TRANSPORT STATEMENT

LAND EAST OF NORMANTON ROAD,
CROWLAND

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1.0 INTRODUCTION

1.1 ADC Infrastructure Limited (ADC) are commissioned by Allison Homes (the Applicant) to prepare a Transport Statement (TS) to accompany a full application for residential development on land situated to the east of Normanton Road, Crowland. Crowland is located within southern Lincolnshire, approximately 12km north of Peterborough. The site's general location is displayed in **Figure 1** below.

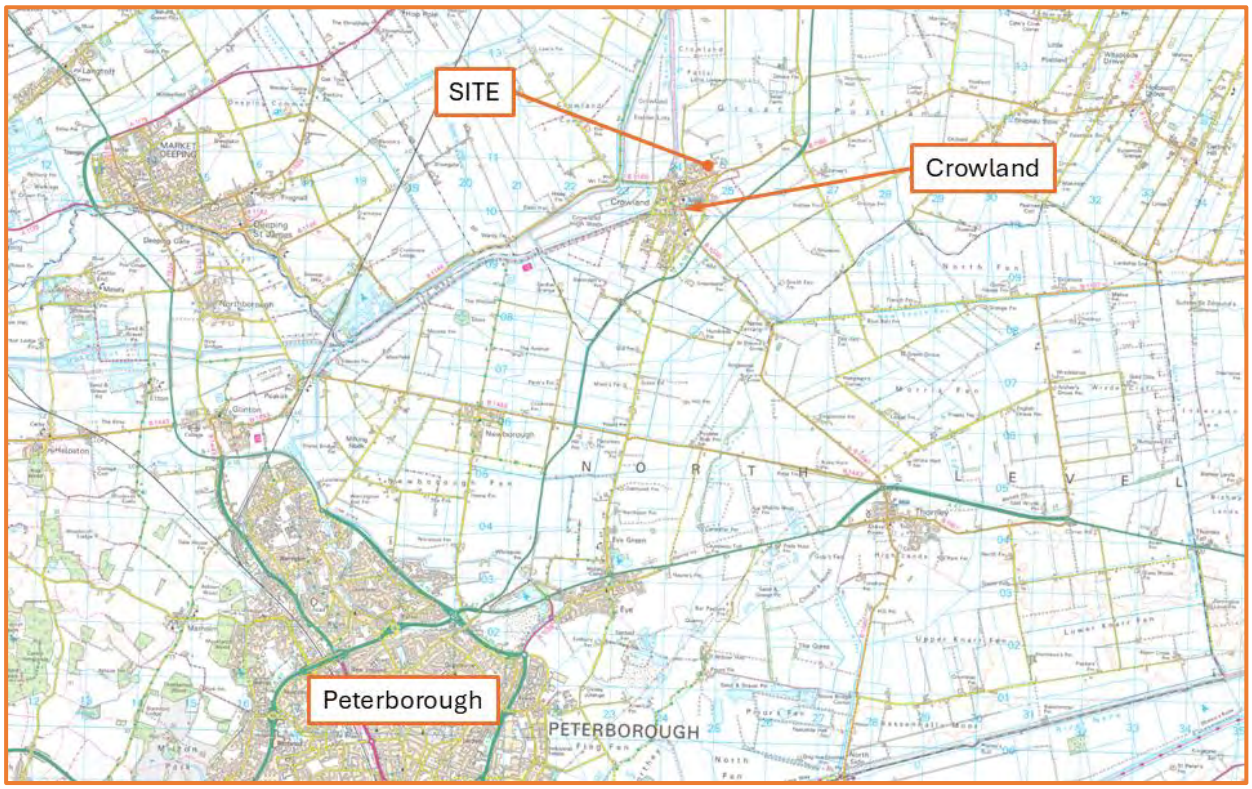


Figure 1: general site location

1.2 For the area surrounding the site, South Holland District Council (SHDC) represent the Local Planning Authority (LPA), and Lincolnshire County Council (LCC) represent the Local Highway Authority (LHA). The site is allocated in the South East Lincolnshire Local Plan (2011-2036) for residential development of around 70 dwellings.

1.3 The development proposals comprise the construction of 80 dwellings, associated infrastructure, and open space. Vehicular access would be taken via the extension of Normanton Way into the site. A detailed site layout plan of the proposals is included at **Appendix A.**

1.4 This Transport Statement examines the highways and transport implications of the proposed development and is structured as follows:

- Section 2 examines the existing conditions within the vicinity of the site. This includes the site location and its existing use, the local highway network including the collision record, and the existing opportunities to travel to the site by foot, cycle, and public transport.
- Section 3 details the development proposals, including the access to the site for all modes of transport, parking provision, and internal layout.
- Section 4 forecasts the vehicle trip generation, daily modal split, and person trip generation for the development.
- Section 5 outlines the expected highway impact of the development.
- Section 6 presents the summary and conclusions.

1.5 This report considers the requirements set out in paragraph 115 of the National Planning Policy Framework (NPPF)[1] as follows:

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

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

1.6 This report also highlights paragraph 116 of the NPPF, which states:

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

[1] National Planning Policy Framework, Ministry of Housing, Communities & Local Government (December, 2024)

2.0 EXISTING CONDITIONS

Site location and existing use

2.1 The existing site comprises approximately 4.89ha of agricultural land adjacent to residential areas located to the north of Crowland. A detailed view of the site's location is shown in the aerial photograph presented in **Figure 2**.

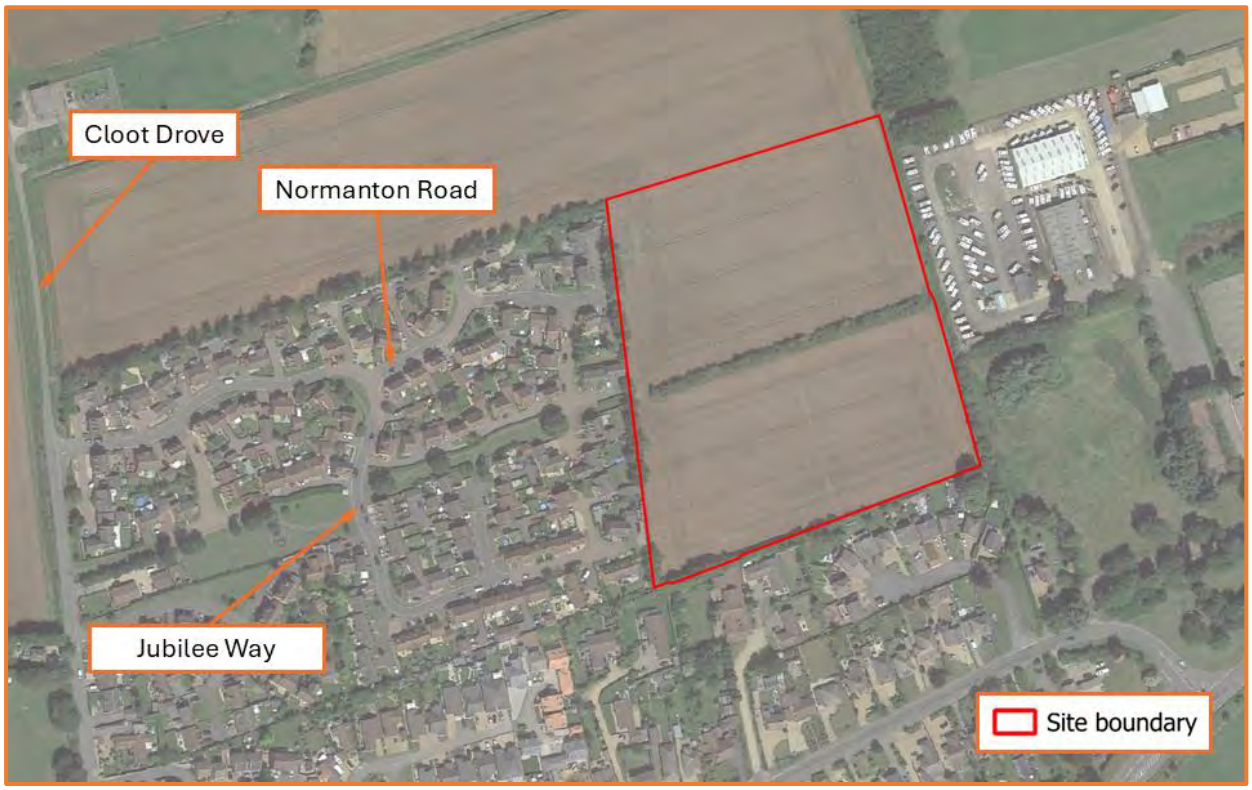


Figure 2: detailed site location

2.2 As shown, the site comprises two field parcels. The site is bordered by established residential uses along Normanton Road and Jubilee Way to the west, residential uses to the south, established employment uses to the east, and further agricultural land to the north.

2.3 The site is allocated in the South East Lincolnshire Local Plan (2011-2036) for residential development of around 70 dwellings. The allocation states that the site preferably be accessed from both Normanton Road and Jubilee Way.

Local highway network

2.4 The local highway network within the vicinity of the site is presented at **Figure 3.**

Normanton Road

2.5 The site is proposed to be accessed via the extension of Normanton Road into the site. Normanton Road is an unclassified residential cul-de-sac, running east from Cloot Drove and currently serving 145 dwellings in total. Along its route, Normanton Road splits at three points. One of these splits comprises Jubilee Way.

2.6 Between the site and Cloot Drove, Normanton Road has an approximate length of 325m and comprises a carriageway width of 5.5m. It benefits from street-lighting along its length. Junction

tables are provided at points where Normanton Way splits, ensuring vehicles travel at a safe and suitable speed. Normanton Way benefits from footways, between 1.8m and 2.0m in width on either side, connecting to further pedestrian infrastructure on Cloot Drove. As shown on the plan included at **Appendix B,** Normanton Road constitutes publicly adopted highway.

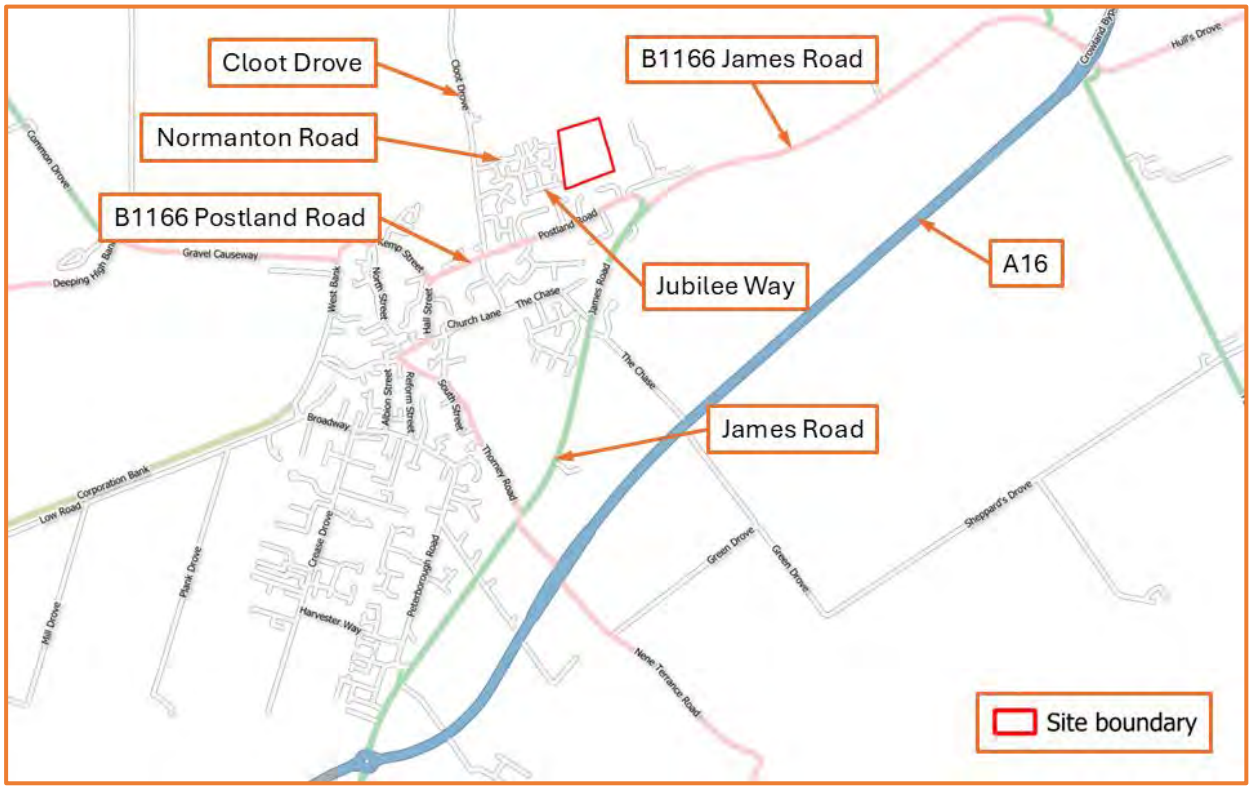


Figure 3: local highway network

Cloot Drove

2.7 Cloot Drove runs from north to south, to the west of the site and Normanton Road. To the south of Normanton Road, Cloot Drove forms a residential road with a width of 5.5m and serves existing further residential development to the east via several priority-controlled T-junctions. North of Normanton Road, Cloot Drove narrows to approximately 3.0m and forms a rural lane that continues directly north whilst bordered either side by two ditches.

2.8 There is a change of speed limit located where Cloot Drove narrows, imposing a 30mph limit for southbound vehicles approaching Crowland, and the national speed limit for those leaving.

2.9 To the south of Normanton Road, a 2.0m footway is present along the eastern side of Cloot Drove with dropped kerb crossings provided at appropriate points. Cloot Drove is street-lit within the vicinity of the existing residential areas and continues south for approximately 400m before forming the minority arm of a priority-controlled T-junction with the B1166 Postland Road.

2.10 Automatic Traffic Counters (ATC) were placed on Cloot Drove to the north of Normanton Road between Wednesday 20th November 2024 and Tuesday 26th November 2024, the full data for which is included at **Appendix C.** The ATC allowed the peak hour traffic flows on Cloot Drove just north of Normanton Road to be determined. In this location, the ATC recorded an average of 6 two-way vehicles during a morning peak hour, and an average of 8 two-way vehicles in an evening peak hour. This is considered a minimal amount of traffic and suggests that little traffic routes north on Cloot Drove beyond Normanton Road. Therefore, the junction between Normanton Road and Cloot Drove effectively operates with no right turn out, or left turn in traffic flow.

B1166 Postland Road

2.11 The B1166 Postland Road runs east to west through northern Crowland and forms one of the main routes in and out of the town. Within the vicinity of Cloot Drove, Postland Road has a width of approximately 6.0m, and is bordered by footways either side.

2.12 To the west, Postland Road forms the main route from the site to the centre of town. The local Primary School is situated north off Postland Road, approximately 100m west of Cloot Drove. Accordingly, Postland Road is subject to a 20mph advisory speed limit throughout a designated 'School Safety Zone', with 'Keep-Clear' road markings and signage prohibiting vehicles from stopping near the school. Postland Road benefits from a wide footway to the north, connecting the school to Cloot Drove and providing access to other nearby facilities. Postland Road continues west beyond the school where it routes through the centre of town and provides access to key amenities and residential areas within the rest of Crowland.

2.13 Furthermore, east of Cloot Drove, Postland Road continues to the B1166 James Road where it forms the minor arm of a priority-controlled junction. Located approximately 125m east of Cloot Drove on Postland Road are the closest bus-stops to the site. Further details concerning these stops is provided below. To the east, Postland Road continues to benefit from footways located on either side of the carriageway.

James Road

2.14 James Road forms the main route in and out of Crowland. It connects to the A16 at both ends and, in the past would have formed the main route through Crowland until the opening of the A16 bypass in 2010. James Road comprises a carriageway with width of 8.0m and is governed by a 50mph speed limit along its length. A number of key roads within Crowland form a priority-controlled junction with James Road including Postland Road, Thorney Road, and Peterborough Road.

2.15 As is to be expected, there is little pedestrian infrastructure along James Road congruent with its lack of prominence as a desire line for pedestrians. South of Crowland, James Road forms the northern arm of a 4-arm priority-controlled roundabout with the A16 (eastern and western arms) and Peterborough Road (southern arm). Peterborough Road provides a direct connection from the site to Peterborough city centre.

A16

2.16 The A16 forms the principal route from Crowland to the wider highway network. Access to the A16 from Crowland is provided via a priority-controlled junction and a priority-controlled 4-arm roundabout with James Road, located to the north and south of the town. Within the vicinity of Crowland, the A16 comprises a single-carriageway road and is governed by the national speed limit. Further afield, the A16 provides connectivity to much of Lincolnshire to the north, and central Peterborough to the south.

Collision record

2.17 It is necessary to examine the collision record within the vicinity of the site junction in order to determine if there are any existing trends that could be exacerbated by the additional vehicle and person trips generated by the proposals. Therefore, Personal Injury Collision (PIC) data was obtained from LCC for the most recent five-year period of available data, ending in 31/10/2024, for Normanton Road as well as Cloot Drove.

2.18 LCC confirmed that no collisions have occurred on Normanton Road or Cloot Drove within the time period studied. Therefore, there is no underlying highway safety issue within the vicinity of the site that would be exacerbated by the additional vehicle and person trips generated by the proposals.

Opportunities for pedestrian travel

2.19 Typically, pedestrians are prepared to walk up to 2km for non-leisure journeys such as travelling to work or school[2]. Accordingly, a 2km pedestrian catchment measured from the centre of the site is presented at **Figure 4**.

2.20 As shown, all of central Crowland is within a 2km walk from the site. As such the site benefits from a range of amenities and facilities within an acceptable walking distance. Nearby, South View Primary School provides primary level education for the town of Crowland and is located on Postland Drive, approximately an 800m walk from the location of the proposed site access. The school is also home to a pre-school facility; welcoming children between the ages of 2 and 4, as well as the Crowland Leisure and Wellbeing Centre, which is available for public use.

2.21 To the southwest, Crowland town centre is located slightly further afield, but still within a 2km walk of the site via Postland Road. The town centre is home to a pharmacy, library, several supermarkets, convenience stores, cafes, restaurants, and pubs. There are several recreational areas in Crowland within an acceptable walking distance including the Normanton Road Play Area adjacent to the site, and the main formal green space within Crowland: Snowden Park and Sports Field.

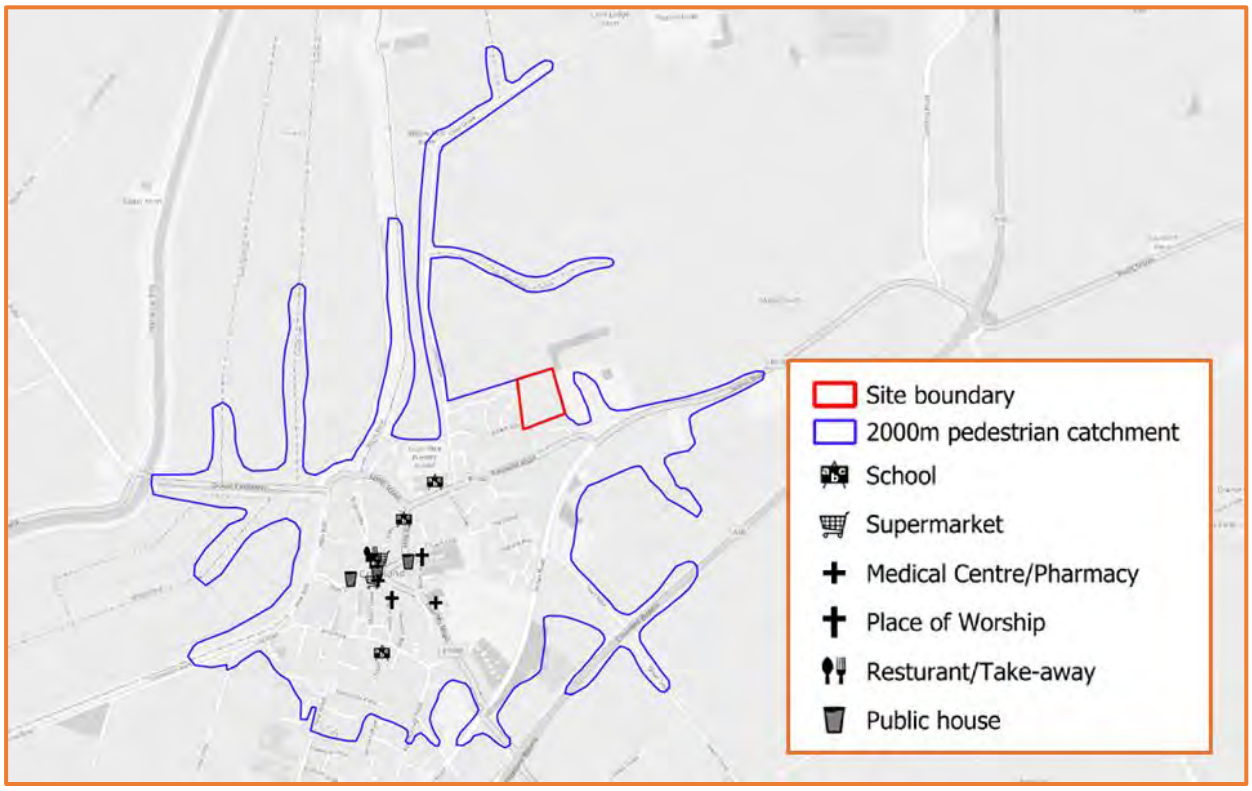


Figure 4: 2000m pedestrian catchment

2.22 Normanton Road benefits from footways of 1.8m-2.0m width on either side. These run from the location of the proposed access, to Cloot Drove. The footways are of good quality, are even, with

[2] Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

minimal obstructions present. The residential areas to the west of the site benefit from several off-road pedestrian corridors which aid permeability for those walking to and from the site. These routes are surfaced and benefit from lighting along their length.

2.23 In terms of the pedestrian infrastructure provided on Cloot Drove, a footway is provided on the eastern side of the carriageway that measures approximately 2.0m in width. The footway continues south from Normanton Road to Postland Road and benefits from dropped kerb crossings at appropriate points and street-lighting along its entire length. No footway is provided on the western side of Cloot Drove, but this is unsurprising given that few dwellings are located to the west of Cloot Drove, and there is no major desire line to the west for pedestrians.

2.24 As outlined above, the main route from the site to central Crowland is to the east along Postland Road on which the pedestrian infrastructure is generally of a good standard. Footways are present on both sides of the carriageway and although varied, are generally of a generous width. The footways are more constrained closer to central Crowland, but this is a recuring theme throughout the town. Nevertheless, the route benefits from dropped kerbed crossings at junctions and private drives, street-lighting, and a pedestrian island located near central Crowland that enables users to cross Postland Road safely.

2.25 The network of Public Rights of Way (PRoW) within the vicinity of the site is presented in **Figure 5.** No PRoWs intersect or border the site. As shown, there are a several footpaths within Crowland that aid pedestrian permeability throughout the town. Notably, to the west of the site, a footpath and bridleway are located along the banks of the River Welland and connect Crowland to nearby villages, including Deeping St James.

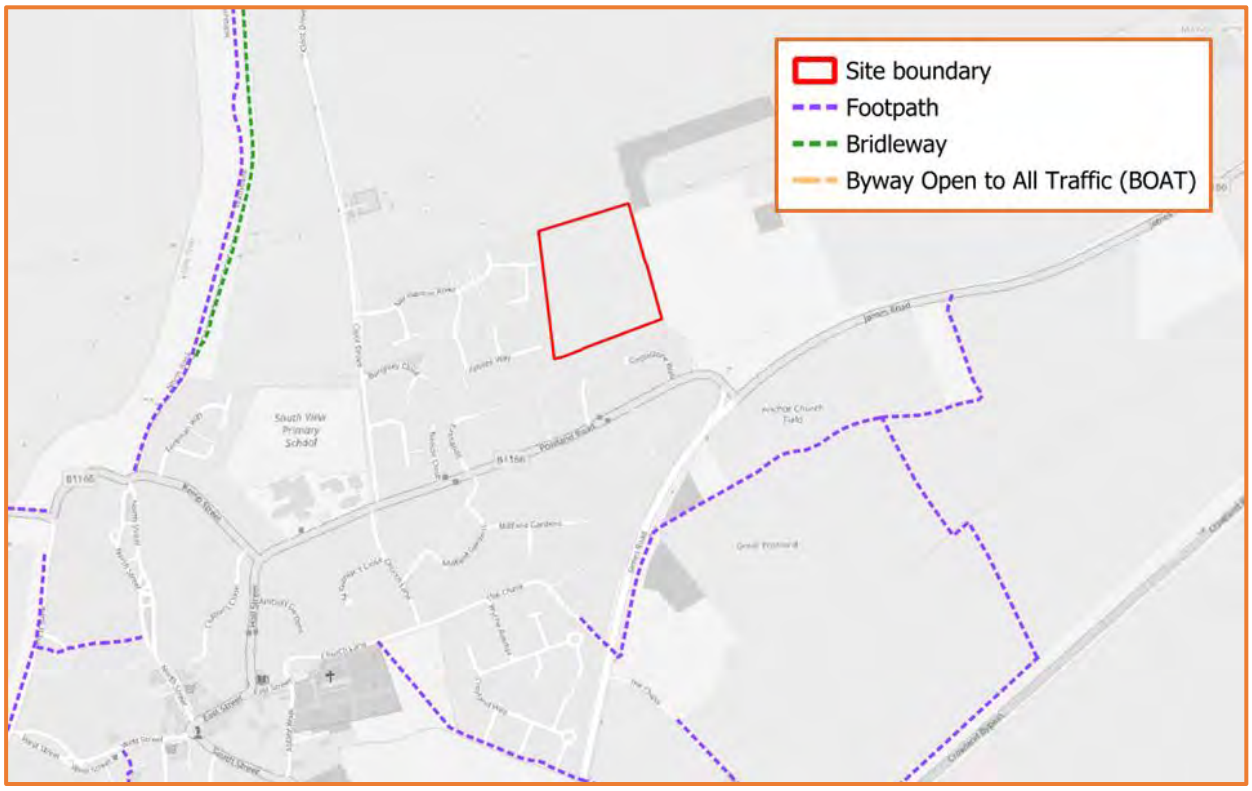


Figure 5: PRoW network within vicinity of the site

Opportunities for cycle travel

2.26 Statistics from the National Travel Survey 2023[3] indicate that the average length of a cycle journey is approximately 4.8km, although it is generally recognised that this is an average and that cyclists will commute significantly longer distances if the topography and highway conditions are favourable. For robustness, a 5km cycle catchment measured from the site is shown in **Figure 6**.

2.27 As shown, the entire of Crowland is situated within an acceptable cycle distance from the site. Generally, within Crowland the roads are quiet and suitable for on-carriageway cycling. As such there is little cycle specific infrastructure provided within Crowland, congruent with its rural location. Notably, the topology within the vicinity of Crowland is flat which aids cyclists in travelling longer distances. North of Crowland there is a network of rural lanes and bridleways that are suitable for cyclists of all abilities.

2.28 Highlighted on **Figure 6** is the National Cycle Network (NCN) Route 12, which routes through the centre of Crowland. Route 12 comprises both on and off-road sections and provides a good quality route along the River Welland to nearby villages including Market Deeping, Cowbit, and Deeping St James, where the nearest secondary school to the site is located. Further afield, the NCN connects to key regional destinations including Peterborough city centre.

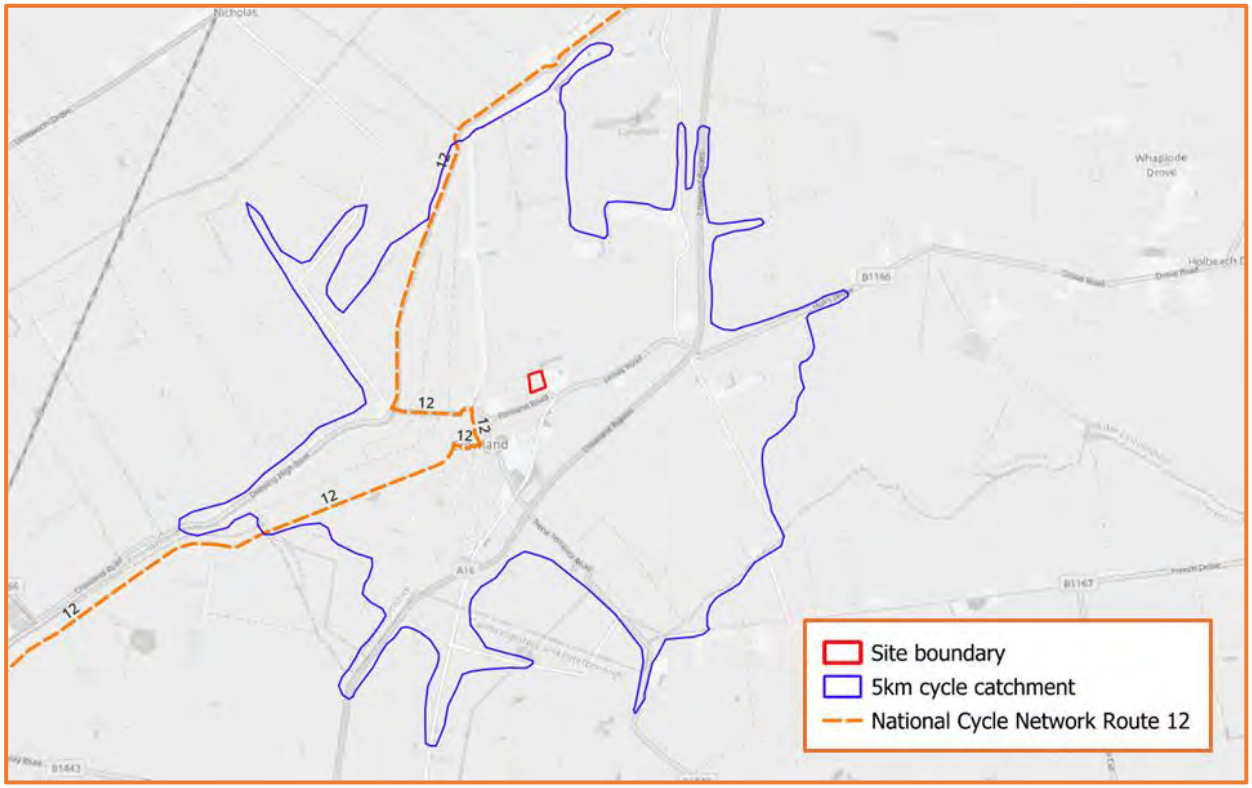


Figure 6: 5km cycle catchment

[3] National Statistics National Travel Survey, 2023

Opportunities for travel by public transport

2.29 As shown in **Figure 7,** the nearest bus stops to the site are located on Postland Road, and are known as 'Crowland, adjacent to Eastlands'. The stops are located within a 800m from the proposed site access via the local highway network.

2.30 Eastbound, the stops comprise a flag and pole sign, with the timetables presented in casing below. Similarly, westbound, the stops similarly comprise a flag and pole sign complete with timetables. The westbound stops also benefit from a brick shelter. Both stops benefit from a raised kerb on Postland Road adjacent to the respective stops allowing for easier access for users onto busses. Additionally, there is a dropped kerb crossing point with tactile paving across Postland Road connecting the two stops.

2.31 The stops are served by the 37-bus service operated by Stagecoach East. The service runs between Spalding and Peterborough 7-days a week. A summary of the times and frequencies of the 37 service is provided in the table below, and a map of the route is included at **Figure 8**.

service	route	days	times	daytime frequency
37	Peterborough – Crowland - Spalding	Monday to Saturday Sunday	05:34 to 19:01 08:26 to 17:56	60 mins 120 mins
	Spalding – Crowland - Peterborough	Monday to Saturday Sunday	06:53 to 20:28 09:56 to 19:26	60 mins 120 mins



Figure 7: nearest bus-stops to the site

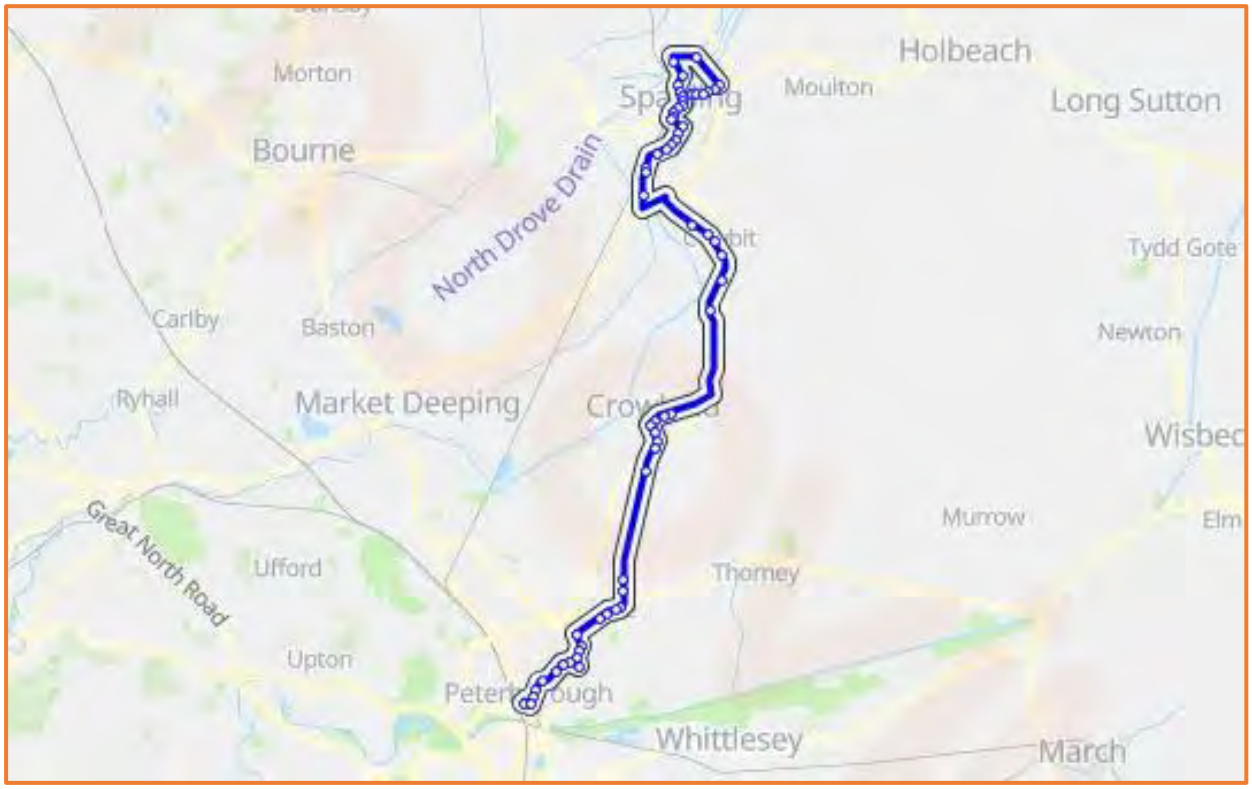


Figure 8: 37-bus route

2.32 The nearest railway station to the site is located at Peterborough, approximately 17km south of the site. Peterborough Railway Station is managed by London North Eastern Railway (LNER) and is a major interchange, serving both the East Coast Mainline, running north to south, as well as regional east-west lines. Regular services are provided to local towns and key national destinations.

Summary

2.33 The existing site comprises approximately 4.89ha of agricultural land adjacent to residential and employment areas located to the north of Crowland. Normanton Road is an unclassified but publicly adopted residential cul-de-sac, running east from Cloot Drove and serving 145 dwellings.

2.34 With regard to accessibility for non-motorised users, the site is located within close proximity to the centre of Crowland and is therefore located within a short walking distance of a good range of amenities, including a primary school, supermarkets, and other important amenities. The site is located within an area that provides good pedestrian connectivity along an established network of footways, particularly along the key desire line into the centre of town. Furthermore, there is a good range of amenities within an acceptable cycle distance from the site, including schools, retail, and leisure facilities. The National Cycle Network passes within the vicinity of the site and provides links nearby villages as well as Peterborough city centre.

2.35 In terms of accessibility to public transport, the nearest bus stops to the site are located within 800m from the proposed site access and are served the 37 service, operating 7 days a week. The nearest railway station to the site is Peterborough, a key national interchange.

2.36 Overall, the site is considered to be in a sustainable location on the edge of an established urban area, resulting in a number of amenities and destinations being accessible via various sustainable modes of travel.

3.0 PROPOSED DEVELOPMENT

Development proposals

3.1 The development proposals comprise the construction of 80 dwellings with associated infrastructure, open space, and landscaping. A detailed site layout plan of the proposals is included at **Appendix A.**

Vehicle access

3.2 Vehicle access to the site would be taken via the extension of Normanton Road into the site. The proposed design is presented at drawing **3686-ADC-HGN-XX-DR-CH-0102-S1-P01.** The site would maintain the existing 5.5m width of Normanton Road. Access to private drives off Normanton Road within the vicinity of the site would be maintained.

3.3 At the Normanton Road/Cloot Drove T-junction, 43m visibility splays, in accordance with the speed limit, have been demonstrated to the north and south, measured from a 2.4m setback. The access drawing demonstrates that the suitable visibility from Normanton Road can be achieved without obstruction or third-party land. Hence it is concluded that Normanton Road would provide safe and suitable access into the development.

Accessibility

3.4 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. At the site access, on both sides of the carriageway, the existing 2m wide footways on Normanton Road would be extended into the site.

3.5 Cyclists would be able to safely cycle on the carriageways throughout the site and on Normanton Road due to the slow vehicle speeds and low number of vehicles. With regards to bus travel, the existing bus stops on Postland Road are within a reasonable walking distance of the site.

3.6 The Travel Plan includes further measures to promote and facilitate travel by sustainable modes, including walking, cycling, bus and car sharing.

Parking

3.7 The applicable parking standards for the development are set out within Appendix 6 of the South East Lincolnshire Local Plan (2011-2036). For Houses and Flats (C3a), the minimum standard of car parking provision required is 2 spaces for dwellings with up to 3 bedrooms and 3 spaces for dwellings with 4 or more bedrooms. The proposed development would accord with these minimum standards.

3.8 Additionally, Appendix 6 of the Local Plan sets a minimum standard of 1 cycle parking space per residential plot. The proposed development would accord with this minimum standard.

Internal layout

3.9 Appropriate visibility has been provided at all internal bends and junctions, as demonstrated on drawing **3686-ADC-HGN-XX-DR-CH-0103-S1-P01.** For Primary Streets, a design speed of 20mph has been adopted: corresponding to a visibility splay length 25m. For Shared Surfaces, a design speed of 15mph has been adopted: corresponding to a 17m length visibility splay.

3.10 In addition, drawing **3686-ADC-HGN-XX-DR-CH-0103-S1-P01** demonstrates that a refuse vehicle, the largest vehicle expected routinely to access the site, can enter the site, manoeuvre around the internal layout, turn within the two turning heads provided, before exiting the development in a forward gear.

4.0 TRIP GENERATION

Introduction

4.1 In order to forecast the potential peak hour trip generation of the site, reference was made to the TRICS 7.11.4 database. Multi-modal surveys of sites within the "03 – Residential, A – Houses Privately Owned" land use category were interrogated using the following criteria:

- Sites within Scotland, Wales, Ireland, Northern Ireland, and Greater London were removed.
- Sites comprising between 25 and 150 dwellings were selected.
- Week-day surveys only were selected.
- Sites located within the 'Edge of Town' and 'Residential Zone' categories were selected.
- Sites with a population more than 15,000 within a 1-mile radii of the site were removed.
- Sites with a population more than 250,000 within 5-mile radii of the site were removed.

4.2 The assessment returned 29 sites with an average size of 81 dwellings. A full TRICS report is included in **Appendix D** for reference.

Vehicle trips

4.3 The vehicle trip rates produced by the TRICS assessment, and the application of those rates to a quantum of development of 80 dwellings, are as follows:

	AM peak			PM peak		
	arrivals	departs	two-way	arrivals	departs	two-way
vehicle trip rates (per dwelling)	0.167	0.390	0.557	0.354	0.169	0.523
vehicle trips (per 80 dwellings)	13	31	44	28	14	42

4.4 As shown, the proposed development is forecast to generate 44 and 42 two-way vehicle trips within the AM and PM peak hours respectively.

Daily person trip generation and modal split

4.5 In order to calculate the daily modal split of the development; reference again was made to the multi modal trip rates as identified in the above TRICS assessment. The full TRICS report containing multimodal trip rates are included at **Appendix D.**

4.6 The average daily trip rates for different modes of transport, the resultant modal split, and the application of this to a quantum of development of 80 dwellings is as follows:

mode of transport	daily trip rates (per dwelling)	modal split	daily trips (per 80 dwellings)
all vehicles	4.694	77.6%	376
cyclists	0.117	1.9%	9
pedestrians	1.027	17.0%	82
public transport users	0.208	3.4%	17
total	6.046	100%	484

4.7 As shown, the proposed development is forecast to generate up to 82 pedestrian trips, 9 trips by bicycle, and 17 trips by public transport across a typical day. It is considered that the existing and proposed infrastructure has the capacity to accommodate this increase in demand.

5.0 HIGHWAY IMPACT

5.1 As demonstrated in Section 4, the proposed development could generate up to 44 and 42 two-way vehicle trips within the morning and afternoon peak hours respectively. This traffic would route along Normanton Road to Cloot Drove, where, as was observed in the ATC data discussed in Section 2, the vast majority of vehicles would turn left and south. The ATC data shows that the junction between Normanton Road and Cloot Drove effectively operates with no right turn out, or left turn in traffic flow.

5.2 Therefore, it is expected that, given the minimal traffic flows experienced on Cloot Drove, the junction between Normanton Road and Cloot Drove would operate with spare capacity and continue to do with and without the development traffic at a reasonable future scenario.

5.3 As outlined in Section 2, no collisions were observed on Normanton Road or Cloot Drove within the last five years of available data. Therefore, there is no existing highway safety issue that may be exacerbated by the proposals.

5.4 It is not expected that the vehicle traffic associated with the proposed development would have an impact on the capacity, congestion, or safety of the local highway network.

6.0 SUMMARY AND CONCLUSIONS

6.1 ADC Infrastructure Limited (ADC) are commissioned by Allision Homes (the Applicant) to prepare a Transport Statement (TS) to accompany a full planning application for residential development on land situated to the east of Normanton Road, Crowland.

6.2 The development proposals comprise the construction of 80 dwellings alongside associated site infrastructure, open space, and landscaping. Vehicular access to the development would be taken via the extension of Normanton Road into the site.

6.3 With regard to accessibility for non-motorised users, the site is located within close proximity to the centre of Crowland and is therefore located within a short walking distance of a good range of amenities, including a primary school, supermarkets, and other important amenities. In terms of accessibility to public transport, the nearest bus stops to the site are located approximately 500m from the proposed site access and are served the 37 service, operating 7 days a week. The nearest railway station to the site is Peterborough, a key national interchange.

6.4 The proposed development is forecast to generate up to 82 pedestrian trips, 9 trips by bicycle, and 17 trips by public transport across a typical day. It is considered that the existing and proposed infrastructure has the capacity to accommodate this increase in demand.

6.5 The development would provide car and cycle parking in accordance with the relevant minimum standards.

6.6 The proposed development is forecast to generate 44 and 42 two-way vehicle trips within the AM and PM peak hours respectively. Therefore, it is not considered that the development has a severe impact on the operation of any junctions within the study area and no existing highway issue was identified within the study area. There is no evidence of an underlying highway safety issue within the study area that would be exacerbated by the additional vehicle and person trips generated by the proposals. Accordingly, no mitigation measures are proposed.

6.7 Overall, the development would accord with the aims of the NPPF. Safe and suitable access is achievable by all modes of travel. The development has been demonstrated not to result in an unacceptable impact on highway safety nor a severe cumulative impact on the road network. Therefore, it would be unreasonable to prevent the development on transport grounds.

DRAWINGS

NORMANTON ROAD/CLOOT DROVE T-JUNCTION

2.4m x 43m VISIBILITY SPLAY SHOWN TO KERBLINE

2.4m x 43m VISIBILITY SPLAY SHOWN TO KERBLINE

PROPOSED SITE ACCESS

ACCESS TO PRIVATE DRIVE TO BE MAINTAINED

NORMANTON ROAD

HIGHWAY BOUNDARY

ACCESS TO PRIVATE DRIVE TO BE MAINTAINED

FOOTWAY EXTENDED INTO SITE

NORMANTON ROAD EXTENDED INTO SITE

FOOTWAY EXTENDED INTO SITE

2.0m

5.5m

2.0m

General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Ch
P01	16.06.25	Initial Issue	CD	TC

Client: Allison Homes

Project: Land north and east of Normanton Road, Crowland

Title: Proposed Site Access Layout

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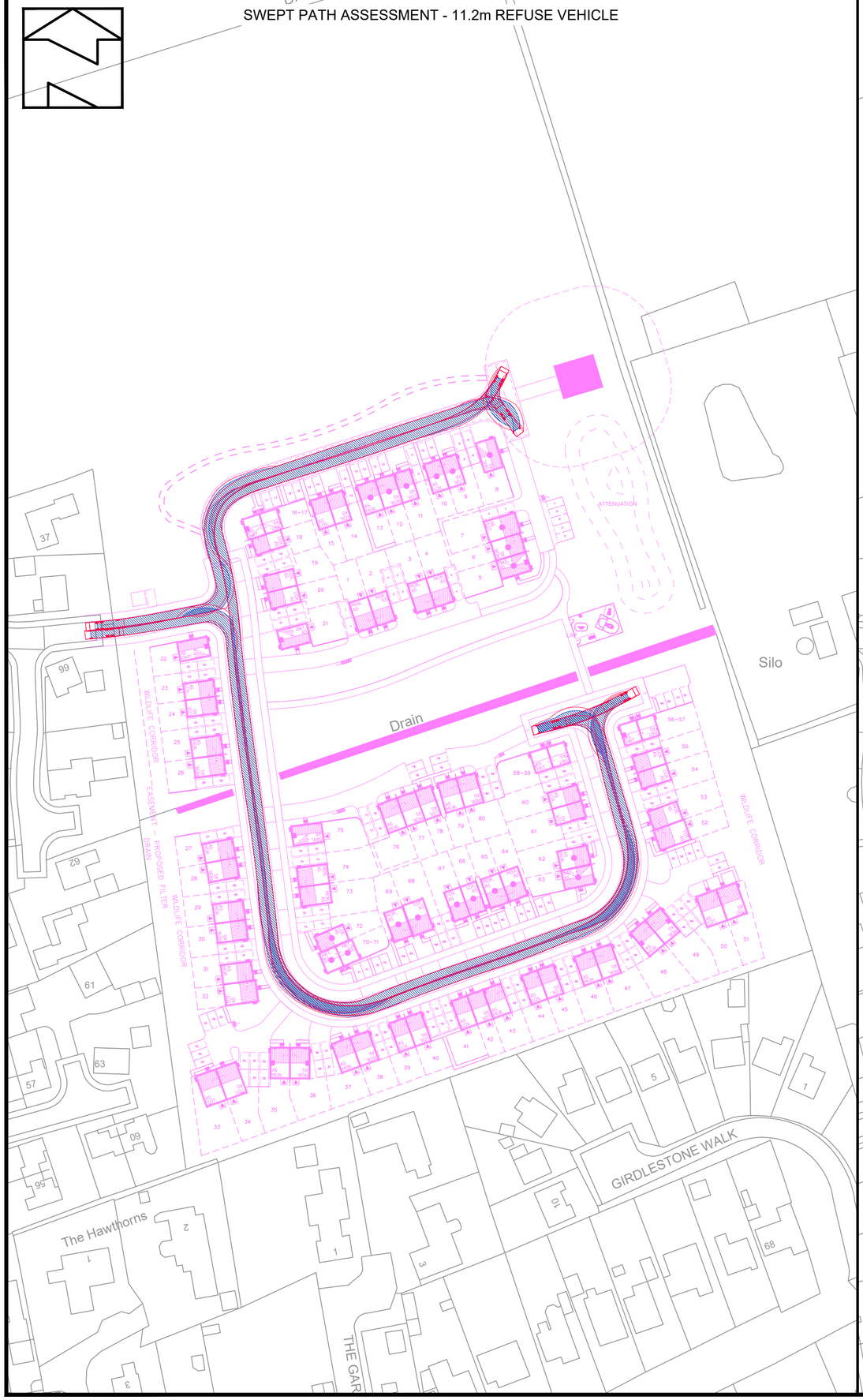
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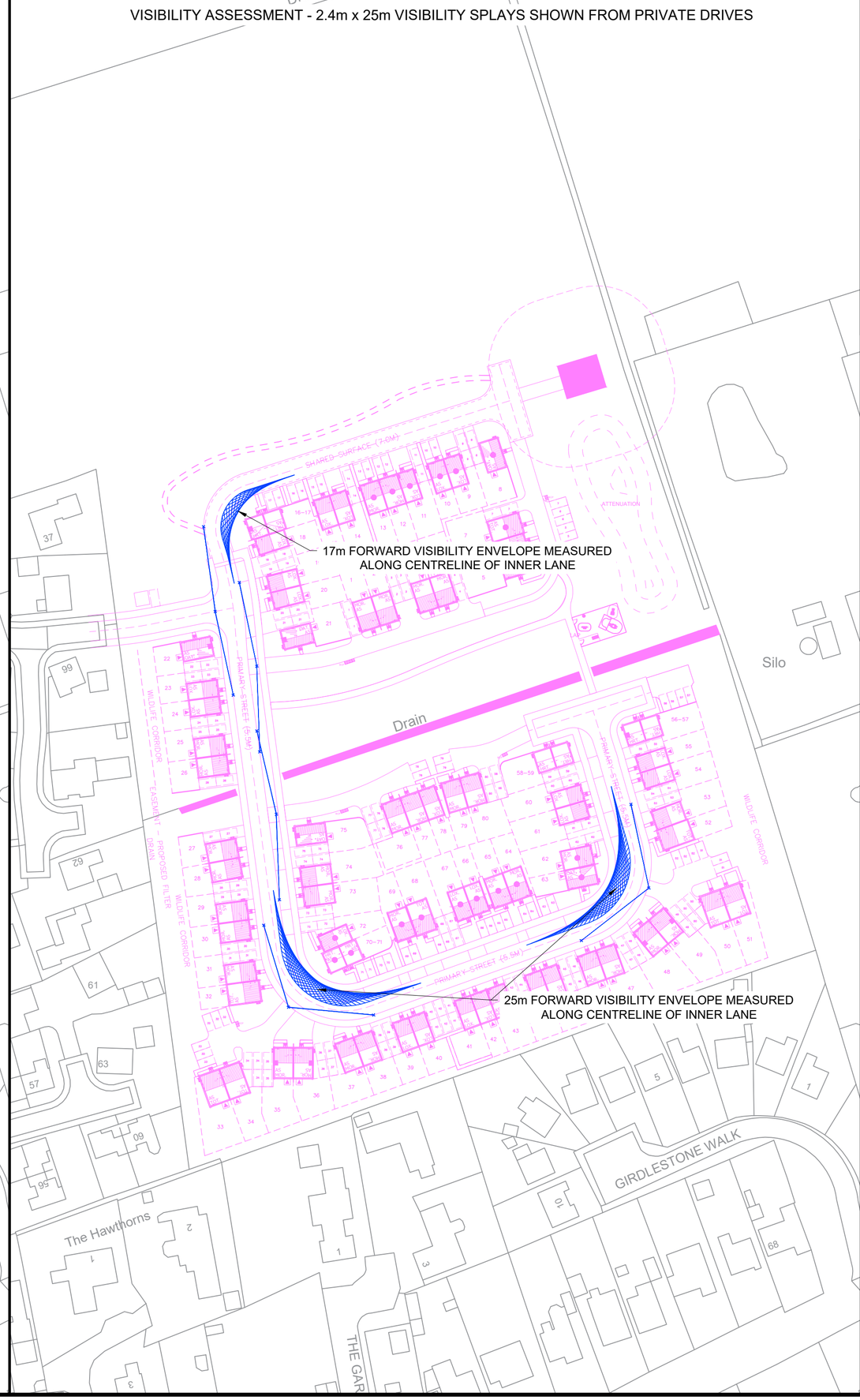
Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3686	ADC	HGN	XX	DR	CH	0102	S1	P01

SWEPT PATH ASSESSMENT - 11.2m REFUSE VEHICLE

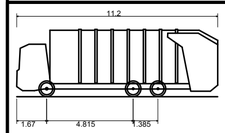


VISIBILITY ASSESSMENT - 2.4m x 25m VISIBILITY SPLAYS SHOWN FROM PRIVATE DRIVES



General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	Description		
P01	30.07.25	Initial Issue	CD	TC

Client: Allison Homes

Project: Land north and east of Normanton Road, Crowland

Title: Internal Site Layout Visibility and Swept Path Assessment

ADC INFRASTRUCTURE

© ADC Infrastructure Limited

Size: A2 | Scale: 1:1000

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3686	ADC	HGN	XX	DR	CH	0103	S1	P01

APPENDIX A

SITE LAYOUT



KEY

- SITE BOUNDARY
- AFFORDABLE RENT UNITS
- SHARED OWNERSHIP UNITS
- DENOTES MAINTENENCE STRIP TO EXISTING DITCH (5M OFFSET FROM TOP OF BANK)
- PROPOSED TREE PLANTING REFER TO LANDSCAPING PROPOSALS)
- 3M WIDE SWALE TO PRIMARY STREET

Cloot Drove, Crowland | Accommodation Schedule

Open Market Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	6	635	3,810
Loxley	2	2	18	855	15,390
Morley	3	2	27	1001	27,027
Oatley	3	2	3	1001	3,003
Totley	4	2	6	1165	6,990
Total Open Market Dwellings			60		56,220 sqft

Affordable Rent Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	2	635	1,270
Loxley	2	2	4	855	3,420
Morley	3	2	6	1001	6,006
Oatley	3	2	1	1001	1,001
Totley	4	2	1	1165	1,165
Total Affordable Rent			14		12,862 sqft

Shared Ownership Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Loxley	2	2	2	855	1,710
Morley	3	2	1	1001	1,001
Oatley	3	2	2	1001	2,002
Totley	4	2	1	1165	1,165
Total Shared Ownership			6		5,878 sqft
Total Affordable			20		18,740 sqft
Total Dwellings			80		74,960 sqft

N 0 25 50 m

LAND AT CLOOT DROVE, CROWLAND - PROPOSED LAYOUT (ALLOCATION LAND)

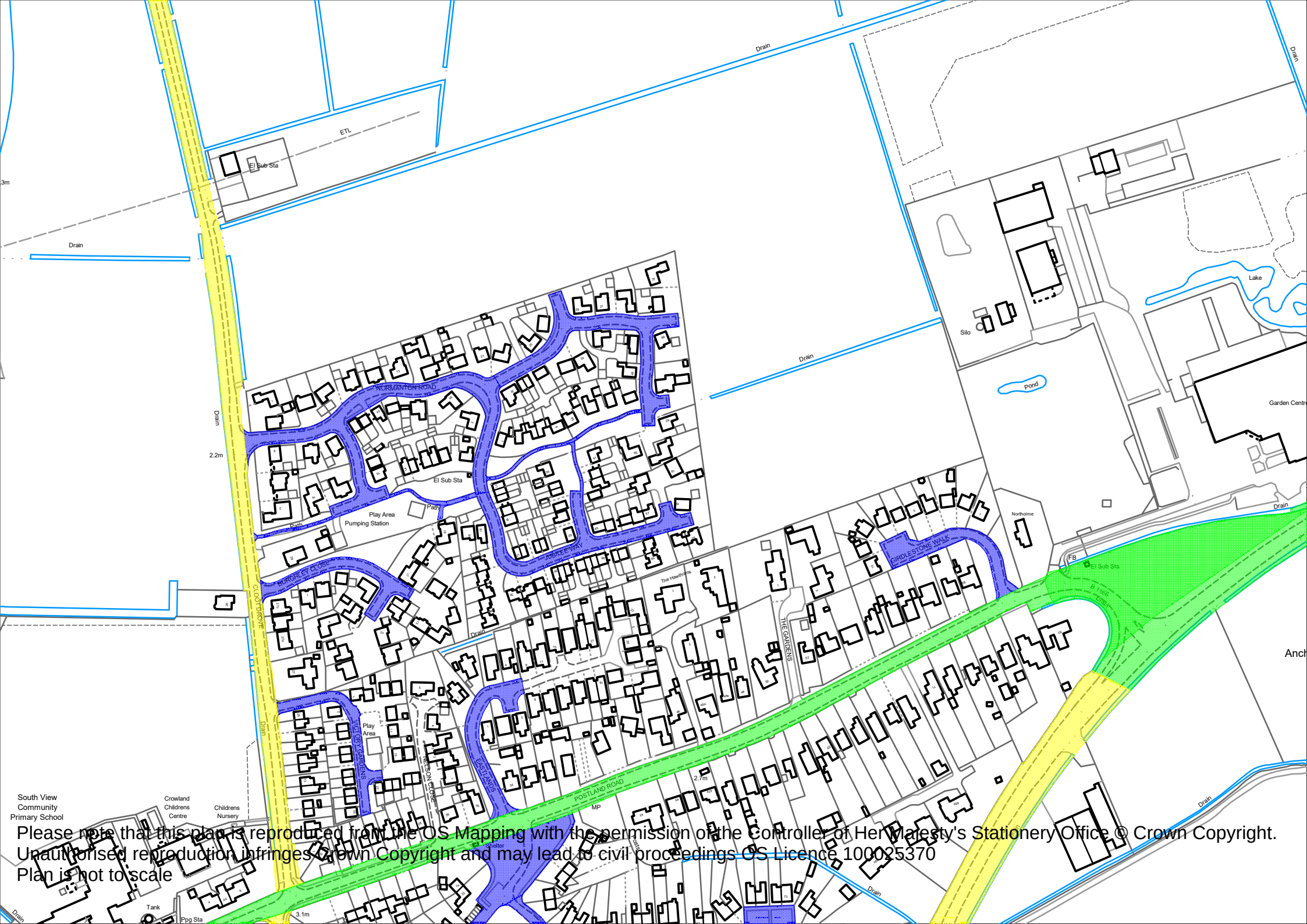
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| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: TC/ET | APPROVED BY: RWB | DATE: 24/07/2025 | SCALE: 1:500@A0 | DRWG: P24-1403_DE_003_K_01 | CLIENT: ALLISON HOMES |

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APPENDIX B

HIGHWAY BOUNDARY EXTENT



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Plan is not to scale

APPENDIX C

ATC DATA

Crowland ATC, Cloot Drove



Direction: Northbound

Hour Beginning	Wed 20/11/2024	Thu 21/11/2024	Fri 22/11/2024	Sat 23/11/2024	Sun 24/11/2024	Mon 25/11/2024	Tue 26/11/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	1	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	1	0	0
06:00	0	0	1	0	0	0	0	0	0
07:00	3	3	2	0	1	1	2	2	2
08:00	3	4	4	1	1	3	2	3	3
09:00	3	2	4	3	0	3	2	3	2
10:00	3	1	2	3	0	1	3	2	2
11:00	1	1	0	1	1	4	2	2	1
12:00	2	2	3	3	0	0	1	2	2
13:00	2	2	3	3	0	2	6	3	3
14:00	3	2	4	2	0	1	1	2	2
15:00	3	1	3	4	4	5	5	3	4
16:00	0	1	1	0	1	2	1	1	1
17:00	1	4	1	1	1	1	2	2	2
18:00	1	2	1	2	1	3	0	1	1
19:00	0	0	2	3	0	0	1	1	1
20:00	0	0	0	0	0	2	0	0	0
21:00	1	0	0	0	1	3	0	1	1
22:00	3	0	0	1	0	0	1	1	1
23:00	0	0	1	0	0	0	0	0	0
Total 12H(7-19)	25	25	28	23	10	26	27	26	23
16H(6-22)	26	25	31	26	11	31	28	28	25
18H(6-24)	29	25	32	27	11	31	29	29	26
24H(0-24)	29	25	32	27	12	32	30	30	27
AM Peak	07:00	08:00	08:00	09:00	00:00	11:00	10:00	08:00	08:00
	3	4	4	3	1	4	3	3	3
PM Peak	14:00	17:00	14:00	15:00	15:00	15:00	13:00	15:00	15:00
	3	4	4	4	4	5	6	3	4

Paul Castle Associates

Direction: Southbound

Hour Beginning	Wed 20/11/2024	Thu 21/11/2024	Fri 22/11/2024	Sat 23/11/2024	Sun 24/11/2024	Mon 25/11/2024	Tue 26/11/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	3	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	1	0	0
06:00	1	0	0	0	0	0	0	0	0
07:00	2	2	4	0	1	2	1	2	2
08:00	3	6	2	1	0	2	1	3	2
09:00	4	3	1	4	0	5	5	4	3
10:00	2	3	4	4	3	0	1	2	2
11:00	3	1	1	0	1	2	1	2	1
12:00	0	0	4	2	1	1	2	1	1
13:00	3	1	7	5	0	3	4	4	3
14:00	3	3	7	2	3	4	3	4	4
15:00	7	3	2	2	3	3	7	4	4
16:00	0	1	1	1	0	2	0	1	1
17:00	0	1	0	2	1	1	1	1	1
18:00	1	3	0	0	1	4	1	2	1
19:00	0	1	1	4	0	1	0	1	1
20:00	1	0	0	0	0	2	1	1	1
21:00	0	0	0	0	1	1	0	0	0
22:00	0	0	1	0	0	0	0	0	0
23:00	2	0	0	0	0	0	0	0	0
Total 12H(7-19)	28	27	33	23	14	29	27	29	26
16H(6-22)	30	28	34	27	15	33	28	31	28
18H(6-24)	32	28	35	27	15	33	28	31	28
24H(0-24)	32	28	35	31	15	34	29	32	29
AM Peak	09:00	08:00	07:00	09:00	10:00	09:00	09:00	09:00	09:00
	4	6	4	4	3	5	5	4	3
PM Peak	15:00	14:00	13:00	13:00	14:00	14:00	15:00	15:00	15:00
	7	3	7	5	3	4	7	4	4

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 20/11/2024	Thu 21/11/2024	Fri 22/11/2024	Sat 23/11/2024	Sun 24/11/2024	Mon 25/11/2024	Tue 26/11/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	1	0	0	0	0
01:00	0	0	0	3	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	2	2	1	1
06:00	1	0	1	0	0	0	0	0	0
07:00	5	5	6	0	2	3	3	4	3
08:00	6	10	6	2	1	5	3	6	5
09:00	7	5	5	7	0	8	7	6	6
10:00	5	4	6	7	3	1	4	4	4
11:00	4	2	1	1	2	6	3	3	3
12:00	2	2	7	5	1	1	3	3	3
13:00	5	3	10	8	0	5	10	7	6
14:00	6	5	11	4	3	5	4	6	5
15:00	10	4	5	6	7	8	12	8	7
16:00	0	2	2	1	1	4	1	2	2
17:00	1	5	1	3	2	2	3	2	2
18:00	2	5	1	2	2	7	1	3	3
19:00	0	1	3	7	0	1	1	1	2
20:00	1	0	0	0	0	4	1	1	1
21:00	1	0	0	0	2	4	0	1	1
22:00	3	0	1	1	0	0	1	1	1
23:00	2	0	1	0	0	0	0	1	0
Total 12H(7-19)	53	52	61	46	24	55	54	55	49
16H(6-22)	56	53	65	53	26	64	56	59	53
18H(6-24)	61	53	67	54	26	64	57	60	55
24H(0-24)	61	53	67	58	27	66	59	61	56
AM Peak	09:00	08:00	07:00	09:00	10:00	09:00	09:00	09:00	09:00
	7	10	6	7	3	8	7	6	6
PM Peak	15:00	14:00	14:00	13:00	15:00	15:00	15:00	15:00	15:00
	10	5	11	8	7	8	12	8	7

Paul Castle Associates

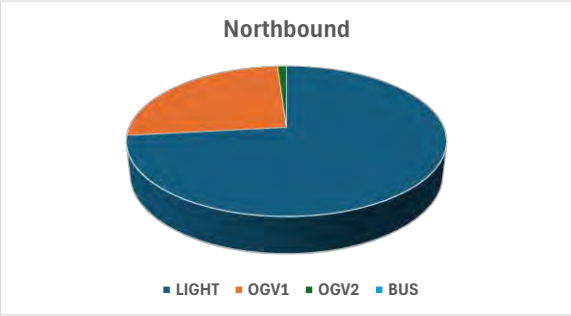
Crowland ATC, Cloot Drove

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	29	21	8	0	0
Thu 21 Nov 2024	25	17	8	0	0
Fri 22 Nov 2024	32	22	9	1	0
Sat 23 Nov 2024	27	24	3	0	0
Sun 24 Nov 2024	12	10	2	0	0
Mon 25 Nov 2024	32	23	9	0	0
Tue 26 Nov 2024	30	20	9	1	0
5 Day Ave.	30	21	9	0	0
7 Day Ave.	27	20	7	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	100.0%	72.4%	27.6%	0.0%	0.0%
Thu 21 Nov 2024	100.0%	68.0%	32.0%	0.0%	0.0%
Fri 22 Nov 2024	100.0%	68.8%	28.1%	3.1%	0.0%
Sat 23 Nov 2024	100.0%	88.9%	11.1%	0.0%	0.0%
Sun 24 Nov 2024	100.0%	83.3%	16.7%	0.0%	0.0%
Mon 25 Nov 2024	100.0%	71.9%	28.1%	0.0%	0.0%
Tue 26 Nov 2024	100.0%	66.7%	30.0%	3.3%	0.0%
5 Day Ave.	100.0%	69.6%	29.1%	1.4%	0.0%
7 Day Ave.	100.0%	73.3%	25.7%	1.1%	0.0%

Paul Castle Associates

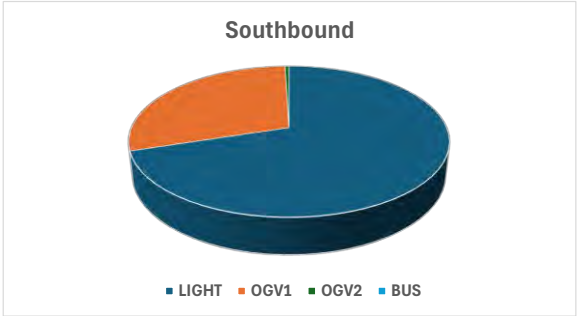


Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	32	22	10	0	0
Thu 21 Nov 2024	28	20	8	0	0
Fri 22 Nov 2024	35	24	11	0	0
Sat 23 Nov 2024	31	27	4	0	0
Sun 24 Nov 2024	15	11	4	0	0
Mon 25 Nov 2024	34	21	13	0	0
Tue 26 Nov 2024	29	18	10	1	0
5 Day Ave.	32	21	10	0	0
7 Day Ave.	29	20	9	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	100.0%	68.8%	31.3%	0.0%	0.0%
Thu 21 Nov 2024	100.0%	71.4%	28.6%	0.0%	0.0%
Fri 22 Nov 2024	100.0%	68.6%	31.4%	0.0%	0.0%
Sat 23 Nov 2024	100.0%	87.1%	12.9%	0.0%	0.0%
Sun 24 Nov 2024	100.0%	73.3%	26.7%	0.0%	0.0%
Mon 25 Nov 2024	100.0%	61.8%	38.2%	0.0%	0.0%
Tue 26 Nov 2024	100.0%	62.1%	34.5%	3.4%	0.0%
5 Day Ave.	100.0%	66.5%	32.9%	0.6%	0.0%
7 Day Ave.	100.0%	70.1%	29.4%	0.5%	0.0%

Paul Castle Associates

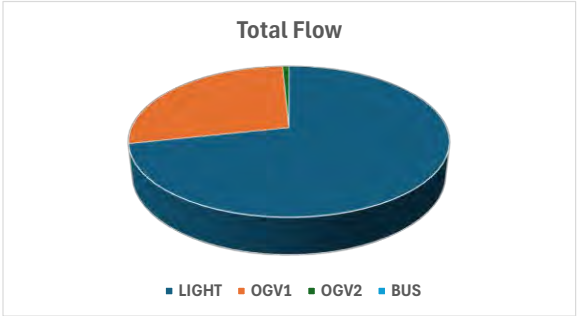


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	61	43	18	0	0
Thu 21 Nov 2024	53	37	16	0	0
Fri 22 Nov 2024	67	46	20	1	0
Sat 23 Nov 2024	58	51	7	0	0
Sun 24 Nov 2024	27	21	6	0	0
Mon 25 Nov 2024	66	44	22	0	0
Tue 26 Nov 2024	59	38	19	2	0
5 Day Ave.	61	42	19	1	0
7 Day Ave.	56	40	15	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	100.0%	70.5%	29.5%	0.0%	0.0%
Thu 21 Nov 2024	100.0%	69.8%	30.2%	0.0%	0.0%
Fri 22 Nov 2024	100.0%	68.7%	29.9%	1.5%	0.0%
Sat 23 Nov 2024	100.0%	87.9%	12.1%	0.0%	0.0%
Sun 24 Nov 2024	100.0%	77.8%	22.2%	0.0%	0.0%
Mon 25 Nov 2024	100.0%	66.7%	33.3%	0.0%	0.0%
Tue 26 Nov 2024	100.0%	64.4%	32.2%	3.4%	0.0%
5 Day Ave.	100.0%	68.0%	31.0%	1.0%	0.0%
7 Day Ave.	100.0%	71.6%	27.6%	0.8%	0.0%

Paul Castle Associates

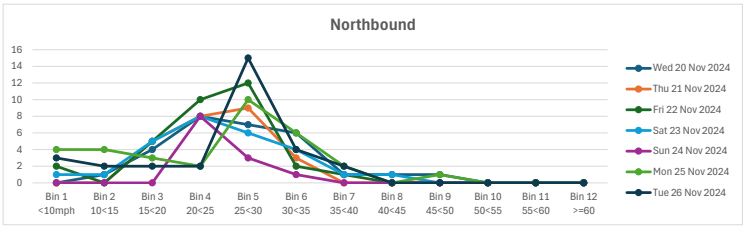


Crowland ATC, Cloot Drove

Direction: Northbound

	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
Wed 20 Nov 2024	29	34.9	26.8	7.8	0	1	4	8	7	6	1	1	1	0	0	0
Thu 21 Nov 2024	25	29.5	24.5	4.8	0	0	5	8	9	3	0	0	0	0	0	0
Fri 22 Nov 2024	32	30.3	23.8	6.3	2	0	5	10	12	2	1	0	0	0	0	0
Sat 23 Nov 2024	27	32.4	24.6	7.6	1	1	5	8	6	4	1	1	0	0	0	0
Sun 24 Nov 2024	12	28.0	24.6	3.3	0	0	0	8	3	1	0	0	0	0	0	0
Mon 25 Nov 2024	32	34.6	24.1	10.1	4	4	3	2	10	6	2	0	1	0	0	0
Tue 26 Nov 2024	30	33.3	24.9	8.2	3	2	2	2	15	4	2	0	0	0	0	0
5 Day Ave.	30	32.5	24.8	7.4	2	1	4	6	11	4	1	0	0	0	0	0
7 Day Ave.	27	31.9	24.7	6.9	1	1	3	7	9	4	1	0	0	0	0	0

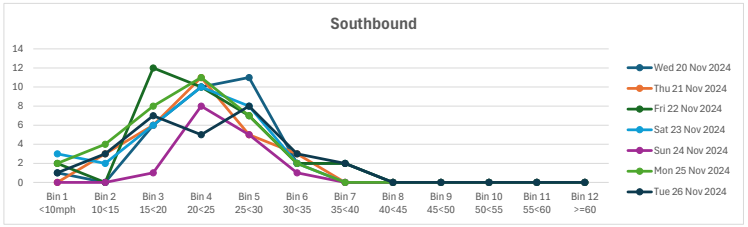
Paul Castle Associates



Direction: Southbound

	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
Wed 20 Nov 2024	32	30.8	24.4	6.1	1	0	6	10	11	2	2	0	0	0	0	0
Thu 21 Nov 2024	28	28.2	22.3	5.7	0	3	6	11	5	3	0	0	0	0	0	0
Fri 22 Nov 2024	35	29.4	22.4	6.7	2	0	12	10	7	2	2	0	0	0	0	0
Sat 23 Nov 2024	31	28.4	21.4	6.7	3	2	6	10	8	2	0	0	0	0	0	0
Sun 24 Nov 2024	15	28.3	24.5	3.7	0	0	1	8	5	1	0	0	0	0	0	0
Mon 25 Nov 2024	34	27.4	20.9	6.3	2	4	8	11	7	2	0	0	0	0	0	0
Tue 26 Nov 2024	29	31.1	23.2	7.6	1	3	7	5	8	3	2	0	0	0	0	0
5 Day Ave.	32	29.4	22.6	6.5	1	2	8	9	8	2	1	0	0	0	0	0
7 Day Ave.	29	29.1	22.7	6.1	1	2	7	9	7	2	1	0	0	0	0	0

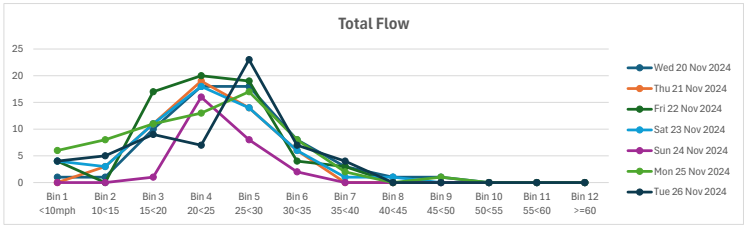
Paul Castle Associates



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
Wed 20 Nov 2024	61	32.8	25.5	7.0	1	1	10	18	18	8	3	1	1	0	0	0
Thu 21 Nov 2024	53	28.9	23.3	5.3	0	3	11	19	14	6	0	0	0	0	0	0
Fri 22 Nov 2024	67	29.8	23.1	6.5	4	0	17	20	19	4	3	0	0	0	0	0
Sat 23 Nov 2024	58	30.4	22.9	7.2	4	3	11	18	14	6	1	1	0	0	0	0
Sun 24 Nov 2024	27	28.1	24.5	3.5	0	0	1	16	8	2	0	0	0	0	0	0
Mon 25 Nov 2024	66	31.2	22.5	8.4	6	8	11	13	17	8	2	0	1	0	0	0
Tue 26 Nov 2024	59	32.2	24.1	7.9	4	5	9	7	23	7	4	0	0	0	0	0
5 Day Ave.	61	31.0	23.7	7.0	3	3	12	15	18	7	2	0	0	0	0	0
7 Day Ave.	56	30.5	23.7	6.6	3	3	10	16	16	6	2	0	0	0	0	0

Paul Castle Associates



Crowland ATC, Cloot Drove

Direction: Northbound

	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
Wed 20 Nov 2024	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
Thu 21 Nov 2024	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
Fri 22 Nov 2024	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Sat 23 Nov 2024	4	29.8	22.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
Sun 24 Nov 2024	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Mon 25 Nov 2024	5	34.5	24.6	9.5	1	0	0	0	3	1	0	0	0	0	0	0
Tue 26 Nov 2024	5	28.8	19.6	8.9	1	1	0	1	2	0	0	0	0	0	0	0
5 Day Ave.	4	28.7	23.6	4.9	0	0	0	1	1	0	0	0	0	0	0	0
7 Day Ave.	3	24.8	24.7	4.5	0	0	0	1	1	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	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
Wed 20 Nov 2024	5	28.8	22.5	6.1	0	0	2	2	0	1	0	0	0	0	0	0
Thu 21 Nov 2024	4	34.0	25.0	8.7	0	0	2	0	0	2	0	0	0	0	0	0
Fri 22 Nov 2024	5	31.4	18.7	12.2	2	0	1	1	0	0	1	0	0	0	0	0
Sat 23 Nov 2024	4	21.6	15.1	6.3	1	1	1	1	0	0	0	0	0	0	0	0
Sun 24 Nov 2024	4	28.8	26.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
Mon 25 Nov 2024	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Tue 26 Nov 2024	2	44.4	22.8	20.9	1	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	4	32.4	21.8	10.3	1	0	1	1	0	1	0	0	0	0	0	0
7 Day Ave.	4	30.4	21.5	8.6	1	0	1	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <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
Wed 20 Nov 2024	9	29.1	23.1	5.8	0	0	3	4	0	2	0	0	0	0	0	0
Thu 21 Nov 2024	6	32.9	25.8	6.8	0	0	2	0	2	2	0	0	0	0	0	0
Fri 22 Nov 2024	7	30.3	19.8	10.2	2	0	1	3	0	0	1	0	0	0	0	0
Sat 23 Nov 2024	8	26.4	18.8	7.3	1	1	3	2	0	1	0	0	0	0	0	0
Sun 24 Nov 2024	5	31.2	27.5	3.5	0	0	0	1	3	1	0	0	0	0	0	0
Mon 25 Nov 2024	7	31.8	23.3	8.2	1	0	1	1	3	1	0	0	0	0	0	0
Tue 26 Nov 2024	7	32.2	20.5	11.3	2	1	0	1	2	0	1	0	0	0	0	0
5 Day Ave.	7	31.3	22.5	8.5	1	0	1	2	1	1	0	0	0	0	0	0
7 Day Ave.	7	30.6	22.7	7.6	1	0	1	2	1	1	0	0	0	0	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

	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
Wed 20 Nov 2024	6	37.6	29.2	8.2	0	0	1	0	3	1	0	1	0	0	0	0
Thu 21 Nov 2024	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
Fri 22 Nov 2024	7	30.5	24.6	5.7	0	0	2	1	3	1	0	0	0	0	0	0
Sat 23 Nov 2024	6	28.4	24.2	4.1	0	0	1	2	3	0	0	0	0	0	0	0
Sun 24 Nov 2024	4	26.3	23.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
Mon 25 Nov 2024	6	42.3	28.4	13.4	1	0	0	1	2	0	1	0	1	0	0	0
Tue 26 Nov 2024	6	32.7	23.4	9.0	1	0	1	0	3	1	0	0	0	0	0	0
5 Day Ave.	6	33.4	25.3	7.8	0	0	1	1	2	1	0	0	0	0	0	0
7 Day Ave.	5	31.7	24.9	6.5	0	0	1	1	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	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
Wed 20 Nov 2024	10	32.2	24.6	7.4	1	0	0	4	4	0	1	0	0	0	0	0
Thu 21 Nov 2024	6	31.0	23.3	7.4	0	1	1	1	2	1	0	0	0	0	0	0
Fri 22 Nov 2024	9	32.1	24.7	7.1	0	0	3	2	2	1	1	0	0	0	0	0
Sat 23 Nov 2024	4	28.0	25.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
Sun 24 Nov 2024	6	26.8	24.2	2.6	0	0	0	4	2	0	0	0	0	0	0	0
Mon 25 Nov 2024	7	31.3	23.3	7.7	1	0	0	3	2	1	0	0	0	0	0	0
Tue 26 Nov 2024	10	28.7	22.0	6.4	0	1	4	1	3	1	0	0	0	0	0	0
5 Day Ave.	8	31.0	23.6	7.2	0	0	2	2	3	1	0	0	0	0	0	0
7 Day Ave.	7	30.0	23.9	5.9	0	0	1	2	2	1	0	0	0	0	0	0

Paul Castle Associates

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
Wed 20 Nov 2024	16	34.3	26.3	7.8	1	0	1	4	7	1	1	1	0	0	0	0
Thu 21 Nov 2024	9	28.8	22.5	6.1	0	1	2	3	2	1	0	0	0	0	0	0
Fri 22 Nov 2024	16	31.2	24.7	6.3	0	0	5	3	5	2	1	0	0	0	0	0
Sat 23 Nov 2024	10	28.1	24.5	3.5	0	0	1	4	5	0	0	0	0	0	0	0
Sun 24 Nov 2024	10	26.5	24.0	2.4	0	0	0	7	3	0	0	0	0	0	0	0
Mon 25 Nov 2024	13	36.6	25.7	10.6	2	0	0	4	4	1	1	0	1	0	0	0
Tue 26 Nov 2024	16	30.0	22.5	7.2	1	1	5	1	6	2	0	0	0	0	0	0
5 Day Ave.	14	32.2	24.3	7.6	1	0	3	3	5	1	1	0	0	0	0	0
7 Day Ave.	13	30.8	24.3	6.3	1	0	2	4	5	1	0	0	0	0	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

20/11/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	3	2	1	0	0
08:00	3	3	0	0	0
09:00	3	2	1	0	0
10:00	3	2	1	0	0
11:00	1	0	1	0	0
12:00	2	1	1	0	0
13:00	2	2	0	0	0
14:00	3	1	2	0	0
15:00	3	2	1	0	0
16:00	0	0	0	0	0
17:00	1	1	0	0	0
18:00	1	1	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	1	1	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	25	17	8	0	0
16H(6-22)	26	18	8	0	0
18H(6-24)	29	21	8	0	0
24H(0-24)	29	21	8	0	0
AM Peak	07:00	08:00	07:00	00:00	00:00
	3	3	1	0	0
PM Peak	14:00	22:00	14:00	12:00	12:00
	3	3	2	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	3	3	0	0	0
09:00	4	2	2	0	0
10:00	2	0	2	0	0
11:00	3	2	1	0	0
12:00	0	0	0	0	0
13:00	3	2	1	0	0
14:00	3	2	1	0	0
15:00	7	4	3	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	1	1	0	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	28	18	10	0	0
16H(6-22)	30	20	10	0	0
18H(6-24)	32	22	10	0	0
24H(0-24)	32	22	10	0	0
AM Peak	09:00	08:00	09:00	00:00	00:00
	4	3	2	0	0
PM Peak	15:00	15:00	15:00	12:00	12:00
	7	4	3	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	5	4	1	0	0
08:00	6	6	0	0	0
09:00	7	4	3	0	0
10:00	5	2	3	0	0
11:00	4	2	2	0	0
12:00	2	1	1	0	0
13:00	5	4	1	0	0
14:00	6	3	3	0	0
15:00	10	6	4	0	0
16:00	0	0	0	0	0
17:00	1	1	0	0	0
18:00	2	2	0	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	3	3	0	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	53	35	18	0	0
16H(6-22)	56	38	18	0	0
18H(6-24)	61	43	18	0	0
24H(0-24)	61	43	18	0	0
AM Peak	09:00	08:00	09:00	00:00	00:00
	7	6	3	0	0
PM Peak	15:00	15:00	15:00	12:00	12:00
	10	6	4	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

21/11/2024

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

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	2	2	0	0	0
08:00	6	4	2	0	0
09:00	3	2	1	0	0
10:00	3	3	0	0	0
11:00	1	0	1	0	0
12:00	0	0	0	0	0
13:00	1	1	0	0	0
14:00	3	1	2	0	0
15:00	3	3	0	0	0
16:00	1	0	1	0	0
17:00	1	0	1	0	0
18:00	3	3	0	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	27	19	8	0	0
16H(6-22)	28	20	8	0	0
18H(6-24)	28	20	8	0	0
24H(0-24)	28	20	8	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	6	4	2	0	0
PM Peak	14:00	15:00	14:00	12:00	12:00
	3	3	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	5	5	0	0	0
08:00	10	5	5	0	0
09:00	5	3	2	0	0
10:00	4	3	1	0	0
11:00	2	0	2	0	0
12:00	2	1	1	0	0
13:00	3	3	0	0	0
14:00	5	3	2	0	0
15:00	4	4	0	0	0
16:00	2	1	1	0	0
17:00	5	3	2	0	0
18:00	5	5	0	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	52	36	16	0	0
16H(6-22)	53	37	16	0	0
18H(6-24)	53	37	16	0	0
24H(0-24)	53	37	16	0	0
AM Peak	08:00	07:00	08:00	00:00	00:00
	10	5	5	0	0
PM Peak	14:00	18:00	14:00	12:00	12:00
	5	5	2	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

22/11/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	0	1	0	0
07:00	2	1	1	0	0
08:00	4	3	1	0	0
09:00	4	3	1	0	0
10:00	2	2	0	0	0
11:00	0	0	0	0	0
12:00	3	2	1	0	0
13:00	3	1	1	1	0
14:00	4	2	2	0	0
15:00	3	2	1	0	0
16:00	1	1	0	0	0
17:00	1	1	0	0	0
18:00	1	1	0	0	0
19:00	2	2	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	28	19	8	1	0
16H(6-22)	31	21	9	1	0
18H(6-24)	32	22	9	1	0
24H(0-24)	32	22	9	1	0
AM Peak	08:00	08:00	06:00	00:00	00:00
	4	3	1	0	0
PM Peak	14:00	12:00	14:00	13:00	12:00
	4	2	2	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	4	3	1	0	0
08:00	2	2	0	0	0
09:00	1	0	1	0	0
10:00	4	3	1	0	0
11:00	1	1	0	0	0
12:00	4	3	1	0	0
13:00	7	5	2	0	0
14:00	7	4	3	0	0
15:00	2	1	1	0	0
16:00	1	0	1	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	33	22	11	0	0
16H(6-22)	34	23	11	0	0
18H(6-24)	35	24	11	0	0
24H(0-24)	35	24	11	0	0
AM Peak	07:00	07:00	07:00	00:00	00:00
	4	3	1	0	0
PM Peak	13:00	13:00	14:00	12:00	12:00
	7	5	3	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	0	1	0	0
07:00	6	4	2	0	0
08:00	6	5	1	0	0
09:00	5	3	2	0	0
10:00	6	5	1	0	0
11:00	1	1	0	0	0
12:00	7	5	2	0	0
13:00	10	6	3	1	0
14:00	11	6	5	0	0
15:00	5	3	2	0	0
16:00	2	1	1	0	0
17:00	1	1	0	0	0
18:00	1	1	0	0	0
19:00	3	3	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	61	41	19	1	0
16H(6-22)	65	44	20	1	0
18H(6-24)	67	46	20	1	0
24H(0-24)	67	46	20	1	0
AM Peak	07:00	08:00	07:00	00:00	00:00
	6	5	2	0	0
PM Peak	14:00	13:00	14:00	13:00	12:00
	11	6	5	1	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

23/11/2024

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

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	1	1	0	0	0
09:00	4	4	0	0	0
10:00	4	4	0	0	0
11:00	0	0	0	0	0
12:00	2	1	1	0	0
13:00	5	4	1	0	0
14:00	2	0	2	0	0
15:00	2	2	0	0	0
16:00	1	1	0	0	0
17:00	2	2	0	0	0
18:00	0	0	0	0	0
19:00	4	4	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	23	19	4	0	0
16H(6-22)	27	23	4	0	0
18H(6-24)	27	23	4	0	0
24H(0-24)	31	27	4	0	0
AM Peak	09:00	09:00	00:00	00:00	00:00
	4	4	0	0	0
PM Peak	13:00	13:00	14:00	12:00	12:00
	5	4	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	2	2	0	0	0
09:00	7	7	0	0	0
10:00	7	7	0	0	0
11:00	1	1	0	0	0
12:00	5	3	2	0	0
13:00	8	6	2	0	0
14:00	4	1	3	0	0
15:00	6	6	0	0	0
16:00	1	1	0	0	0
17:00	3	3	0	0	0
18:00	2	2	0	0	0
19:00	7	7	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	46	39	7	0	0
16H(6-22)	53	46	7	0	0
18H(6-24)	54	47	7	0	0
24H(0-24)	58	51	7	0	0
AM Peak	09:00	09:00	00:00	00:00	00:00
	7	7	0	0	0
PM Peak	13:00	19:00	14:00	12:00	12:00
	8	7	3	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

24/11/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	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	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	1	0	1	0	0
08:00	1	1	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	1	1	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	4	3	1	0	0
16:00	1	1	0	0	0
17:00	1	1	0	0	0
18:00	1	1	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	10	8	2	0	0
16H(6-22)	11	9	2	0	0
18H(6-24)	11	9	2	0	0
24H(0-24)	12	10	2	0	0
AM Peak	00:00	00:00	07:00	00:00	00:00
	1	1	1	0	0
PM Peak	15:00	15:00	15:00	12:00	12:00
	4	3	1	0	0

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	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	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	2	0	2	0	0
08:00	1	1	0	0	0
09:00	0	0	0	0	0
10:00	3	3	0	0	0
11:00	2	2	0	0	0
12:00	1	0	1	0	0
13:00	0	0	0	0	0
14:00	3	3	0	0	0
15:00	7	4	3	0	0
16:00	1	1	0	0	0
17:00	2	2	0	0	0
18:00	2	2	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	2	2	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	24	18	6	0	0
16H(6-22)	26	20	6	0	0
18H(6-24)	26	20	6	0	0
24H(0-24)	27	21	6	0	0
AM Peak	10:00	10:00	07:00	00:00	00:00
	3	3	2	0	0
PM Peak	15:00	15:00	15:00	12:00	12:00
	7	4	3	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

25/11/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	1	0	0
06:00	0	0	0	0	0
07:00	1	1	0	0	0
08:00	3	3	0	0	0
09:00	3	3	0	0	0
10:00	1	1	0	0	0
11:00	4	1	3	0	0
12:00	0	0	0	0	0
13:00	2	2	0	0	0
14:00	1	1	0	0	0
15:00	5	2	3	0	0
16:00	2	1	1	0	0
17:00	1	1	0	0	0
18:00	3	3	0	0	0
19:00	0	0	0	0	0
20:00	2	2	0	0	0
21:00	3	2	1	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	26	19	7	0	0
16H(6-22)	31	23	8	0	0
18H(6-24)	31	23	8	0	0
24H(0-24)	32	23	9	0	0
AM Peak	11:00	08:00	11:00	00:00	00:00
	4	3	3	0	0
PM Peak	15:00	18:00	15:00	12:00	12:00
	5	3	3	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	1	0	0
06:00	0	0	0	0	0
07:00	2	1	1	0	0
08:00	2	1	1	0	0
09:00	5	4	1	0	0
10:00	0	0	0	0	0
11:00	2	1	1	0	0
12:00	1	1	0	0	0
13:00	3	3	0	0	0
14:00	4	0	4	0	0
15:00	3	2	1	0	0
16:00	2	0	2	0	0
17:00	1	1	0	0	0
18:00	4	4	0	0	0
19:00	1	0	1	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	29	18	11	0	0
16H(6-22)	33	21	12	0	0
18H(6-24)	33	21	12	0	0
24H(0-24)	34	21	13	0	0
AM Peak	09:00	09:00	05:00	00:00	00:00
	5	4	1	0	0
PM Peak	14:00	18:00	14:00	12:00	12:00
	4	4	4	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	0	2	0	0
06:00	0	0	0	0	0
07:00	3	2	1	0	0
08:00	5	4	1	0	0
09:00	8	7	1	0	0
10:00	1	1	0	0	0
11:00	6	2	4	0	0
12:00	1	1	0	0	0
13:00	5	5	0	0	0
14:00	5	1	4	0	0
15:00	8	4	4	0	0
16:00	4	1	3	0	0
17:00	2	2	0	0	0
18:00	7	7	0	0	0
19:00	1	0	1	0	0
20:00	4	4	0	0	0
21:00	4	3	1	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	55	37	18	0	0
16H(6-22)	64	44	20	0	0
18H(6-24)	64	44	20	0	0
24H(0-24)	66	44	22	0	0
AM Peak	09:00	09:00	11:00	00:00	00:00
	8	7	4	0	0
PM Peak	15:00	18:00	14:00	12:00	12:00
	8	7	4	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

26/11/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	1	0	0
06:00	0	0	0	0	0
07:00	2	1	1	0	0
08:00	2	2	0	0	0
09:00	2	2	0	0	0
10:00	3	3	0	0	0
11:00	2	1	1	0	0
12:00	1	0	1	0	0
13:00	6	5	0	1	0
14:00	1	0	1	0	0
15:00	5	2	3	0	0
16:00	1	1	0	0	0
17:00	2	1	1	0	0
18:00	0	0	0	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	27	18	8	1	0
16H(6-22)	28	19	8	1	0
18H(6-24)	29	20	8	1	0
24H(0-24)	30	20	9	1	0
AM Peak	10:00	10:00	05:00	00:00	00:00
	3	3	1	0	0
PM Peak	13:00	13:00	15:00	13:00	12:00
	6	5	3	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	1	1	0	0	0
08:00	1	1	0	0	0
09:00	5	4	1	0	0
10:00	1	1	0	0	0
11:00	1	1	0	0	0
12:00	2	1	0	1	0
13:00	4	3	1	0	0
14:00	3	2	1	0	0
15:00	7	1	6	0	0
16:00	0	0	0	0	0
17:00	1	0	1	0	0
18:00	1	1	0	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	27	16	10	1	0
16H(6-22)	28	17	10	1	0
18H(6-24)	28	17	10	1	0
24H(0-24)	29	18	10	1	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	5	4	1	0	0
PM Peak	15:00	13:00	15:00	12:00	12:00
	7	3	6	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	1	1	0	0
06:00	0	0	0	0	0
07:00	3	2	1	0	0
08:00	3	3	0	0	0
09:00	7	6	1	0	0
10:00	4	4	0	0	0
11:00	3	2	1	0	0
12:00	3	1	1	1	0
13:00	10	8	1	1	0
14:00	4	2	2	0	0
15:00	12	3	9	0	0
16:00	1	1	0	0	0
17:00	3	1	2	0	0
18:00	1	1	0	0	0
19:00	1	1	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	54	34	18	2	0
16H(6-22)	56	36	18	2	0
18H(6-24)	57	37	18	2	0
24H(0-24)	59	38	19	2	0
AM Peak	09:00	09:00	05:00	00:00	00:00
	7	6	1	0	0
PM Peak	15:00	13:00	15:00	12:00	12:00
	12	8	9	1	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

20/11/2024

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
08:00	3	22.5	22.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
09:00	3	22.5	22.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
10:00	3	31.8	25.8	5.8	0	0	0	2	0	1	0	0	0	0	0	0
11:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
13:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
14:00	3	43.9	30.8	12.6	0	0	1	0	0	1	0	1	0	0	0	0
15:00	3	27.5	27.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
18:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
22:00	3	37.7	32.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
2H(14-16)	6	37.6	29.2	8.2	0	0	1	0	3	1	0	1	0	0	0	0
12H(7-19)	25	32.2	25.3	6.6	0	1	4	8	6	5	0	1	0	0	0	0
24H(0-24)	29	34.9	26.8	7.8	0	1	4	8	7	6	1	1	1	0	0	0
AM Peak	07:00	07:00	07:00	10:00	00:00	00:00	11:00	08:00	07:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	**33.8**	**30.8**	**5.8**	**0**	**0**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	14:00	21:00	14:00	12:00	12:00	12:00	12:00	15:00	14:00	22:00	14:00	21:00	12:00	12:00	12:00
	3	**43.9**	**47.5**	**12.6**	**0**	**1**	**1**	**0**	**3**	**1**	**1**	**1**	**1**	**0**	**0**	**0**

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
08:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
09:00	4	26.2	21.3	4.8	0	0	2	1	1	0	0	0	0	0	0	0
10:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
11:00	3	31.8	25.8	5.8	0	0	0	2	0	1	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
14:00	3	36.8	30.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
15:00	7	28.6	21.9	6.5	1	0	0	4	2	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	28.8	22.5	6.1	0	0	2	2	0	1	0	0	0	0	0	0
2H(14-16)	10	32.2	24.6	7.4	1	0	0	4	4	0	1	0	0	0	0	0
12H(7-19)	28	31.2	24.5	6.5	1	0	6	7	10	2	2	0	0	0	0	0
24H(0-24)	32	30.8	24.4	6.1	1	0	6	10	11	2	2	0	0	0	0	0
AM Peak	09:00	11:00	06:00	08:00	00:00	00:00	09:00	11:00	07:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	31.8	27.5	5.8	0	0	2	2	2	1	0	0	0	0	0	0
PM Peak	15:00	14:00	18:00	13:00	15:00	12:00	13:00	15:00	14:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00
	7	36.8	37.5	7.6	1	0	1	4	2	1	1	0	0	0	0	0

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	5	32.3	29.5	2.7	0	0	0	0	3	2	0	0	0	0	0	0
08:00	6	27.2	23.3	3.8	0	0	1	3	2	0	0	0	0	0	0	0
09:00	7	25.4	21.8	3.5	0	0	2	4	1	0	0	0	0	0	0	0
10:00	5	28.8	22.5	6.1	0	0	2	2	0	1	0	0	0	0	0	0
11:00	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
13:00	5	31.5	24.5	6.7	0	0	2	0	2	1	0	0	0	0	0	0
14:00	6	39.9	30.8	8.8	0	0	1	0	2	1	1	1	0	0	0	0
15:00	10	29.8	23.6	6.0	1	0	0	4	5	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
18:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
22:00	3	37.7	32.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
23:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Total																
2H(10-12)	9	29.1	23.1	5.8	0	0	3	4	0	2	0	0	0	0	0	0
2H(14-16)	16	34.3	26.3	7.8	1	0	1	4	7	1	1	1	0	0	0	0
12H(7-19)	53	31.6	24.9	6.5	1	1	10	15	16	7	2	1	0	0	0	0
24H(0-24)	61	32.8	25.5	7.0	1	1	10	18	18	8	3	1	1	0	0	0
AM Peak	09:00	07:00	07:00	11:00	00:00	00:00	09:00	09:00	07:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	32.3	29.5	6.3	0	0	2	4	3	2	0	0	0	0	0	0
PM Peak	15:00	14:00	21:00	14:00	15:00	12:00	13:00	15:00	15:00	13:00	14:00	14:00	21:00	12:00	12:00	12:00
	10	39.9	47.5	8.8	1	1	2	4	5	1	1	1	1	0	0	0

Crowland ATC, Cloot Drove

Direction: Northbound

21/11/2024

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	28.8	25.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
08:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
09:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
10:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
11:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
13:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
14:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
15:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
16:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
17:00	4	28.0	25.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
18:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
2H(14-16)	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
12H(7-19)	25	29.5	24.5	4.8	0	0	5	8	9	3	0	0	0	0	0	0
24H(0-24)	25	29.5	24.5	4.8	0	0	5	8	9	3	0	0	0	0	0	0
AM Peak	08:00	07:00	10:00	07:00	00:00	00:00	08:00	09:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	**28.8**	**27.5**	**2.9**	**0**	**0**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	18:00	13:00	12:00	12:00	12:00	12:00	17:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	4	**33.7**	**32.5**	**7.1**	**0**	**0**	**1**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	6	20.6	16.7	3.8	0	2	3	1	0	0	0	0	0	0	0	0
09:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
10:00	3	36.5	27.5	8.7	0	0	1	0	0	2	0	0	0	0	0	0
11:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
14:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
15:00	3	28.7	20.8	7.6	0	1	0	1	1	0	0	0	0	0	0	0
16:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	34.0	25.0	8.7	0	0	2	0	0	2	0	0	0	0	0	0
2H(14-16)	6	31.0	23.3	7.4	0	1	1	1	2	1	0	0	0	0	0	0
12H(7-19)	27	28.0	22.1	5.7	0	3	6	11	4	3	0	0	0	0	0	0
24H(0-24)	28	28.2	22.3	5.7	0	3	6	11	5	3	0	0	0	0	0	0
AM Peak	08:00	10:00	10:00	10:00	00:00	08:00	08:00	07:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	36.5	27.5	8.7	0	2	3	2	1	2	0	0	0	0	0	0
PM Peak	14:00	14:00	19:00	14:00	12:00	15:00	14:00	18:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
	3	33.7	27.5	7.6	0	1	1	2	1	1	0	0	0	0	0	0

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	27.3	24.5	2.7	0	0	0	3	2	0	0	0	0	0	0	0
08:00	10	21.0	17.5	3.3	0	2	6	2	0	0	0	0	0	0	0	0
09:00	5	25.8	23.5	2.2	0	0	0	4	1	0	0	0	0	0	0	0
10:00	4	34.8	27.5	7.1	0	0	1	0	1	2	0	0	0	0	0	0
11:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
12:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
13:00	3	35.2	29.2	5.8	0	0	0	1	0	2	0	0	0	0	0	0
14:00	5	30.3	23.5	6.5	0	0	2	1	1	1	0	0	0	0	0	0
15:00	4	27.8	21.3	6.3	0	1	0	2	1	0	0	0	0	0	0	0
16:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
17:00	5	27.3	24.5	2.7	0	0	0	3	2	0	0	0	0	0	0	0
18:00	5	30.8	26.5	4.2	0	0	0	2	2	1	0	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	32.9	25.8	6.8	0	0	2	0	2	2	0	0	0	0	0	0
2H(14-16)	9	28.8	22.5	6.1	0	1	2	3	2	1	0	0	0	0	0	0
12H(7-19)	52	28.8	23.3	5.4	0	3	11	19	13	6	0	0	0	0	0	0
24H(0-24)	53	28.9	23.3	5.3	0	3	11	19	14	6	0	0	0	0	0	0
AM Peak	08:00	10:00	10:00	10:00	00:00	08:00	08:00	09:00	07:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00
	10	34.8	27.5	7.1	0	2	6	4	2	2	0	0	0	0	0	0
PM Peak	14:00	13:00	13:00	12:00	12:00	15:00	14:00	17:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	35.2	29.2	7.1	0	1	2	3	2	2	0	0	0	0	0	0

Crowland ATC, Cloot Drove

Direction: Northbound

22/11/2024

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
08:00	4	28.0	25.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
09:00	4	23.9	15.3	8.4	2	0	0	2	0	0	0	0	0	0	0	0
10:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
13:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
14:00	4	28.7	23.8	4.8	0	0	1	1	2	0	0	0	0	0	0	0
15:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
16:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
17:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
18:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
2H(14-16)	7	30.5	24.6	5.7	0	0	2	1	3	1	0	0	0	0	0	0
12H(7-19)	28	30.1	23.4	6.4	2	0	5	8	11	1	1	0	0	0	0	0
24H(0-24)	32	30.3	23.8	6.3	2	0	5	10	12	2	1	0	0	0	0	0
AM Peak	08:00	07:00	08:00	09:00	09:00	00:00	07:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	29.8	25.0	8.4	2	0	1	2	2	0	0	0	0	0	0	0
PM Peak	14:00	15:00	16:00	15:00	12:00	12:00	12:00	14:00	12:00	15:00	16:00	12:00	12:00	12:00	12:00	12:00
	4	33.7	37.5	7.6	0	0	1	1	2	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	26.3	23.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
08:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
09:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
10:00	4	33.6	19.0	14.1	2	0	0	1	0	0	1	0	0	0	0	0
11:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
13:00	7	22.8	18.9	3.8	0	0	6	0	1	0	0	0	0	0	0	0
14:00	7	28.5	22.5	5.8	0	0	3	2	1	1	0	0	0	0	0	0
15:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
16:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	5	31.4	18.7	12.2	2	0	1	1	0	0	1	0	0	0	0	0
2H(14-16)	9	32.1	24.7	7.1	0	0	3	2	2	1	1	0	0	0	0	0
12H(7-19)	33	29.7	22.5	6.9	2	0	11	9	7	2	2	0	0	0	0	0
24H(0-24)	35	29.4	22.4	6.7	2	0	12	10	7	2	2	0	0	0	0	0
AM Peak	07:00	10:00	09:00	10:00	10:00	00:00	08:00	07:00	07:00	00:00	10:00	00:00	00:00	00:00	00:00	00:00
	4	33.6	27.5	14.1	2	0	1	3	1	0	1	0	0	0	0	0
PM Peak	13:00	15:00	15:00	15:00	12:00	12:00	13:00	12:00	12:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00
	7	39.8	32.5	7.1	0	0	6	2	1	1	1	0	0	0	0	0

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	6	27.2	23.3	3.8	0	0	1	3	2	0	0	0	0	0	0	0
08:00	6	28.4	24.2	4.1	0	0	1	2	3	0	0	0	0	0	0	0
09:00	5	27.1	17.7	9.1	2	0	0	2	1	0	0	0	0	0	0	0
10:00	6	31.6	20.2	11.1	2	0	0	3	0	0	1	0	0	0	0	0
11:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	7	30.4	25.4	4.9	0	0	1	2	3	1	0	0	0	0	0	0
13:00	10	25.5	20.5	4.8	0	0	7	0	3	0	0	0	0	0	0	0
14:00	11	28.4	23.0	5.2	0	0	4	3	3	1	0	0	0	0	0	0
15:00	5	36.2	28.5	7.4	0	0	1	0	2	1	1	0	0	0	0	0
16:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
17:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
18:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	7	30.3	19.8	10.2	2	0	1	3	0	0	1	0	0	0	0	0
2H(14-16)	16	31.2	24.7	6.3	0	0	5	3	5	2	1	0	0	0	0	0
12H(7-19)	61	29.8	22.9	6.7	4	0	16	17	18	3	3	0	0	0	0	0
24H(0-24)	67	29.8	23.1	6.5	4	0	17	20	19	4	3	0	0	0	0	0
AM Peak	07:00	10:00	08:00	10:00	09:00	00:00	07:00	07:00	08:00	00:00	10:00	00:00	00:00	00:00	00:00	00:00
	6	31.6	24.2	11.1	2	0	1	3	3	0	1	0	0	0	0	0
PM Peak	14:00	16:00	16:00	16:00	12:00	12:00	13:00	14:00	12:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00
	11	41.0	30.0	10.6	0	0	7	3	3	1	1	0	0	0	0	0

Crowland ATC, Cloot Drove

Direction: Northbound

23/11/2024

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
09:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
10:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
11:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12:00	3	37.2	34.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
13:00	3	32.1	19.3	12.4	1	0	1	0	0	1	0	0	0	0	0	0
14:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
15:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
19:00	3	41.6	30.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	29.8	22.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
2H(14-16)	6	28.4	24.2	4.1	0	0	1	2	3	0	0	0	0	0	0	0
12H(7-19)	23	31.0	23.6	7.2	1	1	5	7	4	4	1	0	0	0	0	0
24H(0-24)	27	32.4	24.6	7.6	1	1	5	8	6	4	1	1	0	0	0	0
AM Peak	09:00	09:00	11:00	09:00	00:00	08:00	10:00	09:00	00:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	23.8	32.5	2.9	0	1	2	2	0	1	0	0	0	0	0	0
PM Peak	15:00	19:00	12:00	13:00	13:00	12:00	13:00	15:00	14:00	12:00	12:00	19:00	12:00	12:00	12:00	12:00
	4	41.6	34.2	12.4	1	0	1	2	2	2	1	1	0	0	0	0

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	30.2	24.2	5.8	0	0	1	0	2	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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	4	22.7	16.4	6.1	1	0	2	1	0	0	0	0	0	0	0	0
10:00	4	21.6	15.1	6.3	1	1	1	1	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
13:00	5	35.1	24.6	10.2	1	0	0	1	1	2	0	0	0	0	0	0
14:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
15:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
16:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	2	31.0	20.0	10.6	0	1	0	0	1	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	23.0	20.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	21.6	15.1	6.3	1	1	1	1	0	0	0	0	0	0	0	0
2H(14-16)	4	28.0	25.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
12H(7-19)	23	28.6	21.0	7.3	3	2	3	8	5	2	0	0	0	0	0	0
24H(0-24)	31	28.4	21.4	6.7	3	2	6	10	8	2	0	0	0	0	0	0
AM Peak	09:00	01:00	05:00	10:00	09:00	10:00	09:00	08:00	01:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	30.2	27.5	6.3	1	1	2	1	2	0	0	0	0	0	0	0
PM Peak	13:00	13:00	12:00	17:00	13:00	17:00	19:00	19:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	35.1	25.0	10.6	1	1	2	2	1	2	0	0	0	0	0	0

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	30.2	24.2	5.8	0	0	1	0	2	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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
09:00	7	23.7	18.3	5.2	1	0	3	3	0	0	0	0	0	0	0	0
10:00	7	22.2	16.9	5.2	1	1	3	2	0	0	0	0	0	0	0	0
11:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12:00	5	36.4	30.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
13:00	8	33.5	22.6	10.5	2	0	1	1	1	3	0	0	0	0	0	0
14:00	4	28.8	26.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
15:00	6	27.2	23.3	3.8	0	0	1	3	2	0	0	0	0	0	0	0
16:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	3	28.7	20.8	7.6	0	1	0	1	1	0	0	0	0	0	0	0
18:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
19:00	7	33.5	24.6	8.6	0	0	2	3	1	0	0	1	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	8	26.4	18.8	7.3	1	1	3	2	0	1	0	0	0	0	0	0
2H(14-16)	10	28.1	24.5	3.5	0	0	1	4	5	0	0	0	0	0	0	0
12H(7-19)	46	29.9	22.3	7.3	4	3	8	15	9	6	1	0	0	0	0	0
24H(0-24)	58	30.4	22.9	7.2	4	3	11	18	14	6	1	1	0	0	0	0
AM Peak	09:00	01:00	11:00	08:00	09:00	08:00	09:00	09:00	01:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	30.2	32.5	7.1	1	1	3	3	2	1	0	0	0	0	0	0
PM Peak	13:00	12:00	12:00	13:00	13:00	17:00	19:00	15:00	14:00	13:00	12:00	19:00	12:00	12:00	12:00	12:00
	8	36.4	30.5	10.5	2	1	2	3	3	3	1	1	0	0	0	0

Crowland ATC, Cloot Drove

Direction: Northbound

24/11/2024

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	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
08:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	26.3	23.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
16:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
17:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
2H(14-16)	4	26.3	23.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
12H(7-19)	10	28.7	25.0	3.5	0	0	0	6	3	1	0	0	0	0	0	0
24H(0-24)	12	28.0	24.6	3.3	0	0	0	8	3	1	0	0	0	0	0	0
AM Peak	00:00	#N/A	11:00	#N/A	00:00	00:00	00:00	00:00	07:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	1	**0.0**	**32.5**	**0.0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	15:00	15:00	16:00	15:00	12:00	12:00	12:00	15:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	4	**26.3**	**27.5**	**2.5**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	28.8	25.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
11:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	28.8	25.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
15:00	3	22.5	22.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	28.8	26.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
2H(14-16)	6	26.8	24.2	2.6	0	0	0	4	2	0	0	0	0	0	0	0
12H(7-19)	14	28.4	25.0	3.3	0	0	0	8	5	1	0	0	0	0	0	0
24H(0-24)	15	28.3	24.5	3.7	0	0	1	8	5	1	0	0	0	0	0	0
AM Peak	10:00	10:00	11:00	10:00	00:00	00:00	00:00	07:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	28.8	27.5	2.9	0	0	0	1	2	0	0	0	0	0	0	0
PM Peak	14:00	14:00	12:00	14:00	12:00	12:00	21:00	15:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	3	28.8	32.5	2.9	0	0	1	3	2	1	0	0	0	0	0	0

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	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
08:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	28.8	25.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
11:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
12:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	28.8	25.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
15:00	7	25.2	23.2	1.9	0	0	0	6	1	0	0	0	0	0	0	0
16:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
17:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	31.2	27.5	3.5	0	0	0	1	3	1	0	0	0	0	0	0
2H(14-16)	10	26.5	24.0	2.4	0	0	0	7	3	0	0	0	0	0	0	0
12H(7-19)	24	28.4	25.0	3.3	0	0	0	14	8	2	0	0	0	0	0	0
24H(0-24)	27	28.1	24.5	3.5	0	0	1	16	8	2	0	0	0	0	0	0
AM Peak	10:00	11:00	11:00	07:00	00:00	00:00	00:00	00:00	10:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	33.7	30.0	3.5	0	0	0	1	2	1	0	0	0	0	0	0
PM Peak	15:00	14:00	12:00	21:00	12:00	12:00	21:00	15:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	28.8	32.5	3.5	0	0	1	6	2	1	0	0	0	0	0	0

Crowland ATC, Cloot Drove

Direction: Northbound

25/11/2024

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
08:00	3	17.2	14.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
09:00	3	36.5	27.5	8.7	0	0	1	0	0	2	0	0	0	0	0	0
10:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
11:00	4	31.3	28.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	2	13.5	10.3	3.2	1	1	0	0	0	0	0	0	0	0	0	0
14:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
15:00	5	35.8	24.6	10.8	1	0	0	1	2	0	1	0	0	0	0	0
16:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
17:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
18:00	3	32.7	21.0	11.3	1	0	0	0	2	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
21:00	3	38.7	30.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	34.5	24.6	9.5	1	0	0	0	3	1	0	0	0	0	0	0
2H(14-16)	6	42.3	28.4	13.4	1	0	0	1	2	0	1	0	1	0	0	0
12H(7-19)	26	34.7	23.9	10.4	4	3	2	1	9	5	1	0	1	0	0	0
24H(0-24)	32	34.6	24.1	10.1	4	4	3	2	10	6	2	0	1	0	0	0
AM Peak	11:00	09:00	07:00	09:00	10:00	08:00	08:00	00:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	36.5	32.5	8.7	1	2	1	0	3	2	0	0	0	0	0	0
PM Peak	15:00	21:00	14:00	18:00	13:00	13:00	20:00	15:00	15:00	16:00	15:00	12:00	14:00	12:00	12:00	12:00
	5	38.7	47.5	11.3	1	1	1	1	2	1	1	0	1	0	0	0

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
08:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
09:00	5	27.7	22.5	5.0	0	0	2	1	2	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
12:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
13:00	3	12.5	12.5	0.0	0	3	0	0	0	0	0	0	0	0	0	0
14:00	4	33.6	22.6	10.6	1	0	0	1	1	1	0	0	0	0	0	0
15:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
16:00	2	36.0	25.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
17:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
18:00	4	22.7	16.4	6.1	1	0	2	1	0	0	0	0	0	0	0	0
19:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
20:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
21:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
2H(14-16)	7	31.3	23.3	7.7	1	0	0	3	2	1	0	0	0	0	0	0
12H(7-19)	29	27.8	20.8	6.8	2	4	7	7	7	2	0	0	0	0	0	0
24H(0-24)	34	27.4	20.9	6.3	2	4	8	11	7	2	0	0	0	0	0	0
AM Peak	09:00	08:00	07:00	08:00	00:00	00:00	09:00	05:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	5	29.8	25.0	7.1	0	0	2	1	2	0	0	0	0	0	0	0
PM Peak	14:00	16:00	17:00	16:00	14:00	13:00	18:00	15:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
	4	36.0	27.5	10.6	1	3	2	2	1	1	0	0	0	0	0	0

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
08:00	5	23.8	17.5	6.1	0	2	2	0	1	0	0	0	0	0	0	0
09:00	8	31.1	24.4	6.5	0	0	3	1	2	2	0	0	0	0	0	0
10:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
11:00	6	31.2	25.8	5.2	0	0	1	1	3	1	0	0	0	0	0	0
12:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
13:00	5	13.7	11.6	2.0	1	4	0	0	0	0	0	0	0	0	0	0
14:00	5	42.5	27.6	14.4	1	0	0	1	1	1	0	0	1	0	0	0
15:00	8	33.0	24.4	8.3	1	0	0	3	3	0	1	0	0	0	0	0
16:00	4	34.8	27.5	7.1	0	0	1	0	1	2	0	0	0	0	0	0
17:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
18:00	7	26.8	18.4	8.2	2	0	2	1	2	0	0	0	0	0	0	0
19:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
20:00	4	21.7	17.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
21:00	4	36.5	28.8	7.5	0	0	0	2	0	1	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	7	31.8	23.3	8.2	1	0	1	1	3	1	0	0	0	0	0	0
2H(14-16)	13	36.6	25.7	10.6	2	0	0	4	4	1	1	0	1	0	0	0
12H(7-19)	55	31.3	22.3	8.7	6	7	9	8	16	7	1	0	1	0	0	0
24H(0-24)	66	31.2	22.5	8.4	6	8	11	13	17	8	2	0	1	0	0	0
AM Peak	09:00	07:00	07:00	09:00	10:00	08:00	09:00	05:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	8	32.7	27.5	6.5	1	2	3	1	3	2	0	0	0	0	0	0
PM Peak	15:00	14:00	21:00	14:00	18:00	13:00	18:00	15:00	15:00	16:00	15:00	12:00	14:00	12:00	12:00	12:00
	8	42.5	28.8	14.4	2	4	2	3	3	2	1	0	1	0	0	0

Crowland ATC, Cloot Drove

Direction: Northbound

26/11/2024

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
08:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
09:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
10:00	3	22.0	14.3	7.4	1	1	0	1	0	0	0	0	0	0	0	0
11:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
12:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
13:00	6	32.8	22.6	9.9	1	1	0	0	3	1	0	0	0	0	0	0
14:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
15:00	5	30.7	21.6	8.7	1	0	1	0	3	0	0	0	0	0	0	0
16:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
17:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	28.8	19.6	8.9	1	1	0	1	2	0	0	0	0	0	0	0
2H(14-16)	6	32.7	23.4	9.0	1	0	1	0	3	1	0	0	0	0	0	0
12H(7-19)	27	32.9	24.4	8.2	3	2	2	1	14	4	1	0	0	0	0	0
24H(0-24)	30	33.3	24.9	8.2	3	2	2	2	15	4	2	0	0	0	0	0
AM Peak	10:00	09:00	09:00	10:00	10:00	10:00	08:00	05:00	07:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	32.5	32.5	7.4	1	1	1	1	2	2	0	0	0	0	0	0
PM Peak	13:00	13:00	12:00	13:00	13:00	13:00	15:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	6	32.8	37.5	9.9	1	1	1	0	3	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
08:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	5	31.4	25.5	5.7	0	0	1	1	2	1	0	0	0	0	0	0
10:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
11:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
12:00	2	43.3	25.0	17.7	0	1	0	0	0	0	1	0	0	0	0	0
13:00	4	30.1	21.3	8.5	0	1	1	1	0	1	0	0	0	0	0	0
14:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
15:00	7	28.2	21.1	6.9	0	1	3	1	1	1	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	2	44.4	22.8	20.9	1	0	0	0	0	0	1	0	0	0	0	0
2H(14-16)	10	28.7	22.0	6.4	0	1	4	1	3	1	0	0	0	0	0	0
12H(7-19)	27	31.3	23.3	7.8	1	3	6	5	7	3	2	0	0	0	0	0
24H(0-24)	29	31.1	23.2	7.6	1	3	7	5	8	3	2	0	0	0	0	0
AM Peak	09:00	09:00	10:00	09:00	11:00	00:00	09:00	08:00	09:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00
	5	31.4	37.5	5.7	1	0	1	1	2	1	1	0	0	0	0	0
PM Peak	15:00	12:00	18:00	12:00	12:00	12:00	15:00	13:00	14:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	43.3	27.5	17.7	0	1	3	1	2	1	1	0	0	0	0	0

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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	27.5	27.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
08:00	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
09:00	7	33.5	27.5	5.8	0	0	1	1	2	3	0	0	0	0	0	0
10:00	4	33.7	20.1	13.1	1	1	0	1	0	0	1	0	0	0	0	0
11:00	3	32.7	21.0	11.3	1	0	0	0	2	0	0	0	0	0	0	0
12:00	3	44.1	29.2	14.4	0	1	0	0	0	0	2	0	0	0	0	0
13:00	10	31.2	22.1	8.9	1	2	1	1	3	2	0	0	0	0	0	0
14:00	4	32.8	26.3	6.3	0	0	1	0	2	1	0	0	0	0	0	0
15:00	12	28.9	21.3	7.3	1	1	4	1	4	1	0	0	0	0	0	0
16:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
17:00	3	28.8	25.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
18:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	7	32.2	20.5	11.3	2	1	0	1	2	0	1	0	0	0	0	0
2H(14-16)	16	30.0	22.5	7.2	1	1	5	1	6	2	0	0	0	0	0	0
12H(7-19)	54	32.1	23.8	7.9	4	5	8	6	21	7	3	0	0	0	0	0
24H(0-24)	59	32.2	24.1	7.9	4	5	9	7	23	7	4	0	0	0	0	0
AM Peak	09:00	10:00	07:00	10:00	10:00	10:00	08:00	05:00	07:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00
	7	33.7	27.5	13.1	1	1	1	1	3	3	1	0	0	0	0	0
PM Peak	15:00	12:00	22:00	12:00	13:00	13:00	15:00	13:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	12	44.1	37.5	14.4	1	2	4	1	4	2	2	0	0	0	0	0

APPENDIX D

TRICS REPORT

Calculation Reference: AUDIT-855401-250616-0647

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	5 days
	HC	HAMPSHIRE	6 days
	KC	KENT	2 days
	SC	SURREY	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	IM	ISLE OF MAN	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 26 to 145 (units:)
Range Selected by User: 25 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	4 days
Tuesday	10 days
Wednesday	6 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	29 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	29

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

Selected Location Sub Categories:

Residential Zone	29

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	32 days - Selected

Secondary Filtering selection:

Use Class:

C3	29 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	8 days
10,001 to 15,000	12 days
15,001 to 20,000	6 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	12 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	22 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	21 days
No	8 days

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

PTAL Rating:

No PTAL Present	29 days

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

LIST OF SITES relevant to selection parameters

1 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

2 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

3 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

4 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

5 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

6 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

7 ES-03-A-13 DETACHED HOUSES EAST SUSSEX
A265
HEATHFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/03/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY *30/04/24* *Survey Type: MANUAL*

9 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

10 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

13 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

14 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY *27/03/24* *Survey Type: MANUAL*

15 IM-03-A-05 MIXED HOUSES ISLE OF MAN
SCARLETT ROAD
CASTLETOWN

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 IM-03-A-06 MIXED HOUSES ISLE OF MAN
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

17 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

18 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

19 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

20 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

21 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

22 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES	NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	36	
	Survey date: MONDAY	*18/10/21*	*Survey Type: MANUAL*
24	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	45	
	Survey date: WEDNESDAY	*18/05/22*	*Survey Type: MANUAL*
25	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	96	
	Survey date: TUESDAY	*14/05/24*	*Survey Type: MANUAL*
26	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES	WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	108	
	Survey date: FRIDAY	*09/09/22*	*Survey Type: MANUAL*
27	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	117	
	Survey date: WEDNESDAY	*20/10/21*	*Survey Type: MANUAL*
28	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	92	
	Survey date: MONDAY	*15/05/23*	*Survey Type: MANUAL*
29	WS-03-A-22 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: TUESDAY	*19/03/24*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.66

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	81	0.093	29	81	0.318	29	81	0.411
08:00 - 09:00	29	81	0.167	29	81	0.390	29	81	0.557
09:00 - 10:00	29	81	0.138	29	81	0.167	29	81	0.305
10:00 - 11:00	29	81	0.125	29	81	0.159	29	81	0.284
11:00 - 12:00	29	81	0.135	29	81	0.139	29	81	0.274
12:00 - 13:00	29	81	0.164	29	81	0.148	29	81	0.312
13:00 - 14:00	29	81	0.166	29	81	0.164	29	81	0.330
14:00 - 15:00	29	81	0.170	29	81	0.205	29	81	0.375
15:00 - 16:00	29	81	0.275	29	81	0.179	29	81	0.454
16:00 - 17:00	29	81	0.265	29	81	0.175	29	81	0.440
17:00 - 18:00	29	81	0.354	29	81	0.169	29	81	0.523
18:00 - 19:00	29	81	0.282	29	81	0.147	29	81	0.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.334			2.360			4.694

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

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

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Parameter summary

Trip rate parameter range selected:	26 - 145 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	81	0.003	29	81	0.009	29	81	0.012
08:00 - 09:00	29	81	0.009	29	81	0.011	29	81	0.020
09:00 - 10:00	29	81	0.002	29	81	0.003	29	81	0.005
10:00 - 11:00	29	81	0.003	29	81	0.003	29	81	0.006
11:00 - 12:00	29	81	0.002	29	81	0.002	29	81	0.004
12:00 - 13:00	29	81	0.001	29	81	0.001	29	81	0.002
13:00 - 14:00	29	81	0.001	29	81	0.003	29	81	0.004
14:00 - 15:00	29	81	0.002	29	81	0.001	29	81	0.003
15:00 - 16:00	29	81	0.010	29	81	0.009	29	81	0.019
16:00 - 17:00	29	81	0.007	29	81	0.006	29	81	0.013
17:00 - 18:00	29	81	0.008	29	81	0.006	29	81	0.014
18:00 - 19:00	29	81	0.009	29	81	0.006	29	81	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.060			0.117

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	81	0.020	29	81	0.048	29	81	0.068
08:00 - 09:00	29	81	0.046	29	81	0.119	29	81	0.165
09:00 - 10:00	29	81	0.041	29	81	0.030	29	81	0.071
10:00 - 11:00	29	81	0.019	29	81	0.021	29	81	0.040
11:00 - 12:00	29	81	0.026	29	81	0.036	29	81	0.062
12:00 - 13:00	29	81	0.024	29	81	0.026	29	81	0.050
13:00 - 14:00	29	81	0.027	29	81	0.024	29	81	0.051
14:00 - 15:00	29	81	0.034	29	81	0.041	29	81	0.075
15:00 - 16:00	29	81	0.104	29	81	0.051	29	81	0.155
16:00 - 17:00	29	81	0.058	29	81	0.047	29	81	0.105
17:00 - 18:00	29	81	0.054	29	81	0.042	29	81	0.096
18:00 - 19:00	29	81	0.058	29	81	0.031	29	81	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.511			0.516			1.027

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	81	0.001	29	81	0.030	29	81	0.031
08:00 - 09:00	29	81	0.002	29	81	0.031	29	81	0.033
09:00 - 10:00	29	81	0.004	29	81	0.010	29	81	0.014
10:00 - 11:00	29	81	0.005	29	81	0.009	29	81	0.014
11:00 - 12:00	29	81	0.003	29	81	0.004	29	81	0.007
12:00 - 13:00	29	81	0.006	29	81	0.004	29	81	0.010
13:00 - 14:00	29	81	0.006	29	81	0.003	29	81	0.009
14:00 - 15:00	29	81	0.006	29	81	0.003	29	81	0.009
15:00 - 16:00	29	81	0.023	29	81	0.004	29	81	0.027
16:00 - 17:00	29	81	0.021	29	81	0.003	29	81	0.024
17:00 - 18:00	29	81	0.015	29	81	0.001	29	81	0.016
18:00 - 19:00	29	81	0.014	29	81	0.000	29	81	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.102			0.208

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

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