428	1059	355	2	12
16H(6-22)	1596	1197	384	2	13
18H(6-24)	1614	1214	385	2	13
24H(0-24)	1627	1221	391	2	13
AM Peak	08:00	08:00	08:00	08:00	09:00
	191	138	50	1	3
PM Peak	15:00	15:00	13:00	18:00	12:00
	151	118	35	1	3

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	1	1	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	4	3	1	0	0
06:00	28	20	8	0	0
07:00	95	69	25	1	0
08:00	151	130	19	1	1
09:00	138	111	26	0	1
10:00	106	84	22	0	0
11:00	103	81	22	0	0
12:00	104	80	22	0	2
13:00	113	80	32	0	1
14:00	118	96	22	0	0
15:00	169	135	33	0	1
16:00	146	115	30	1	0
17:00	181	150	30	0	1
18:00	88	74	13	1	0
19:00	63	57	6	0	0
20:00	41	36	5	0	0
21:00	24	24	0	0	0
22:00	11	9	2	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	1512	1205	296	4	7
16H(6-22)	1668	1342	315	4	7
18H(6-24)	1685	1357	317	4	7
24H(0-24)	1694	1364	319	4	7
AM Peak	08:00	08:00	09:00	07:00	08:00
	151	130	26	1	1
PM Peak	17:00	17:00	15:00	16:00	12:00
	181	150	33	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	3	1	2	0	0
02:00	1	0	1	0	0
03:00	2	1	1	0	0
04:00	3	3	0	0	0
05:00	11	8	3	0	0
06:00	62	47	14	0	1
07:00	213	149	63	1	0
08:00	342	268	69	2	3
09:00	249	189	56	0	4
10:00	201	157	44	0	0
11:00	182	135	47	0	0
12:00	203	152	46	0	5
13:00	223	155	67	0	1
14:00	230	180	50	0	0
15:00	320	253	64	0	3
16:00	282	217	63	1	1
17:00	306	254	51	0	1
18:00	189	155	31	2	1
19:00	133	116	17	0	0
20:00	84	70	14	0	0
21:00	45	42	3	0	0
22:00	24	22	2	0	0
23:00	11	10	1	0	0
Total					
12H(7-19)	2940	2264	651	6	19
16H(6-22)	3264	2539	699	6	20
18H(6-24)	3299	2571	702	6	20
24H(0-24)	3321	2585	710	6	20
AM Peak	08:00	08:00	08:00	08:00	09:00
	342	268	69	2	4
PM Peak	15:00	17:00	13:00	18:00	12:00
	320	254	67	2	5

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

20/06/2023

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	2	1	1	0	0
04:00	2	2	0	0	0
05:00	13	9	3	0	1
06:00	34	24	10	0	0
07:00	124	83	41	0	0
08:00	212	148	58	1	5
09:00	93	71	22	0	0
10:00	118	79	38	1	0
11:00	123	83	36	1	3
12:00	114	81	33	0	0
13:00	112	82	29	0	1
14:00	124	87	34	0	3
15:00	146	113	32	0	1
16:00	129	109	19	0	1
17:00	138	108	30	0	0
18:00	91	75	15	0	1
19:00	45	38	6	1	0
20:00	36	25	10	0	1
21:00	30	23	7	0	0
22:00	19	17	2	0	0
23:00	7	6	1	0	0
Total					
12H(7-19)	1524	1119	387	3	15
16H(6-22)	1669	1229	420	4	16
18H(6-24)	1695	1252	423	4	16
24H(0-24)	1716	1267	428	4	17
AM Peak	08:00	08:00	08:00	08:00	08:00
	212	148	58	1	5
PM Peak	15:00	15:00	14:00	19:00	14:00
	146	113	34	1	3

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	6	4	2	0	0
06:00	21	12	9	0	0
07:00	103	76	27	0	0
08:00	142	112	29	0	1
09:00	123	99	24	0	0
10:00	124	94	30	0	0
11:00	107	79	28	0	0
12:00	114	83	29	0	2
13:00	119	86	32	0	1
14:00	86	69	16	1	0
15:00	163	126	36	0	1
16:00	157	125	32	0	0
17:00	140	111	27	0	2
18:00	113	102	11	0	0
19:00	55	49	6	0	0
20:00	35	33	2	0	0
21:00	25	23	2	0	0
22:00	15	13	2	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	1491	1162	321	1	7
16H(6-22)	1627	1279	340	1	7
18H(6-24)	1647	1297	342	1	7
24H(0-24)	1657	1305	344	1	7
AM Peak	08:00	08:00	10:00	00:00	08:00
	142	112	30	0	1
PM Peak	15:00	15:00	15:00	14:00	12:00
	163	126	36	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	2	1	1	0	0
04:00	4	4	0	0	0
05:00	19	13	5	0	1
06:00	55	36	19	0	0
07:00	227	159	68	0	0
08:00	354	260	87	1	6
09:00	216	170	46	0	0
10:00	242	173	68	1	0
11:00	230	162	64	1	3
12:00	228	164	62	0	2
13:00	231	168	61	0	2
14:00	210	156	50	1	3
15:00	309	239	68	0	2
16:00	286	234	51	0	1
17:00	278	219	57	0	2
18:00	204	177	26	0	1
19:00	100	87	12	1	0
20:00	71	58	12	0	1
21:00	55	46	9	0	0
22:00	34	30	4	0	0
23:00	12	11	1	0	0
Total					
12H(7-19)	3015	2281	708	4	22
16H(6-22)	3296	2508	760	5	23
18H(6-24)	3342	2549	765	5	23
24H(0-24)	3373	2572	772	5	24
AM Peak	08:00	08:00	08:00	08:00	08:00
	354	260	87	1	6
PM Peak	15:00	15:00	15:00	14:00	14:00
	309	239	68	1	3

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

21/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	3	1	2	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	10	8	1	0	1
06:00	30	26	4	0	0
07:00	122	85	37	0	0
08:00	220	163	54	0	3
09:00	90	62	25	1	2
10:00	113	77	34	0	2
11:00	107	77	28	0	2
12:00	118	85	33	0	0
13:00	97	70	26	0	1
14:00	115	96	18	1	0
15:00	136	110	25	0	1
16:00	108	77	29	0	2
17:00	134	112	22	0	0
18:00	66	50	15	0	1
19:00	66	50	15	0	1
20:00	52	41	11	0	0
21:00	34	26	8	0	0
22:00	22	16	6	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1426	1064	346	2	14
16H(6-22)	1608	1207	384	2	15
18H(6-24)	1633	1226	390	2	15
24H(0-24)	1654	1242	394	2	16
AM Peak	08:00	08:00	08:00	09:00	08:00
	220	163	54	1	3
PM Peak	15:00	17:00	12:00	14:00	16:00
	136	112	33	1	2

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	2	2	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	4	2	2	0	0
06:00	27	22	5	0	0
07:00	90	71	19	0	0
08:00	164	135	29	0	0
09:00	146	115	26	0	5
10:00	119	101	17	0	1
11:00	111	89	19	2	1
12:00	104	85	19	0	0
13:00	112	91	21	0	0
14:00	115	87	28	0	0
15:00	170	139	28	1	2
16:00	139	95	41	1	2
17:00	141	120	20	0	1
18:00	119	102	17	0	0
19:00	75	59	16	0	0
20:00	34	33	1	0	0
21:00	28	26	2	0	0
22:00	12	11	1	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	1530	1230	284	4	12
16H(6-22)	1694	1370	308	4	12
18H(6-24)	1711	1386	309	4	12
24H(0-24)	1724	1395	313	4	12
AM Peak	08:00	08:00	08:00	11:00	09:00
	164	135	29	2	5
PM Peak	15:00	15:00	16:00	15:00	15:00
	170	139	41	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	5	2	0	0
01:00	4	2	2	0	0
02:00	1	1	0	0	0
03:00	2	2	0	0	0
04:00	6	5	1	0	0
05:00	14	10	3	0	1
06:00	57	48	9	0	0
07:00	212	156	56	0	0
08:00	384	298	83	0	3
09:00	236	177	51	1	7
10:00	232	178	51	0	3
11:00	218	166	47	2	3
12:00	222	170	52	0	0
13:00	209	161	47	0	1
14:00	230	183	46	1	0
15:00	306	249	53	1	3
16:00	247	172	70	1	4
17:00	275	232	42	0	1
18:00	185	152	32	0	1
19:00	141	109	31	0	1
20:00	86	74	12	0	0
21:00	62	52	10	0	0
22:00	34	27	7	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	2956	2294	630	6	26
16H(6-22)	3302	2577	692	6	27
18H(6-24)	3344	2612	699	6	27
24H(0-24)	3378	2637	707	6	28
AM Peak	08:00	08:00	08:00	11:00	09:00
	384	298	83	2	7
PM Peak	15:00	15:00	16:00	14:00	16:00
	306	249	70	1	4

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

22/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	4	1	3	0	0
02:00	1	0	1	0	0
03:00	1	0	1	0	0
04:00	2	2	0	0	0
05:00	5	4	1	0	0
06:00	43	29	13	0	1
07:00	124	87	36	1	0
08:00	218	159	56	1	2
09:00	107	74	32	0	1
10:00	104	76	28	0	0
11:00	88	67	20	0	1
12:00	115	87	27	0	1
13:00	104	78	26	0	0
14:00	130	100	30	0	0
15:00	142	109	32	0	1
16:00	122	88	32	0	2
17:00	134	110	24	0	0
18:00	97	80	17	0	0
19:00	65	51	13	0	1
20:00	62	46	16	0	0
21:00	41	32	9	0	0
22:00	12	8	4	0	0
23:00	10	8	2	0	0
Total					
12H(7-19)	1485	1115	360	2	8
16H(6-22)	1696	1273	411	2	10
18H(6-24)	1718	1289	417	2	10
24H(0-24)	1736	1300	424	2	10
AM Peak	08:00	08:00	08:00	07:00	08:00
	218	159	56	1	2
PM Peak	15:00	17:00	15:00	12:00	16:00
	142	110	32	0	2

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	0	1	0	0
05:00	5	5	0	0	0
06:00	27	19	8	0	0
07:00	90	68	21	0	1
08:00	148	126	22	0	0
09:00	110	85	23	1	1
10:00	114	91	23	0	0
11:00	104	80	22	0	2
12:00	96	71	25	0	0
13:00	92	68	24	0	0
14:00	112	84	27	0	1
15:00	173	140	32	0	1
16:00	123	87	36	0	0
17:00	160	130	30	0	0
18:00	104	89	15	0	0
19:00	74	65	9	0	0
20:00	38	31	7	0	0
21:00	23	19	4	0	0
22:00	19	18	1	0	0
23:00	8	7	1	0	0
Total					
12H(7-19)	1426	1119	300	1	6
16H(6-22)	1588	1253	328	1	6
18H(6-24)	1615	1278	330	1	6
24H(0-24)	1625	1286	332	1	6
AM Peak	08:00	08:00	09:00	09:00	11:00
	148	126	23	1	2
PM Peak	15:00	15:00	16:00	12:00	14:00
	173	140	36	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	4	2	0	0
01:00	6	3	3	0	0
02:00	1	0	1	0	0
03:00	2	1	1	0	0
04:00	3	2	1	0	0
05:00	10	9	1	0	0
06:00	70	48	21	0	1
07:00	214	155	57	1	1
08:00	366	285	78	1	2
09:00	217	159	55	1	2
10:00	218	167	51	0	0
11:00	192	147	42	0	3
12:00	211	158	52	0	1
13:00	196	146	50	0	0
14:00	242	184	57	0	1
15:00	315	249	64	0	2
16:00	245	175	68	0	2
17:00	294	240	54	0	0
18:00	201	169	32	0	0
19:00	139	116	22	0	1
20:00	100	77	23	0	0
21:00	64	51	13	0	0
22:00	31	26	5	0	0
23:00	18	15	3	0	0
Total					
12H(7-19)	2911	2234	660	3	14
16H(6-22)	3284	2526	739	3	16
18H(6-24)	3333	2567	747	3	16
24H(0-24)	3361	2586	756	3	16
AM Peak	08:00	08:00	08:00	07:00	11:00
	366	285	78	1	3
PM Peak	15:00	15:00	16:00	12:00	15:00
	315	249	68	0	2

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

16/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	37.5	37.5	0.0	0	0	0	0	0	0	3	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	6	43.2	31.7	11.1	0	1	0	0	1	2	0	2	0	0	0	0
03:00	2	57.2	42.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	7	45.8	38.2	7.3	0	0	0	0	0	4	0	1	2	0	0	0
06:00	36	45.3	36.1	8.9	0	1	1	2	3	7	10	8	3	0	1	0
07:00	116	39.5	32.4	6.9	0	2	4	10	19	41	25	14	1	0	0	0
08:00	200	36.6	30.1	6.2	2	1	12	23	41	85	31	5	0	0	0	0
09:00	140	36.7	29.6	6.8	1	5	9	12	32	58	19	3	1	0	0	0
10:00	119	36.9	30.9	5.8	0	2	6	7	22	61	17	4	0	0	0	0
11:00	113	37.0	29.8	7.0	0	4	8	11	29	36	21	3	1	0	0	0
12:00	133	39.1	31.4	7.4	0	5	4	12	26	54	19	7	5	1	0	0
13:00	121	38.2	31.5	6.5	0	1	7	6	28	50	21	5	2	1	0	0
14:00	117	40.6	33.8	6.6	0	0	4	4	14	50	34	8	1	0	1	1
15:00	152	37.0	31.1	5.7	2	1	3	7	38	77	17	6	1	0	0	0
16:00	153	38.7	32.9	5.6	0	1	2	4	35	63	35	10	2	1	0	0
17:00	89	38.6	33.1	5.3	0	1	0	1	20	42	13	12	0	0	0	0
18:00	112	39.2	32.6	6.4	0	2	3	2	24	49	22	7	1	2	0	0
19:00	65	39.6	33.3	6.1	0	2	0	1	9	33	14	3	3	0	0	0
20:00	43	40.3	34.2	5.9	0	0	0	0	9	18	12	2	1	0	1	0
21:00	33	40.4	34.0	6.2	0	0	0	1	7	13	8	2	1	1	0	0
22:00	22	38.0	31.1	6.6	0	1	1	0	5	10	4	1	0	0	0	0
23:00	13	37.4	33.7	3.6	0	0	0	0	2	6	5	0	0	0	0	0
Total																
2H(10-12)	232	37.0	30.4	6.4	0	6	14	18	51	97	38	7	1	0	0	0
2H(14-16)	269	38.7	32.3	6.2	2	1	7	11	52	127	51	14	2	0	1	1
12H(7-19)	1565	38.2	31.5	6.5	5	25	62	99	328	666	274	84	15	5	1	1
24H(0-24)	1796	38.6	31.8	6.6	5	30	64	104	364	760	330	103	25	7	3	1
AM Peak	08:00	03:00	03:00	03:00	08:00	09:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00	03:00	06:00	00:00
	200	57.2	42.5	14.1	2	5	12	23	41	85	31	14	3	1	1	0
PM Peak	16:00	14:00	20:00	12:00	15:00	12:00	13:00	12:00	15:00	15:00	16:00	17:00	12:00	18:00	14:00	14:00
	153	40.6	34.2	7.4	2	5	7	12	38	77	35	12	5	2	1	1

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	2	51.0	40.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
02:00	1	-	27.5	-	0	0	0	0	1	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	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	6	44.3	40.0	4.2	0	0	0	0	0	1	1	4	0	0	0	0
06:00	26	44.8	35.8	8.7	0	1	0	0	4	8	7	3	0	3	0	0
07:00	102	38.7	32.2	6.3	0	2	3	3	26	35	26	6	0	1	0	0
08:00	144	36.7	30.2	6.3	0	4	11	6	34	60	28	1	0	0	0	0
09:00	147	37.8	31.7	5.9	0	0	7	5	40	61	23	8	3	0	0	0
10:00	116	38.0	30.9	6.9	0	3	9	4	24	55	12	6	3	0	0	0
11:00	118	38.0	30.4	7.3	0	3	8	12	30	39	15	8	3	0	0	0
12:00	126	39.3	31.6	7.4	1	4	6	7	22	45	32	7	1	1	0	0
13:00	131	39.3	32.7	6.4	0	0	7	6	24	50	30	12	1	1	0	0
14:00	122	40.6	34.0	6.4	0	0	2	4	25	43	26	20	0	1	1	0
15:00	184	37.5	32.2	5.1	0	2	4	2	41	92	34	8	1	0	0	0
16:00	144	38.4	31.9	6.3	0	1	6	10	28	59	29	8	3	0	0	0
17:00	143	39.3	33.5	5.6	0	0	2	6	23	63	33	12	4	0	0	0
18:00	90	39.1	32.4	6.5	0	0	3	6	20	34	19	4	3	1	0	0
19:00	73	41.1	34.1	6.7	0	1	0	1	14	30	17	7	1	0	2	0
20:00	37	39.5	33.2	6.1	0	0	1	2	6	16	7	4	1	0	0	0
21:00	34	39.3	31.6	7.4	0	0	1	5	8	12	4	2	1	1	0	0
22:00	33	41.0	35.4	5.5	0	0	0	0	6	11	7	9	0	0	0	0
23:00	13	38.8	32.5	6.1	0	0	1	0	2	6	3	1	0	0	0	0
Total																
2H(10-12)	234	38.0	30.6	7.1	0	6	17	16	54	94	27	14	6	0	0	0
2H(14-16)	306	38.8	32.9	5.7	0	2	6	6	66	135	60	28	1	1	1	0
12H(7-19)	1567	38.6	32.0	6.4	1	19	68	71	337	636	307	100	22	5	1	0
24H(0-24)	1794	39.0	32.2	6.5	1	21	71	79	379	721	353	130	27	9	3	0
AM Peak	09:00	01:00	00:00	01:00	00:00	08:00	08:00	11:00	09:00	09:00	08:00	09:00	09:00	06:00	00:00	00:00
	147	51.0	47.5	10.6	0	4	11	12	40	61	28	8	3	3	0	0
PM Peak	15:00	19:00	22:00	21:00	12:00	12:00	13:00	16:00	15:00	15:00	15:00	14:00	17:00	12:00	19:00	12:00
	184	41.1	35.4	7.4	1	4	7	10	41	92	34	20	4	1	2	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	45.2	40.0	5.0	0	0	0	0	0	0	3	0	1	0	0	0
01:00	2	51.0	40.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
02:00	7	41.7	31.1	10.3	0	1	0	0	2	2	0	2	0	0	0	0
03:00	2	57.2	42.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
04:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
05:00	13	45.2	39.0	5.9	0	0	0	0	0	5	1	5	2	0	0	0
06:00	62	45.0	36.0	8.8	0	2	1	2	7	15	17	11	3	3	1	0
07:00	218	39.1	32.3	6.6	0	4	7	13	45	76	51	20	1	1	0	0
08:00	344	36.6	30.2	6.2	2	5	23	29	75	145	59	6	0	0	0	0
09:00	287	37.4	30.7	6.4	1	5	16	17	72	119	42	11	4	0	0	0
10:00	235	37.5	30.9	6.3	0	5	15	11	46	116	29	10	3	0	0	0
11:00	231	37.5	30.1	7.1	0	7	16	23	59	75	36	11	4	0	0	0
12:00	259	39.2	31.5	7.4	1	9	10	19	48	99	51	14	6	2	0	0
13:00	252	38.8	32.1	6.5	0	1	14	12	52	100	51	17	3	2	0	0
14:00	239	40.6	33.9	6.4	0	0	6	8	39	93	60	28	1	1	2	1
15:00	336	37.3	31.7	5.4	2	3	7	9	79	169	51	14	2	0	0	0
16:00	297	38.6	32.4	6.0	0	2	8	14	63	122	64	18	5	1	0	0
17:00	232	39.0	33.3	5.5	0	1	2	7	43	105	46	24	4	0	0	0
18:00	202	39.2	32.5	6.4	0	2	6	8	44	83	41	11	4	3	0	0
19:00	138	40.4	33.7	6.4	0	3	0	2	23	63	31	10	4	0	2	0
20:00	80	39.9	33.8	6.0	0	0	1	2	15	34	19	6	2	0	1	0
21:00	67	40.0	32.8	6.9	0	0	1	6	15	25	12	4	2	2	0	0
22:00	55	40.1	33.7	6.2	0	1	1	0	11	21	11	10	0	0	0	0
23:00	26	38.2	33.1	5.0	0	0	1	0	4	12	8	1	0	0	0	0
Total																
2H(10-12)	466	37.5	30.5	6.8	0	12	31	34	105	191	65	21	7	0	0	0
2H(14-16)	575	38.8	32.6	6.0	2	3	13	17	118	262	111	42	3	1	2	1
12H(7-19)	3132	38.4	31.7	6.4	6	44	130	170	665	1302	581	184	37	10	2	1
24H(0-24)	3590	38.8	32.0	6.5	6	51	135	183	743	1481	683	233	52	16	6	1
AM Peak	08:00 344	03:00 57.2	03:00 42.5	03:00 14.1	08:00 2	11:00 7	08:00 23	08:00 29	08:00 75	08:00 145	08:00 59	07:00 20	09:00 4	06:00 3	06:00 1	00:00 0
PM Peak	15:00 336	14:00 40.6	14:00 33.9	12:00 7.4	15:00 2	12:00 9	13:00 14	12:00 19	15:00 79	15:00 169	16:00 64	14:00 28	12:00 6	18:00 3	14:00 2	14:00 1

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

17/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	6	46.5	35.8	10.3	0	0	0	0	3	0	1	1	0	1	0	0
01:00	3	41.8	35.8	5.8	0	0	0	0	0	2	0	1	0	0	0	0
02:00	4	60.5	45.6	14.3	0	0	0	0	0	1	1	0	1	0	0	1
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	3	37.8	25.8	11.5	0	1	0	0	0	2	0	0	0	0	0	0
06:00	11	42.6	36.6	5.8	0	0	0	0	1	4	3	2	1	0	0	0
07:00	39	40.1	34.6	5.3	0	0	1	0	2	22	9	3	2	0	0	0
08:00	82	39.4	33.3	5.9	0	2	0	1	15	35	23	4	1	1	0	0
09:00	88	38.9	32.4	6.3	1	2	1	4	11	39	27	2	1	0	0	0
10:00	123	38.4	32.4	5.8	2	0	0	11	15	58	31	5	1	0	0	0
11:00	135	37.7	32.0	5.5	0	0	3	4	42	50	29	6	0	0	1	0
12:00	129	39.8	32.5	7.1	0	4	3	6	27	48	23	15	2	1	0	0
13:00	102	37.7	32.2	5.3	0	0	2	7	21	44	23	4	1	0	0	0
14:00	112	36.3	31.7	4.5	0	0	1	4	31	57	15	3	1	0	0	0
15:00	93	39.1	34.0	5.0	0	0	2	0	13	43	24	11	0	0	0	0
16:00	96	39.7	33.7	5.7	0	1	0	2	17	44	20	9	2	1	0	0
17:00	95	40.3	34.3	5.8	0	0	2	1	14	37	31	7	2	0	1	0
18:00	77	37.6	31.9	5.4	0	1	1	4	18	32	19	1	1	0	0	0
19:00	44	37.9	32.5	5.2	0	0	1	1	10	21	7	4	0	0	0	0
20:00	40	39.9	34.9	4.8	0	0	0	0	6	16	11	7	0	0	0	0
21:00	32	38.8	32.8	5.8	0	0	0	3	7	10	10	1	1	0	0	0
22:00	20	38.7	33.5	5.0	0	0	0	0	7	3	9	1	0	0	0	0
23:00	13	39.9	32.1	7.5	0	1	0	0	2	7	1	2	0	0	0	0
Total																
2H(10-12)	258	38.1	32.2	5.7	2	0	3	15	57	108	60	11	1	0	1	0
2H(14-16)	205	37.7	32.7	4.8	0	0	3	4	44	100	39	14	1	0	0	0
12H(7-19)	1171	38.7	32.8	5.8	3	10	16	44	226	509	274	70	14	3	2	0
24H(0-24)	1349	39.0	32.9	5.8	3	12	17	48	262	577	317	89	17	4	2	1
AM Peak	11:00 135	02:00 60.5	02:00 45.6	02:00 14.3	10:00 2	08:00 2	11:00 3	10:00 11	11:00 42	10:00 58	10:00 31	11:00 6	07:00 2	00:00 1	11:00 1	02:00 1
PM Peak	12:00 129	17:00 40.3	20:00 34.9	23:00 7.5	12:00 0	12:00 4	12:00 3	13:00 7	14:00 31	14:00 57	17:00 31	12:00 15	12:00 2	12:00 1	17:00 1	12:00 0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	8	44.4	36.9	7.3	0	0	0	0	0	5	1	1	0	1	0	0
01:00	4	54.2	38.8	14.9	0	0	1	0	0	0	0	2	0	1	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	3	43.7	35.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
06:00	8	43.3	36.9	6.2	0	0	0	0	1	2	3	1	1	0	0	0
07:00	42	40.1	33.9	6.0	0	0	0	1	10	16	9	3	3	0	0	0
08:00	62	39.6	32.0	7.3	2	1	0	2	14	25	12	4	2	0	0	0
09:00	101	37.4	32.4	4.8	0	0	2	2	26	40	28	3	0	0	0	0
10:00	109	38.9	32.8	5.8	1	0	2	2	24	44	29	5	1	1	0	0
11:00	117	39.8	32.6	6.9	0	1	6	7	18	46	24	14	0	0	1	0
12:00	143	39.5	33.3	6.0	0	0	2	6	35	47	34	15	4	0	0	0
13:00	104	39.6	33.4	6.0	0	0	1	3	20	47	24	7	0	1	0	1
14:00	112	39.0	32.8	6.0	0	0	2	8	23	42	25	9	3	0	0	0
15:00	83	37.6	32.4	5.1	0	0	2	0	23	37	17	2	2	0	0	0
16:00	76	39.5	33.8	5.5	0	0	0	4	14	28	18	12	0	0	0	0
17:00	72	40.3	34.2	5.9	0	0	2	0	13	27	20	8	1	1	0	0
18:00	84	39.8	34.0	5.6	0	1	0	3	11	34	27	5	3	0	0	0
19:00	63	39.9	34.3	5.3	0	0	1	1	9	25	17	10	0	0	0	0
20:00	49	39.8	34.0	5.6	0	0	0	2	10	16	14	6	1	0	0	0
21:00	23	44.3	36.2	7.9	0	0	0	3	2	5	3	8	2	0	0	0
22:00	15	39.2	33.8	5.2	0	0	0	1	2	5	6	1	0	0	0	0
23:00	14	45.2	38.2	6.8	0	0	0	0	2	2	4	5	0	1	0	0
Total																
2H(10-12)	226	39.4	32.7	6.4	1	1	8	9	42	90	53	19	1	1	1	0
2H(14-16)	195	38.5	32.6	5.6	0	0	4	8	46	79	42	11	5	0	0	0
12H(7-19)	1105	39.3	33.1	5.9	3	3	19	38	231	433	267	87	19	3	1	1
24H(0-24)	1295	39.6	33.4	6.0	3	3	21	45	258	494	317	123	23	6	1	1
AM Peak	11:00	01:00	02:00	01:00	08:00	08:00	11:00	11:00	09:00	11:00	10:00	11:00	07:00	00:00	11:00	00:00
	117	54.2	42.5	14.9	2	1	6	7	26	46	29	14	3	1	1	0
PM Peak	12:00	23:00	23:00	21:00	12:00	18:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	13:00
	143	45.2	38.2	7.9	0	1	2	8	35	47	34	15	4	1	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	14	45.1	36.4	8.4	0	0	0	0	3	5	2	2	0	2	0	0
01:00	7	49.1	37.5	11.2	0	0	1	0	0	2	0	3	0	1	0	0
02:00	5	58.0	45.0	12.5	0	0	0	0	0	1	1	1	1	0	0	1
03:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	3	32.5	32.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
05:00	6	41.5	30.8	10.3	0	1	0	0	1	2	1	1	0	0	0	0
06:00	19	42.8	36.7	5.8	0	0	0	0	2	6	6	3	2	0	0	0
07:00	81	40.1	34.2	5.7	0	0	1	1	12	38	18	6	5	0	0	0
08:00	144	39.6	32.8	6.6	2	3	0	3	29	60	35	8	3	1	0	0
09:00	189	38.1	32.4	5.5	1	2	3	6	37	79	55	5	1	0	0	0
10:00	232	38.6	32.6	5.8	3	0	2	13	39	102	60	10	2	1	0	0
11:00	252	38.7	32.3	6.2	0	1	9	11	60	96	53	20	0	0	2	0
12:00	272	39.7	32.9	6.5	0	4	5	12	62	95	57	30	6	1	0	0
13:00	206	38.7	32.8	5.7	0	0	3	10	41	91	47	11	1	1	0	1
14:00	224	37.8	32.3	5.3	0	0	3	12	54	99	40	12	4	0	0	0
15:00	176	38.5	33.2	5.1	0	0	4	0	36	80	41	13	2	0	0	0
16:00	172	39.6	33.8	5.6	0	1	0	6	31	72	38	21	2	1	0	0
17:00	167	40.3	34.2	5.8	0	0	4	1	27	64	51	15	3	1	1	0
18:00	161	38.8	33.0	5.6	0	2	1	7	29	66	46	6	4	0	0	0
19:00	107	39.1	33.6	5.3	0	0	2	2	19	46	24	14	0	0	0	0
20:00	89	39.9	34.4	5.2	0	0	0	2	16	32	25	13	1	0	0	0
21:00	55	41.4	34.2	6.9	0	0	0	6	9	15	13	9	3	0	0	0
22:00	35	38.8	33.6	5.0	0	0	0	1	9	8	15	2	0	0	0	0
23:00	27	43.2	35.3	7.6	0	1	0	0	4	9	5	7	0	1	0	0
Total																
2H(10-12)	484	38.7	32.4	6.0	3	1	11	24	99	198	113	30	2	1	2	0
2H(14-16)	400	38.1	32.7	5.2	0	0	7	12	90	179	81	25	6	0	0	0
12H(7-19)	2276	39.0	32.9	5.9	6	13	35	82	457	942	541	157	33	6	3	1
24H(0-24)	2644	39.3	33.1	5.9	6	15	38	93	520	1071	634	212	40	10	3	2
AM Peak	11:00	02:00	02:00	02:00	10:00	08:00	11:00	10:00	11:00	10:00	10:00	11:00	07:00	00:00	11:00	02:00
	252	58.0	45.0	12.5	3	3	9	13	60	102	60	20	5	2	2	1
PM Peak	12:00	23:00	23:00	23:00	12:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00	17:00	13:00
	272	43.2	35.3	7.6	0	4	5	12	62	99	57	30	6	1	1	1

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

18/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	15	42.5	33.8	8.3	0	1	0	0	4	2	4	4	0	0	0	0
01:00	3	42.1	34.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	47.2	44.2	2.9	0	0	0	0	0	0	0	2	1	0	0	0
06:00	4	44.8	37.5	7.1	0	0	0	0	0	2	1	0	1	0	0	0
07:00	15	45.0	37.8	6.9	0	0	0	0	1	5	5	1	2	1	0	0
08:00	52	39.6	32.0	7.3	0	1	4	3	8	17	13	6	0	0	0	0
09:00	57	38.6	34.2	4.3	0	0	0	0	7	30	15	4	1	0	0	0
10:00	100	39.4	32.8	6.5	0	1	3	4	17	46	21	4	3	0	1	0
11:00	98	39.3	33.1	6.0	0	0	3	4	14	49	18	6	3	1	0	0
12:00	109	42.3	33.9	8.1	0	3	3	2	24	30	27	11	6	2	1	0
13:00	78	39.6	33.2	6.2	0	0	3	0	14	38	17	5	0	0	0	1
14:00	71	38.0	33.3	4.5	0	0	0	4	7	39	16	5	0	0	0	0
15:00	72	37.5	33.1	4.3	0	0	0	0	17	35	16	3	1	0	0	0
16:00	64	39.0	33.4	5.4	0	0	1	1	12	30	13	5	2	0	0	0
17:00	79	40.0	33.0	6.7	0	1	2	2	16	34	16	4	3	0	1	0
18:00	63	43.2	35.3	7.6	0	0	0	4	6	25	19	3	3	1	1	1
19:00	38	39.8	34.5	5.1	0	0	0	0	6	17	11	3	0	1	0	0
20:00	24	46.1	36.6	9.2	0	0	1	0	3	8	5	4	2	0	0	1
21:00	14	37.7	33.2	4.3	0	0	0	0	3	7	3	1	0	0	0	0
22:00	10	40.1	34.5	5.4	0	0	0	0	2	4	2	2	0	0	0	0
23:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
Total																
2H(10-12)	198	39.4	32.9	6.2	0	1	6	8	31	95	39	10	6	1	1	0
2H(14-16)	143	37.7	33.2	4.4	0	0	0	4	24	74	32	8	1	0	0	0
12H(7-19)	858	40.0	33.4	6.3	0	6	19	24	143	378	196	57	24	5	4	2
24H(0-24)	973	40.3	33.6	6.4	0	7	20	25	163	420	222	74	29	6	4	3
AM Peak	10:00	05:00	03:00	00:00	00:00	00:00	08:00	10:00	10:00	11:00	10:00	08:00	10:00	07:00	10:00	00:00
	100	47.2	47.5	8.3	0	1	4	4	17	49	21	6	3	1	1	0
PM Peak	12:00	20:00	20:00	20:00	12:00	12:00	12:00	14:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	13:00
	109	46.1	36.6	9.2	0	3	3	4	24	39	27	11	6	2	1	1

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	21	40.6	33.2	7.1	0	0	1	1	4	8	3	3	1	0	0	0
01:00	3	43.7	35.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
02:00	3	63.5	48.3	14.6	0	0	0	0	0	0	1	1	0	0	0	1
03:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	4	40.2	35.0	5.0	0	0	0	0	1	0	3	0	0	0	0	0
06:00	7	42.5	34.6	7.6	0	0	0	1	1	1	2	2	0	0	0	0
07:00	22	45.9	37.2	8.4	0	0	0	0	5	2	10	3	1	0	0	1
08:00	33	41.0	34.6	6.1	0	0	0	2	4	14	5	7	1	0	0	0
09:00	80	37.9	33.1	4.7	0	0	2	0	16	34	25	3	0	0	0	0
10:00	100	38.7	32.4	6.1	0	0	3	4	29	32	23	7	1	1	0	0
11:00	94	39.2	33.7	5.4	0	0	1	3	17	37	25	10	1	0	0	0
12:00	96	38.7	33.5	5.1	0	0	1	3	16	41	27	7	1	0	0	0
13:00	77	38.9	32.9	5.8	0	1	0	5	14	31	19	6	1	0	0	0
14:00	82	37.9	33.0	4.8	0	1	0	0	18	38	20	5	0	0	0	0
15:00	73	39.1	32.6	6.2	0	0	1	5	19	25	15	6	1	1	0	0
16:00	64	40.3	33.9	6.2	0	0	0	4	12	25	11	9	3	0	0	0
17:00	77	39.1	33.2	5.7	0	1	0	1	20	28	19	6	2	0	0	0
18:00	56	41.4	35.4	5.7	0	0	1	1	6	18	16	14	0	0	0	0
19:00	39	41.4	34.2	7.0	0	1	0	0	7	16	11	1	1	2	0	0
20:00	30	45.1	36.8	8.0	0	0	0	1	4	9	7	6	0	2	1	0
21:00	14	39.6	35.7	3.7	0	0	0	0	0	7	5	2	0	0	0	0
22:00	6	38.4	34.2	4.1	0	0	0	0	1	2	3	0	0	0	0	0
23:00	7	42.9	33.2	9.3	0	0	1	0	1	2	2	0	1	0	0	0
Total																
2H(10-12)	194	39.0	33.0	5.8	0	0	4	7	46	69	48	17	2	1	0	0
2H(14-16)	155	38.5	32.8	5.5	0	1	1	5	37	63	35	11	1	1	0	0
12H(7-19)	854	39.4	33.4	5.7	0	3	9	28	176	325	215	83	12	2	0	1
24H(0-24)	990	39.9	33.7	6.0	0	4	11	31	196	370	254	99	16	6	1	2
AM Peak	10:00	02:00	02:00	02:00	00:00	00:00	10:00	10:00	10:00	11:00	09:00	11:00	00:00	10:00	00:00	02:00
	100	63.5	48.3	14.6	0	0	3	4	29	37	25	10	1	1	0	1
PM Peak	12:00	20:00	20:00	23:00	12:00	13:00	12:00	13:00	17:00	12:00	12:00	18:00	16:00	19:00	20:00	12:00
	96	45.1	36.8	9.3	0	1	1	5	20	41	27	14	3	2	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	36	41.3	33.5	7.5	0	1	1	1	8	10	7	7	1	0	0	0
01:00	6	42.1	35.0	6.9	0	0	0	0	2	1	1	2	0	0	0	0
02:00	3	63.5	48.3	14.6	0	0	0	0	0	0	1	1	0	0	0	1
03:00	2	47.5	47.5	0.0	0	0	0	0	0	0	0	0	2	0	0	0
04:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	7	45.4	38.9	6.3	0	0	0	0	1	0	3	2	1	0	0	0
06:00	11	43.1	35.7	7.2	0	0	0	1	1	3	3	2	1	0	0	0
07:00	37	45.5	37.4	7.7	0	0	0	0	6	7	15	4	3	1	0	1
08:00	85	40.2	33.0	6.9	0	1	4	5	12	31	18	13	1	0	0	0
09:00	137	38.2	33.5	4.5	0	0	2	0	23	64	40	7	1	0	0	0
10:00	200	39.1	32.6	6.3	0	1	6	8	46	78	44	11	4	1	1	0
11:00	192	39.3	33.4	5.7	0	0	4	7	31	86	43	16	4	1	0	0
12:00	205	40.8	33.7	6.8	0	3	4	5	40	71	54	18	7	2	1	0
13:00	155	39.2	33.0	6.0	0	1	3	5	28	69	36	11	1	0	0	1
14:00	153	37.9	33.1	4.6	0	1	0	4	25	77	36	10	0	0	0	0
15:00	145	38.4	32.8	5.4	0	0	1	5	36	60	31	9	2	1	0	0
16:00	128	39.7	33.7	5.8	0	0	1	5	24	55	24	14	5	0	0	0
17:00	156	39.6	33.1	6.2	0	2	2	3	36	62	35	10	5	0	1	0
18:00	119	42.4	35.4	6.7	0	0	1	5	12	43	35	17	3	1	1	1
19:00	77	40.7	34.3	6.1	0	1	0	0	13	33	22	4	1	3	0	0
20:00	54	45.5	36.7	8.4	0	0	1	1	7	17	12	10	2	2	1	1
21:00	28	38.8	34.5	4.2	0	0	0	0	3	14	8	3	0	0	0	0
22:00	16	39.3	34.4	4.8	0	0	0	0	3	6	5	2	0	0	0	0
23:00	10	40.2	31.5	8.4	0	0	1	1	2	3	2	0	1	0	0	0
Total																
2H(10-12)	392	39.2	33.0	6.0	0	1	10	15	77	164	87	27	8	2	1	0
2H(14-16)	298	38.2	33.0	5.0	0	1	1	9	61	137	67	19	2	1	0	0
12H(7-19)	1712	39.7	33.4	6.0	0	9	28	52	319	703	411	140	36	7	4	3
24H(0-24)	1963	40.1	33.7	6.2	0	11	31	56	359	790	476	173	45	12	5	5
AM Peak	10:00	02:00	02:00	02:00	00:00	00:00	10:00	10:00	10:00	11:00	10:00	11:00	10:00	07:00	10:00	02:00
	200	63.5	48.3	14.6	0	1	6	8	46	86	44	16	4	1	1	1
PM Peak	12:00	20:00	20:00	20:00	12:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	19:00	12:00	13:00
	205	45.5	36.7	8.4	0	3	4	5	40	77	54	18	7	3	1	1

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

19/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	2	43.3	25.0	17.7	0	1	0	0	0	0	1	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	7	44.7	38.9	5.6	0	0	0	0	0	2	2	2	1	0	0	0
06:00	34	40.9	34.4	6.3	0	0	0	3	6	6	14	4	1	0	0	0
07:00	118	39.6	32.3	7.1	1	1	5	9	18	48	20	14	2	0	0	0
08:00	191	33.4	27.6	5.6	1	5	8	35	88	39	12	3	0	0	0	0
09:00	111	33.8	27.1	6.5	0	8	7	14	48	26	7	0	1	0	0	0
10:00	95	37.1	31.6	5.3	0	0	1	7	28	37	18	2	2	0	0	0
11:00	79	37.5	31.3	6.0	0	2	2	7	13	35	18	2	0	0	0	0
12:00	99	37.8	31.3	6.2	0	3	2	4	28	38	18	5	1	0	0	0
13:00	110	36.9	30.7	5.9	0	2	2	11	28	48	16	1	1	1	0	0
14:00	112	37.3	31.2	5.9	0	0	6	11	21	49	20	4	1	0	0	0
15:00	151	38.6	32.7	5.7	0	0	5	7	24	72	33	6	3	1	0	0
16:00	136	39.3	33.0	6.1	1	1	1	5	23	65	27	10	2	0	1	0
17:00	125	37.9	33.3	4.4	0	1	0	1	17	74	23	8	1	0	0	0
18:00	101	39.1	33.5	5.4	0	0	1	1	22	41	28	6	1	0	1	0
19:00	70	38.9	33.8	4.9	0	0	1	0	11	35	15	7	1	0	0	0
20:00	43	39.9	32.8	6.8	0	1	2	1	5	20	9	4	1	0	0	0
21:00	21	37.8	32.7	4.9	0	0	0	0	7	8	4	2	0	0	0	0
22:00	13	41.8	34.0	7.5	0	0	0	0	6	2	1	3	1	0	0	0
23:00	5	36.4	30.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
Total																
2H(10-12)	174	37.3	31.5	5.6	0	2	3	14	41	72	36	4	2	0	0	0
2H(14-16)	263	38.1	32.0	5.8	0	0	11	18	45	121	53	10	4	1	0	0
12H(7-19)	1428	37.6	31.2	6.2	3	23	40	112	358	572	240	61	15	2	2	0
24H(0-24)	1627	38.0	31.5	6.3	3	25	43	117	395	647	287	84	22	2	2	0
AM Peak	08:00	05:00	00:00	03:00	07:00	09:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	00:00	00:00	00:00
	191	44.7	47.5	17.7	1	8	8	35	88	48	20	14	2	0	0	0
PM Peak	15:00	22:00	22:00	22:00	16:00	12:00	14:00	13:00	12:00	17:00	15:00	16:00	15:00	13:00	16:00	12:00
	151	41.8	34.0	7.5	1	3	6	11	28	74	33	10	3	1	1	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
05:00	4	47.6	38.8	8.5	0	0	0	0	1	0	1	1	1	0	0	0
06:00	28	44.2	36.8	7.2	0	0	0	0	3	12	5	4	3	0	1	0
07:00	95	40.1	33.0	6.9	0	1	4	2	19	40	17	6	5	1	0	0
08:00	151	34.2	28.6	5.4	1	1	9	15	70	37	18	0	0	0	0	0
09:00	138	34.2	28.3	5.6	1	1	7	18	67	31	8	5	0	0	0	0
10:00	106	37.3	31.1	6.0	0	1	5	6	27	45	16	5	1	0	0	0
11:00	103	36.6	31.5	4.9	0	0	1	7	28	47	15	5	0	0	0	0
12:00	104	37.8	30.9	6.7	0	2	8	4	27	39	15	9	0	0	0	0
13:00	113	37.7	31.2	6.2	0	0	8	8	29	32	32	4	0	0	0	0
14:00	118	37.5	31.2	6.1	0	1	5	7	33	45	20	5	2	0	0	0
15:00	169	38.2	31.3	6.7	1	2	14	5	28	80	29	8	2	0	0	0
16:00	146	38.4	32.6	5.6	0	0	2	9	29	67	24	12	3	0	0	0
17:00	181	37.8	32.4	5.2	0	2	5	3	27	102	33	7	2	0	0	0
18:00	88	39.9	33.0	6.7	0	3	1	1	18	35	18	10	2	0	0	0
19:00	63	42.7	35.5	6.9	0	1	0	0	11	18	21	7	2	3	0	0
20:00	41	40.7	33.1	7.3	0	0	2	0	13	14	4	4	4	0	0	0
21:00	24	42.5	34.6	7.6	0	0	0	1	5	11	2	1	3	1	0	0
22:00	11	46.8	37.5	8.9	0	0	0	1	2	0	4	2	1	1	0	0
23:00	6	45.4	39.2	6.1	0	0	0	0	1	0	1	4	0	0	0	0
Total																
2H(10-12)	209	37.0	31.3	5.4	0	1	6	13	55	92	31	10	1	0	0	0
2H(14-16)	287	37.9	31.2	6.4	1	3	19	12	61	125	49	13	4	0	0	0
12H(7-19)	1512	37.5	31.2	6.1	3	14	69	85	402	600	245	76	17	1	0	0
24H(0-24)	1694	38.3	31.6	6.4	3	15	71	87	438	659	284	99	31	6	1	0
AM Peak	08:00 151	05:00 47.6	05:00 38.8	05:00 8.5	08:00 1	07:00 1	08:00 9	09:00 18	08:00 70	11:00 47	08:00 18	07:00 6	07:00 5	07:00 1	06:00 1	00:00 0
PM Peak	17:00 181	22:00 46.8	23:00 39.2	22:00 8.9	15:00 1	18:00 3	15:00 14	16:00 9	14:00 33	17:00 102	17:00 33	16:00 12	20:00 4	19:00 3	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	51.0	40.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
01:00	3	42.7	37.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	2	43.3	25.0	17.7	0	1	0	0	0	0	1	0	0	0	0	0
04:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
05:00	11	45.5	38.9	6.4	0	0	0	0	1	2	3	3	2	0	0	0
06:00	62	42.5	35.5	6.7	0	0	0	3	9	18	19	8	4	0	1	0
07:00	213	39.8	32.6	7.0	1	2	9	11	37	88	37	20	7	1	0	0
08:00	342	33.8	28.0	5.6	2	6	17	50	158	76	30	3	0	0	0	0
09:00	249	34.1	27.8	6.0	1	9	14	32	115	57	15	5	1	0	0	0
10:00	201	37.2	31.4	5.7	0	1	6	13	55	82	34	7	3	0	0	0
11:00	182	37.0	31.4	5.4	0	2	3	14	41	82	33	7	0	0	0	0
12:00	203	37.8	31.1	6.5	0	5	10	8	55	77	33	14	1	0	0	0
13:00	223	37.3	31.0	6.1	0	2	10	19	57	80	48	5	1	1	0	0
14:00	230	37.4	31.2	6.0	0	1	11	18	54	94	40	9	3	0	0	0
15:00	320	38.4	31.9	6.3	1	2	19	12	52	152	62	14	5	1	0	0
16:00	282	38.9	32.8	5.8	1	1	3	14	52	132	51	22	5	0	1	0
17:00	306	37.9	32.8	4.9	0	3	5	4	44	176	56	15	3	0	0	0
18:00	189	39.5	33.3	6.0	0	3	2	2	40	76	46	16	3	0	1	0
19:00	133	40.8	34.6	6.0	0	1	1	0	22	53	36	14	3	3	0	0
20:00	84	40.2	33.0	7.0	0	1	4	1	18	34	13	8	5	0	0	0
21:00	45	40.5	33.7	6.5	0	0	0	1	12	19	6	3	3	1	0	0
22:00	24	44.1	35.6	8.2	0	0	0	1	8	2	5	5	2	1	0	0
23:00	11	42.7	35.2	7.2	0	0	0	1	2	2	2	4	0	0	0	0
Total																
2H(10-12)	383	37.1	31.4	5.5	0	3	9	27	96	164	67	14	3	0	0	0
2H(14-16)	550	38.0	31.6	6.2	1	3	30	30	106	246	102	23	8	1	0	0
12H(7-19)	2940	37.6	31.2	6.2	6	37	109	197	760	1172	485	137	32	3	2	0
24H(0-24)	3321	38.1	31.6	6.3	6	40	114	204	833	1306	571	183	53	8	3	0
AM Peak	08:00	00:00	02:00	03:00	08:00	09:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	06:00	00:00
	342	51.0	47.5	17.7	2	9	17	50	158	88	37	20	7	1	1	0
PM Peak	15:00	22:00	22:00	22:00	15:00	12:00	15:00	13:00	13:00	17:00	15:00	16:00	15:00	19:00	16:00	12:00
	320	44.1	35.6	8.2	1	5	19	19	57	176	62	22	5	3	1	0

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

20/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	46.5	37.5	8.7	0	0	0	0	0	2	0	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	2	47.2	32.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0
04:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
05:00	13	44.0	36.3	7.4	0	0	0	0	2	5	3	1	1	1	0	0
06:00	34	42.0	34.1	7.6	0	0	1	3	5	11	6	5	3	0	0	0
07:00	124	38.9	31.0	7.7	2	1	5	21	16	42	29	5	1	2	0	0
08:00	212	36.9	31.4	5.2	0	0	7	15	40	115	28	4	2	1	0	0
09:00	93	36.4	30.5	5.7	1	1	0	10	28	38	11	4	0	0	0	0
10:00	118	36.7	30.1	6.4	0	2	4	19	29	41	17	5	1	0	0	0
11:00	123	36.9	30.5	6.2	0	0	5	20	28	46	17	5	2	0	0	0
12:00	114	35.2	28.5	6.4	0	2	16	10	28	46	11	1	0	0	0	0
13:00	112	37.6	30.9	6.4	1	1	4	6	35	41	18	4	1	1	0	0
14:00	124	35.4	30.2	5.0	0	1	3	11	42	48	18	1	0	0	0	0
15:00	146	37.9	31.6	6.0	1	2	4	12	21	67	34	5	0	0	0	0
16:00	129	37.3	31.6	5.4	1	0	3	6	33	56	24	6	0	0	0	0
17:00	138	39.7	33.6	5.9	2	0	0	4	14	75	29	9	4	1	0	0
18:00	91	38.0	33.0	4.8	0	0	1	2	18	41	24	4	1	0	0	0
19:00	45	39.7	33.8	5.7	0	0	1	0	9	19	9	6	1	0	0	0
20:00	36	40.7	34.0	6.4	0	1	0	0	7	13	9	5	1	0	0	0
21:00	30	40.9	34.7	6.0	0	0	0	1	5	11	8	3	2	0	0	0
22:00	19	41.9	34.9	6.7	0	0	0	1	4	3	9	1	0	1	0	0
23:00	7	41.2	34.6	6.4	0	0	0	1	0	2	3	1	0	0	0	0
Total																
2H(10-12)	241	36.8	30.3	6.3	0	2	9	39	57	87	34	10	3	0	0	0
2H(14-16)	270	36.8	31.0	5.6	1	3	7	23	63	115	52	6	0	0	0	0
12H(7-19)	1524	37.4	31.1	6.1	8	10	52	136	332	656	260	53	12	5	0	0
24H(0-24)	1716	38.0	31.5	6.2	8	11	54	143	364	722	309	76	21	8	0	0
AM Peak	08:00	03:00	02:00	03:00	07:00	10:00	08:00	07:00	08:00	08:00	07:00	06:00	06:00	07:00	00:00	00:00
	212	47.2	52.5	14.1	2	2	7	21	40	115	29	5	3	2	0	0
PM Peak	15:00	22:00	22:00	22:00	17:00	12:00	12:00	15:00	14:00	17:00	15:00	17:00	17:00	13:00	12:00	12:00
	146	41.9	34.9	6.7	2	2	16	12	42	75	34	9	4	1	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	47.5	47.5	0.0	0	0	0	0	0	0	0	0	2	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	6	41.2	35.8	5.2	0	0	0	0	1	1	3	1	0	0	0	0
06:00	21	42.2	35.6	6.4	0	0	0	0	5	5	6	3	2	0	0	0
07:00	103	39.1	31.6	7.3	0	2	8	4	17	48	15	6	2	0	1	0
08:00	142	36.5	30.7	5.7	0	2	6	9	38	62	20	5	0	0	0	0
09:00	123	38.6	30.4	7.9	0	6	8	7	39	30	20	9	4	0	0	0
10:00	124	36.5	29.9	6.4	0	1	11	10	38	37	23	4	0	0	0	0
11:00	107	35.3	29.1	6.0	0	2	8	9	40	31	16	1	0	0	0	0
12:00	114	37.0	29.7	7.0	2	1	9	8	35	38	16	3	2	0	0	0
13:00	119	38.1	31.9	6.0	0	1	4	5	30	50	20	6	3	0	0	0
14:00	86	38.5	30.2	8.1	0	7	4	3	25	26	13	6	2	0	0	0
15:00	163	36.4	30.6	5.6	0	1	7	10	52	65	20	8	0	0	0	0
16:00	157	37.4	32.3	4.9	0	0	3	3	40	70	33	7	1	0	0	0
17:00	140	37.6	32.8	4.7	0	1	1	4	21	77	30	5	1	0	0	0
18:00	113	38.6	32.6	5.8	0	1	0	5	32	41	21	11	2	0	0	0
19:00	55	41.6	34.8	6.6	0	0	0	3	9	19	13	7	3	1	0	0
20:00	35	40.1	33.2	6.7	0	1	1	0	4	18	8	2	0	1	0	0
21:00	25	38.3	32.1	5.9	0	0	0	2	7	11	2	2	1	0	0	0
22:00	15	43.3	35.8	7.2	0	0	0	0	3	5	4	1	1	1	0	0
23:00	5	47.8	38.5	8.9	0	0	0	0	1	0	3	0	0	1	0	0
Total																
2H(10-12)	231	36.0	29.6	6.2	0	3	19	19	78	68	39	5	0	0	0	0
2H(14-16)	249	37.2	30.5	6.5	0	8	11	13	77	91	33	14	2	0	0	0
12H(7-19)	1491	37.6	31.0	6.3	2	25	69	77	407	575	247	71	17	0	1	0
24H(0-24)	1657	38.1	31.4	6.4	2	26	70	82	438	634	287	87	26	4	1	0
AM Peak	08:00	00:00	00:00	09:00	00:00	09:00	10:00	10:00	11:00	08:00	10:00	09:00	09:00	00:00	07:00	00:00
	142	47.5	47.5	7.9	0	6	11	10	40	62	23	9	4	0	1	0
PM Peak	15:00	23:00	23:00	23:00	12:00	14:00	12:00	15:00	15:00	17:00	16:00	18:00	13:00	19:00	12:00	12:00
	163	47.8	38.5	8.9	2	7	9	10	52	77	33	11	3	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	50.0	41.5	8.2	0	0	0	0	0	2	0	0	3	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	2	47.2	32.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0
04:00	4	40.2	35.0	5.0	0	0	0	0	1	0	3	0	0	0	0	0
05:00	19	43.1	36.2	6.6	0	0	0	0	3	6	6	2	1	1	0	0
06:00	55	42.1	34.7	7.1	0	0	1	3	10	16	12	8	5	0	0	0
07:00	227	39.0	31.3	7.5	2	3	13	25	33	90	44	11	3	2	1	0
08:00	354	36.7	31.1	5.4	0	2	13	24	78	177	48	9	2	1	0	0
09:00	216	37.7	30.4	7.0	1	7	8	17	67	68	31	13	4	0	0	0
10:00	242	36.6	30.0	6.4	0	3	15	29	67	78	40	9	1	0	0	0
11:00	230	36.2	29.8	6.1	0	2	13	29	68	77	33	6	2	0	0	0
12:00	228	36.1	29.1	6.7	2	3	25	18	63	84	27	4	2	0	0	0
13:00	231	37.9	31.4	6.2	1	2	8	11	65	91	38	10	4	1	0	0
14:00	210	36.9	30.2	6.4	0	8	7	14	67	74	31	7	2	0	0	0
15:00	309	37.1	31.1	5.8	1	3	11	22	73	132	54	13	0	0	0	0
16:00	286	37.3	32.0	5.1	1	0	6	9	73	126	57	13	1	0	0	0
17:00	278	38.7	33.2	5.3	2	1	1	8	35	152	59	14	5	1	0	0
18:00	204	38.4	32.8	5.4	0	1	1	7	50	82	45	15	3	0	0	0
19:00	100	40.8	34.4	6.2	0	0	1	3	18	38	22	13	4	1	0	0
20:00	71	40.4	33.6	6.5	0	2	1	0	11	31	17	7	1	1	0	0
21:00	55	39.8	33.5	6.0	0	0	0	3	12	22	10	5	3	0	0	0
22:00	34	42.4	35.3	6.9	0	0	0	1	7	8	13	2	1	2	0	0
23:00	12	43.9	36.3	7.4	0	0	0	1	1	2	6	1	0	1	0	0
Total																
2H(10-12)	472	36.4	29.9	6.2	0	5	28	58	135	155	73	15	3	0	0	0
2H(14-16)	519	37.0	30.7	6.1	1	11	18	36	140	206	85	20	2	0	0	0
12H(7-19)	3015	37.5	31.1	6.2	10	35	121	213	739	1231	507	124	29	5	1	0
24H(0-24)	3373	38.0	31.5	6.3	10	37	124	225	802	1356	596	163	47	12	1	0
AM Peak	08:00 354	00:00 50.0	02:00 52.5	03:00 14.1	07:00 2	09:00 7	10:00 15	10:00 29	08:00 78	08:00 177	08:00 48	09:00 13	06:00 5	07:00 2	07:00 1	00:00 0
PM Peak	15:00 309	23:00 43.9	23:00 36.3	23:00 7.4	12:00 2	14:00 8	12:00 25	15:00 22	15:00 73	17:00 152	17:00 59	18:00 15	17:00 5	22:00 2	12:00 0	12:00 0

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

21/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	42.5	42.5	0.0	0	0	0	0	0	0	0	3	0	0	0	0
01:00	3	42.8	30.8	11.5	0	0	1	0	0	0	2	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	32.5	32.5	0.0	0	0	0	0	0	4	0	0	0	0	0	0
05:00	10	50.7	37.3	12.9	0	1	0	0	0	3	3	2	0	0	0	1
06:00	30	44.5	35.5	8.7	0	0	1	3	3	6	11	1	3	2	0	0
07:00	122	40.0	32.6	7.2	1	1	4	9	22	41	30	11	1	2	0	0
08:00	220	36.3	31.0	5.1	0	1	5	16	62	94	37	4	1	0	0	0
09:00	90	36.9	30.9	5.8	0	2	3	6	20	42	14	3	0	0	0	0
10:00	113	35.7	28.5	7.0	4	2	6	12	39	34	14	2	0	0	0	0
11:00	107	36.5	29.7	6.6	0	3	6	13	28	39	12	6	0	0	0	0
12:00	118	38.5	32.3	6.0	0	2	2	5	22	57	23	5	1	0	1	0
13:00	97	37.7	29.2	8.2	3	4	9	7	18	37	14	4	1	0	0	0
14:00	115	37.7	31.0	6.5	0	2	5	6	34	47	11	7	3	0	0	0
15:00	136	36.6	31.2	5.2	1	0	3	5	40	63	21	1	2	0	0	0
16:00	108	38.5	32.4	5.9	1	0	1	7	23	45	21	9	1	0	0	0
17:00	134	38.8	33.1	5.5	0	2	1	3	21	67	27	11	2	0	0	0
18:00	66	40.2	34.2	5.8	0	1	0	2	7	29	18	7	2	0	0	0
19:00	66	39.9	33.9	5.8	1	0	0	1	8	32	17	6	0	1	0	0
20:00	52	39.2	33.3	5.7	0	0	1	0	9	31	5	5	0	0	1	0
21:00	34	40.3	32.9	7.1	0	0	2	0	7	16	5	3	0	0	1	0
22:00	22	37.5	31.6	5.7	0	0	0	1	9	8	2	1	1	0	0	0
23:00	3	38.8	35.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
Total																
2H(10-12)	220	36.1	29.1	6.8	4	5	12	25	67	73	26	8	0	0	0	0
2H(14-16)	251	37.1	31.1	5.8	1	2	8	11	74	110	32	8	5	0	0	0
12H(7-19)	1426	37.9	31.3	6.3	10	20	45	91	336	595	242	70	14	2	1	0
24H(0-24)	1654	38.3	31.6	6.5	11	21	50	96	372	696	290	91	18	5	3	1
AM Peak	08:00 220	05:00 50.7	00:00 42.5	05:00 12.9	10:00 4	11:00 3	10:00 6	08:00 16	08:00 62	08:00 94	08:00 37	07:00 11	06:00 3	06:00 2	00:00 0	05:00 1
PM Peak	15:00 136	21:00 40.3	23:00 35.8	13:00 8.2	13:00 3	13:00 4	13:00 9	13:00 7	15:00 40	17:00 67	17:00 27	17:00 11	14:00 3	19:00 1	12:00 1	12:00 0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	47.6	38.8	8.5	0	0	0	0	1	0	1	1	1	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	2	42.5	42.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
05:00	4	43.7	38.8	4.8	0	0	0	0	0	1	1	2	0	0	0	0
06:00	27	42.6	35.8	6.5	0	0	0	1	4	8	6	6	2	0	0	0
07:00	90	40.8	32.9	7.6	2	1	2	5	14	33	17	14	2	0	0	0
08:00	164	35.9	30.7	5.0	0	1	6	9	46	76	24	2	0	0	0	0
09:00	146	37.4	30.6	6.5	0	4	7	9	40	57	19	9	1	0	0	0
10:00	119	35.8	30.2	5.4	0	0	4	18	30	46	19	2	0	0	0	0
11:00	111	37.0	30.0	6.7	0	5	5	6	38	32	20	5	0	0	0	0
12:00	104	38.3	32.0	6.1	0	2	2	3	29	38	23	5	2	0	0	0
13:00	112	38.5	30.1	8.2	3	1	12	7	25	39	14	9	1	1	0	0
14:00	115	36.7	30.9	5.6	0	1	3	8	37	41	20	5	0	0	0	0
15:00	170	38.4	32.6	5.6	0	0	3	8	35	78	35	8	1	1	1	0
16:00	139	40.1	32.4	7.4	1	2	3	9	31	48	30	11	2	1	0	1
17:00	141	39.0	32.6	6.2	0	2	3	4	37	49	31	12	3	0	0	0
18:00	119	39.0	33.6	5.1	0	0	2	3	16	55	33	9	0	1	0	0
19:00	75	38.6	33.6	4.9	0	0	0	2	14	33	19	6	1	0	0	0
20:00	34	39.4	32.4	6.8	0	0	2	2	7	11	10	0	2	0	0	0
21:00	28	41.1	33.6	7.2	0	0	0	4	4	10	4	4	2	0	0	0
22:00	12	40.3	33.3	6.7	0	0	0	1	3	4	1	3	0	0	0	0
23:00	5	47.8	38.5	8.9	0	0	0	0	1	1	1	0	2	0	0	0
Total																
2H(10-12)	230	36.4	30.1	6.1	0	5	9	24	68	78	39	7	0	0	0	0
2H(14-16)	285	37.7	31.9	5.6	0	1	6	16	72	119	55	13	1	1	1	0
12H(7-19)	1530	38.2	31.6	6.4	6	19	52	89	378	592	285	91	12	4	1	1
24H(0-24)	1724	38.5	31.9	6.4	6	19	54	99	412	661	328	117	22	4	1	1
AM Peak	08:00	00:00	01:00	00:00	07:00	11:00	09:00	10:00	08:00	08:00	08:00	07:00	06:00	00:00	00:00	00:00
	164	47.6	42.5	8.5	2	5	7	18	46	76	24	14	2	0	0	0
PM Peak	15:00	23:00	23:00	23:00	13:00	12:00	13:00	16:00	14:00	15:00	15:00	17:00	17:00	13:00	15:00	16:00
	170	47.8	38.5	8.9	3	2	12	9	37	78	35	12	3	1	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	7	47.0	40.4	6.4	0	0	0	0	1	0	1	4	1	0	0	0
01:00	4	45.2	33.8	11.1	0	0	1	0	0	0	2	1	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	6	41.2	35.8	5.2	0	0	0	0	0	4	0	2	0	0	0	0
05:00	14	49.1	37.7	11.0	0	1	0	0	0	4	4	4	0	0	0	1
06:00	57	43.6	35.7	7.7	0	0	1	4	7	14	17	7	5	2	0	0
07:00	212	40.3	32.7	7.3	3	2	6	14	36	74	47	25	3	2	0	0
08:00	384	36.2	30.9	5.1	0	2	11	25	108	170	61	6	1	0	0	0
09:00	236	37.2	30.7	6.2	0	6	10	15	60	99	33	12	1	0	0	0
10:00	232	35.9	29.4	6.3	4	2	10	30	69	80	33	4	0	0	0	0
11:00	218	36.8	29.9	6.7	0	8	11	19	66	71	32	11	0	0	0	0
12:00	222	38.4	32.2	6.0	0	4	4	8	51	95	46	10	3	0	1	0
13:00	209	38.1	29.6	8.2	6	5	21	14	43	76	28	13	2	1	0	0
14:00	230	37.2	31.0	6.0	0	3	8	14	71	88	31	12	3	0	0	0
15:00	306	37.6	32.0	5.4	1	0	6	13	75	141	56	9	3	1	1	0
16:00	247	39.4	32.4	6.8	2	2	4	16	54	93	51	20	3	1	0	1
17:00	275	38.9	32.8	5.9	0	4	4	7	58	116	58	23	5	0	0	0
18:00	185	39.4	33.9	5.4	0	1	2	5	23	84	51	16	2	1	0	0
19:00	141	39.2	33.7	5.3	1	0	0	3	22	65	36	12	1	1	0	0
20:00	86	39.3	32.9	6.1	0	0	3	2	16	42	15	5	2	0	1	0
21:00	62	40.6	33.2	7.1	0	0	2	4	11	26	9	7	2	0	1	0
22:00	34	38.4	32.2	6.0	0	0	0	2	12	12	3	4	1	0	0	0
23:00	8	44.8	37.5	7.1	0	0	0	0	1	2	3	0	2	0	0	0
Total																
2H(10-12)	450	36.3	29.6	6.5	4	10	21	49	135	151	65	15	0	0	0	0
2H(14-16)	536	37.5	31.5	5.7	1	3	14	27	146	229	87	21	6	1	1	0
12H(7-19)	2956	38.0	31.4	6.4	16	39	97	180	714	1187	527	161	26	6	2	1
24H(0-24)	3378	38.4	31.8	6.4	17	40	104	195	784	1357	618	208	40	9	4	2
AM Peak	08:00 384	05:00 49.1	00:00 40.4	01:00 11.1	10:00 4	11:00 8	08:00 11	10:00 30	08:00 108	08:00 170	08:00 61	07:00 25	06:00 5	06:00 2	00:00 0	05:00 1
PM Peak	15:00 306	23:00 44.8	23:00 37.5	13:00 8.2	13:00 6	13:00 5	13:00 21	16:00 16	15:00 75	15:00 141	17:00 58	17:00 23	17:00 5	13:00 1	12:00 1	16:00 1

Paul Castle Associates

Lymington Bottom ATC, Northern Site

Direction: Northwestbound

22/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	41.4	35.5	5.7	0	0	0	0	1	1	2	1	0	0	0	0
01:00	4	44.0	36.3	7.5	0	0	0	0	1	1	0	2	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
05:00	5	56.8	43.0	13.3	0	0	0	0	0	2	0	2	0	0	0	1
06:00	43	42.2	34.7	7.3	0	1	1	4	1	11	15	10	0	0	0	0
07:00	124	40.5	34.0	6.2	0	0	2	5	18	52	30	12	3	1	1	0
08:00	218	37.4	31.4	5.8	0	3	8	11	45	112	26	11	1	1	0	0
09:00	107	38.4	32.2	5.9	0	0	3	5	29	40	21	7	1	1	0	0
10:00	104	38.0	32.2	5.7	0	1	3	6	18	46	24	6	0	0	0	0
11:00	88	37.1	30.6	6.3	0	1	5	8	19	43	6	4	2	0	0	0
12:00	115	38.0	30.9	6.9	2	2	6	9	16	51	25	4	0	0	0	0
13:00	104	37.1	30.9	6.0	0	0	7	6	27	45	12	6	1	0	0	0
14:00	130	37.9	31.5	6.2	0	2	7	3	35	49	26	7	1	0	0	0
15:00	142	37.5	31.6	5.7	0	0	4	10	36	62	20	8	1	1	0	0
16:00	122	39.0	32.9	5.9	0	1	3	4	22	53	28	9	1	1	0	0
17:00	134	39.2	34.0	5.0	0	0	0	3	22	57	41	7	3	1	0	0
18:00	97	39.3	34.0	5.2	0	0	2	1	9	53	21	8	3	0	0	0
19:00	65	40.2	34.7	5.2	0	0	0	0	8	33	16	4	3	1	0	0
20:00	62	38.9	33.7	5.0	0	0	0	2	12	23	20	4	1	0	0	0
21:00	41	42.8	35.2	7.3	0	0	0	1	8	13	11	6	1	0	0	1
22:00	12	43.3	37.5	5.6	0	0	0	0	0	5	4	1	2	0	0	0
23:00	10	39.1	35.5	3.5	0	0	0	0	0	5	4	1	0	0	0	0
Total																
2H(10-12)	192	37.7	31.4	6.0	0	2	8	14	37	89	30	10	2	0	0	0
2H(14-16)	272	37.7	31.5	6.0	0	2	11	13	71	111	46	15	2	1	0	0
12H(7-19)	1485	38.4	32.2	6.0	2	10	50	71	296	663	280	89	17	6	1	0
24H(0-24)	1736	38.9	32.6	6.1	2	11	51	79	327	758	353	120	24	8	1	2
AM Peak	08:00 218	05:00 56.8	02:00 52.5	05:00 13.3	00:00 0	08:00 3	08:00 8	08:00 11	08:00 45	08:00 112	07:00 30	07:00 12	07:00 3	02:00 1	07:00 1	05:00 1
PM Peak	15:00 142	22:00 43.3	22:00 37.5	21:00 7.3	12:00 2	12:00 2	13:00 7	15:00 10	15:00 36	15:00 62	17:00 41	16:00 9	17:00 3	15:00 1	12:00 0	21:00 1

Paul Castle Associates