

Project Name:	Saltmarsh Lane, Hayling Island
Document Reference:	020.0660/PATN/1
Document Name:	Post Application Technical Note
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1. INTRODUCTION

1.1 This Post-App Technical Note (PATN) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders in response to comments provided by HCC regarding an outline planning application (REF: APP/21/01351) for up to 60 dwellings at Land South of Saltmarsh Lane Hayling Island.

1.2 HCC's comments (attached at **Appendix A**) requested the following information to be provided:

- Narrative as to why a direct connection from the site on to the Hayling Billy Trail is no longer being explored;
- Provision of pedestrian improvements including crossing on West Lane and provision of tactile paving along the pedestrian route between the site and the A3023 to the east;
- Confirmation of speeds along Saltmarsh Lane for visibility splays through a speed survey
- Undertake a Road Safety Audit Stage 1 and provide a Designer's Response;
- Consider a traffic calming scheme on the southern stretch of West Lane (including discussion with HCC regarding extents);
- Confirmation of traffic distribution – this has been based on the distribution for Sinah Lane which was accepted and detailed during the pre-app and found to be acceptable;
- Modelling of Saltmarsh Lane/West Lane junction (other possible junctions identified) but would hope to avoid based on the traffic distribution work above;

- 1.3 The above comments have been addressed within this note with supporting data, modelling results or drawings appended to this note as appropriate.
- 1.4 In addition to the above HCC also requested a Travel Plan and WCHAR be submitted in support of the application, and these have been provided alongside this PATN for submission to address these requirements.
- 1.5 Finally, the only remaining point of detail and assessment remaining is the assessment of the Manor Road roundabout and A27 Langstone roundabout, which is subject to separate discussions and assessment including other relevant stakeholders and will be addressed separately.

2. RESPONSE

Connection onto the Hayling Billy Trail

- 2.1 The original application did not provide a direct connection onto the Hayling Billy Trail (HBT). As a result of HCC's comments, a 3m connection from the site will now be delivered and shown on future layouts produced up to the site boundary. This will enable residents to have direct access onto the HBT, however due to ownership of the HBT itself will require Havant Borough Council (or HCC / HIB acting on their authority) to deliver the modest connection between the site boundary and the HBT.
- 2.2 On this basis, no further information has been provided on the existing Denhill Close connection given it will be infrequently used as a result the addition of the new and more direct connection.

Pedestrian Improvements

- 2.3 HCC have requested a range of pedestrian improvements between the site and the A3023 to the east given this will form the desire line to a number of key facilities towards West Town as well as the schools located to the east. Informed by the WCHAR, a series of pedestrian improvements will be provided alongside the application as part of the package of off-site works. These are shown on Drawing 020.0660.002 included at **Appendix B**.
- 2.4 These works include:
- Tactile paving at the existing dropped kerbs across Saltmarsh Land at its junction with West Lane;
 - Extension of the footway along the eastern edge of West Lane south by 10m to enable a formal crossing point;

- Provision of dropped kerbs and tactile paving across West Lane north of Saltmarsh Lane utilising this new section of footway;
- Tactile paving on Brights Lane across Brights Lane south at the existing dropped kerb locations.
- Formalising of the existing crossing point across the A3023 south of the Brights Lane junction with dropped kerbs and tactile paving; and
- Tactile paving at the existing dropped kerbs across Highworth Lane.

2.5 These proposed off-site improvements are in line with HCC's recommendations and so should be considered acceptable by HCC.

Speed Survey and Visibility Splays

2.6 HCC requested a speed survey along Saltmarsh Lane in order to confirm that visibility splays were correct and appropriate for the speeds along Saltmarsh Lane. Therefore a speed survey has been undertaken between 06/07/22-12/07/22 when weather conditions were warm and dry. This speed survey identified 85th percentile speeds of 24.8mph eastbound and 25.0mph westbound. The full speed survey outputs are reproduced within **Appendix C** and the location of the speed survey highlighted in **Photograph 1**.



Photograph 1: Saltmarsh Lane, ATC Location

2.7 Following receipt of the speed surveys the visibility splays have been updated to reflect to recorded speeds along Saltmarsh Lane. These are shown on drawing 020.0660.001B at **Appendix D**. These revised visibility splays demonstrate that requisite visibility is achievable

from the site access. It is noted, as previously, there is one small tree located within the visibility splay, however Manual for Streets states:

“The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.”

- 2.8 On this basis, given the diameter of the trunk of the street tree is not significant and certainly not large enough to obstruct a pedestrian it is considered that suitable visibility has been demonstrated as achievable.

RSA of Access

- 2.9 A Stage 1 Road Safety Audit has undertaken of the access, this is included at **Appendix E**. The RSA identified only one minor issue with the proposed access, which was that parked cars within the visibility splay may impact visibility for vehicles egressing the site. It was recommended by the auditor that this should be reviewed at detailed design and Stage 4 of the RSA. This is noted and will be reviewed at the appropriate time.

West Lane Traffic Calming

- 2.10 The subject of traffic calming along the southern stretch of West Lane within the vicinity of Saltmarsh Lane has been discussed with HCC following it being raised within the response. This meeting confirmed that HCC are currently scheduled to review this stretch with the intention of designing small scale traffic calming measures such as gateway features as you travel south into the built-up area, or removal of the centreline along West Lane.
- 2.11 On this basis it was confirmed that, should a gap in funding to deliver such measures be identified the proposed development is open to providing an appropriately scaled contribution to delivering such works given its close proximity to the area. Designs are scheduled to be worked up by HCC over the next 2-3 months and therefore the need for any contribution will be confirmed in due course.

Distribution

- 2.12 As alluded to by HCC, the trip distribution has been based on the information provided by Sinah Lane application which is considered acceptable. However it is noted that there has been a typo in cross-relating this distribution data. Therefore, the revised and corrected distribution data (as per the Sinah Lane application) is set out in **Table 1** below. This results in a greater percentage of drivers remaining on Hayling Island and fewer leaving the island to the north.

Route Assignment	Percentage
Park Road N/S	17.2%
A27 West	43.2%
A27 East	7.8%
Stay on Hayling Island	25.4%
A3M	6.4%
TOTAL	100%

Table 1: Route Assignment by Percentage

- 2.13 HCC however have requested confirmation over how the assumption that of the trips routing north, how the 20% that would use West Lane and 80% would use Brights Lane and the A3023, has been derived.
- 2.14 The 80/20 split between the A3023 and West Lane has been based on a review of the network and the conditions of both roads respectively. West Lane is a rural road, with road widths reducing to c. 4.8m in places and bends of radii measuring c. 25m. In comparison, the A3023 between Brights Lane is more urbanised, acting as a more formal distributor road, with an ever present centreline, carriageway widths of at least c. 5.5m and corner radii of a minimum c. 50m. In addition the junctions required to access the A3023 via Brights Lane is preferable, with greater visibility compared to the West Lane A3023 junction. There is also potential for linked trips along the A3023 (school drop off, supermarket etc). Therefore, given the journey time is broadly comparable it is considered that the Brights Lane / A3023 route would have a greater utility and would therefore be used by the majority of trips routing north. However in order to allow for some route choice 20% has been retained for use of West Lane.
- 2.15 It is also pertinent to note the trip generation generated by the development. The agreed trip generation determines that there will be 20 trips routing to/from the north in the AM and 25 in the PM. Based on the current split, utilising the PM as a robust case, it is expected to be 5 trips utilising West Lane and 20 utilising Brights Lane. Although the distribution is considered appropriate given the characteristics of each road, as detailed above, were it

considered that the distribution should be revised to 50/50 for example, the result would be an additional 7 taking the total to 12 two-way movements per hour, or one every 5 minutes, which is not considered to have a material impact upon the operation or safety of the network.

- 2.16 On this basis, considering the points laid out above, it is considered that the current distribution, although subjective to a small extent, is reasonable and appropriate considering the road network and that even were it to be amended no adverse impacts would be experienced.

Saltmarsh Lane / West Lane Junction Modelling

- 2.17 As requested by HCC, junction capacity analysis has been undertaken of the Saltmarsh Lane / West Lane priority junction using Junctions 9.

- 2.18 **Table 2** sets out the summary results for the junction for the 2022 Base, 2027 Forecast and 2027 Forecast with development in the AM and PM peak hour periods, whilst the full outputs are included at **Appendix F**. For information the arms of the junction are as follows:

- Arm A – West Lane (South)
- Arm B – Saltmarsh Lane
- Arm C – West Lane (North)

		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
2022 Base	Stream B-AC	0.1	9.05	0.07	0.0	8.79	0.03
	Stream C-AB	0.0	5.85	0.02	0.0	5.54	0.01
2027 Forecast	Stream B-AC	0.1	9.07	0.08	0.0	8.81	0.03
	Stream C-AB	0.0	5.84	0.02	0.0	5.52	0.01
2027 Forecast + Proposed Development	Stream B-AC	0.1	9.36	0.12	0.1	8.61	0.06
	Stream C-AB	0.0	5.90	0.03	0.1	5.64	0.04

Table 2: Saltmarsh Lane / West Lane Junction Modelling Results

- 2.19 The analysis shows that the Saltmarsh Lane / West Lane junction would operate well within capacity in all scenarios, with minimal queueing and delays and a maximum RFC of 0.12 during the AM peak.

- 2.20 This modelling identifies that the local highway network will be able to accommodate the proposed development with no detrimental effects.

- 2.21 The HCC response to the application also states that consideration of whether further local junction capacity modelling is required will be made following receipt and review of the Saltmarsh Lane / West Lane junction modelling. Given the results of the modelling shown

above and that the traffic impact begins to dissipate from this point onwards on the network it is considered no further modelling is required (excluding the Hayling Island strategic modelling which is ongoing) and would welcome HCC's agreement to this.

Appendix A



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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 6 May 2022

My reference 036638

Your reference APP/21/01351

Email havantdc@hants.gov.uk

Dear Sirs,

Land south of Saltmarsh Lane, Hayling Island, PO11 0JT

**Outline application for erection of up to 60 dwelling units with access;
associated landscape and highway works on land south of Saltmarsh Lane, and
all other matters reserved**

Thank you for the opportunity to comment on the outline planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

The Highway Authority understand that this is not an identified site within the Adopted or Emerging Havant Borough Council Local Plan. The TA, which supports this application, provides a summary of the relevant transport planning policies.

Pre-Application Advice

The applicant engaged in pre-application discussions with the Highway Authority. The following comments were raised by the Highway Authority during pre-application for the applicant to address at the planning stage:

- Issue of the lack of footway and crossing facilities along West Lane to provide a safe walking route to facilities in West Town needed to be addressed;

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- Formal crossing facilities Saltmarsh Lane at the junction with West Lane, West Lane and the A3023 at Brights Lane should be considered to provide a safe walking route to the bus stops and local schools should be considered;
- Applicant should explore the scope to widen the Hayling Billy Trail where the site is proposed to provide a direct connection onto the Trail;
- Clarity was sought where the site boundary and the Hayling Billy Trail boundary meet to assess whether suitable connections can be made without the need for 3rd party land;
- Applicant should explore the possibility of improving the connection to the Hayling Billy Trail via Denhill Close as the width is currently restricted, and it is not clear how wide it is;
 - Ownership of the connection and the ability to provide a more direct link to the proposed development and the Hayling Billy Trail should be explored;
- The applicant stated that a full assessment of local facilities would be provided within the TA;
- Assessments of walking and cycling routes should be fully supported by a WCHAR in accordance with HCC TG19;
- An assessment of 5-years for PIA data should be provided using Hampshire Constabulary Records;
- Applicant should provide a bell mouth access rather than the proposed vehicle crossover;
- Problems relating to the width of the access carriageway should be addressed to allow a refuse vehicle and a car to pass each other.
- A Stage One Road Safety Audit should be provided to support the access design;
- Highway Authority recommended that a speed survey was undertaken along Saltmarsh Lane which may reduce visibility requirements needed upon site access due to concerns of trees blocking visibility;
- Confirmation was requested on whether the internal roads and footways are to be put forward for adoption by the developer;
- Revised trip generation is required to provide a robust and consistent approach across all Hayling Island sites – it was suggested that the base trip generation from surveyed trip rates from the Beech Grove site should be considered;

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- Traffic distribution surveys to be carried out at Brights Lane and Saltmarsh Lane;
- Junction assessments required at the site access and the Saltmarsh Lane / West Lane junction;
 - Further junction assessments may be required based on the distribution at the above junctions; and
- Submission of a Travel Plan

Site Location

The proposed development is located to the south of Saltmarsh Lane, circa 750m north of West Town, Hayling Island. The site is currently a greenfield site, used as farmland. There is an existing access to the site via field gate from Saltmarsh Lane between properties no. 64 and 64a. This access from the highway provides access to property no. 64 directly.

Sustainable Access

Walking:

Minimum acceptable width footways of 1.5m flank both sides of the carriageway along Saltmarsh Lane. Footways continue south along West Lane providing pedestrian connections to West Town circa 750m to the south. It was noted during pre-application discussions that the footway provision along the northern side of Saltmarsh Lane on the approach to the junction of West Lane narrows to below minimum standard provision due to restrictions of a private property boundary and needs to be widened. It was requested that the applicant explored the scope to widen this, however this issue is still outstanding.

Pedestrian crossing provision where Saltmarsh Lane meets West Lane is limited and needed to be addressed. This issue is still outstanding. Tactile paving should be provided along both sides of the carriageway of Saltmarsh Lane at the Saltmarsh Lane/West Lane junction.

There is missing footway provision towards the southern end of West Lane where the footway terminates from Charleston Close to the junction of West Lane with Newtown Lane. It was noted in pre-application discussions that this issue would need to be addressed. The applicant has suggested alternatives that avoid the need for additional footway provision due to existing restrictions. The Hayling Billy Trail cannot be considered as a suitable alternative due to it going against the desire line of pedestrians when accessing West Town. Whilst this is not the Highway Authority's preferred approach, it is agreed that pedestrians could access West Town via the current signed route through Charleston Close. However, there is a gap in wayfinding provision directing pedestrians towards the preferred walking route to access West Lane, replicated via the wayfinding directing pedestrians to West Town from Charleston

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Close. This gap in provision should be provided. Tactile crossing provision should also be provided at Glebe Close providing a safe crossing point for pedestrians wishing to utilise this route to access West Town.

Further afield, suitable formal crossing facilities are missing in the following locations:

- Saltmarsh Lane/West Lane junction;
- West Lane/Brights Lane; and
- Brights Lane/A3023 junction

It was noted during pre-application discussions that provision of crossing points should be considered to provide a safe sustainable pedestrian route to schools and the nearest bus stops. The following has been proposed by the applicant to address current deficits in the above locations:

Saltmarsh Lane/West Lane Junction:

The applicant has suggested extending the footway along the eastern side of West Lane circa 10-15m south, with dropped kerbs and tactile paving provided north of the existing access to number 78. Measurements of the width of this proposed footway should be provided before the Highway Authority can provide any comments on its suitability. The verge in this location is Highway so a footway could be provided if necessary. Tactile paving should also be provided on the opposite side of the carriageway. Pedestrian Visibility splays will be required at this proposed crossing point and should be based on recorded speeds.

Brights Lane:

Whilst there are plenty of crossing opportunities along Brights Lane, the current footways along Brights Lane in the vicinity of its junction with West Lane lack dropped kerbs and tactile paving. The applicant will be required to implement this to provide a safe crossing point if pedestrians wish to cross Brights Lane. Additionally, at the Brights Lane/Brights Lane junction the applicant will also be required to provide tactile paving. Pedestrian visibility splays will be required at both proposed crossing points.

Brights Lane/A3023 Junction:

The applicant proposes to provide a formal crossing point south of the Brights Lane/A3023 junction where a section of the footway already tapers away providing an informal crossing point. This would seem an appropriate location to provide a refuge island with tactile paving. Visibility splays should be provided for the proposed refuge island at this point. Tactile paving and visibility splays will be required at the Higworth Lane junction. A drawing needs to be provided of the proposed scheme to ensure it would be deliverable and that any refuge location can be appropriately tracked. It is noted travelling north on Manor Road the footway narrows and the width of this should be confirmed.

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Cycling:

The Hayling Billy Trail runs adjacent to the western boundary of the site, forming an off-road part of NCN Route 2. NCN Route 2 provides connections to the wider cycle network. At pre-application discussions the Highway Authority were aware of a desire to provide a connection from the site directly onto the Hayling Billy Trail. This point however seems to not be considered at the planning stage and instead accessing the Hayling Billy Trail via Denhill Close is being pursued instead. The Highway Authority welcome narrative as to why this option of a direct connection from the site onto the Hayling Billy Trail is no longer being considered.

There are concerns with the width restrictions at the Denhill Close connection onto the trail. The applicant is required to provide the width of the Denhill Close connection before any comments can be made on its suitability.

Buses:

The nearest bus stops are located circa 500m away from the proposed development on Brights Lane. It is important to note that this does exceed the recommended 400m walking distance to bus facilities. Bus service 30 and 31 runs from these flag stops operating at a half hour frequency between Hayling Island and Havant. Both bus stops have timetable information.

As previously mentioned, crossing points should be considered to provide a safe pedestrian route from the proposed development to the bus stops.

Rail:

Havant Railway Station is the nearest railway station located circa 7km north of the proposed development. The train station can be accessed via the number 30/31 bus and by pedal cycle via the Hayling Billy Trail. This further reinforces the need to widen the Hayling Billy Trail (if achievable) adjacent to the site to encourage residents to use the off-road cycle route between the site and the station reducing the instance of cycle traffic along West Lane/A3023. As requested during pre-application discussions, the Highway Authority still require the applicant to explore the scope to widen the trail in this location.

Havant station provides frequent services to Portsmouth, Southampton, Brighton and London. Whilst the railway station provides frequent services, the distance from the site will only result in a limited uptake of sustainable transport and a heavy reliance on the private car to travel to the station.

Maritime Services:

Whilst the Highway Authority note the presence of the Hayling Ferry and the connections it provides to Portsmouth, no considerable weight can be given to its presence when assessing the sustainability of the site due to the uncertainty of the operation of the Ferry for any known period of time.

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Local Facilities

The TA provides a review of local facilities and services available to the proposed development. The site only has a couple of facilities located within the 800m 'comfortable walking distance', with the rest of the local services and facilities within the 1600m 'reasonable walking distance' as laid out within the CIHT (2000) guidelines *'Providing for Journeys on Foot'*.

During pre-application discussions it was requested that the applicant provided a WCHAR assessment of walking and cycling routes to local facilities in accordance with Hampshire County Council Technical Guidance TG19. It has been noted that this has not been undertaken and should be provided. This should include routes to all facilities included within the TA, Mill Rythe Infant and Junior Schools and The Hayling College. It should reflect the identified deficits noted within this response.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from May 2016 to April 2021 using Hampshire Constabulary Records. It is noted that this data is nearly a year out of date, and thus, is not considered acceptable. However, the Highway Authority have reviewed more recent data and are content that there would be no changes to the conclusions drawn from the data provided. Therefore, no further data sets need to be obtained.

The scope of the PIA assessment was previously agreed with the Highway Authority during pre-application discussions and covers the following areas:

- West Lane;
- Saltmarsh Lane; and
- Brights Lane up to the A3023 junction

In total 12 PIA's were recorded in the study area. 2 slight and 1 serious accident have occurred within close proximity to the proposed development. There has been a history of collisions along the northern stretch of West Lane triggering several safety-led highway improvements in the form of white lining, bollards and the current 40mph limit. There are a small cluster of collisions at the West Lane/A3023 junction which tend to occur due to the limited visibility due to constraints with existing residential properties.

It was mentioned during pre-application discussions about the potential for traffic calming measures along the southern section of West Lane to slow down traffic and subsequently aiding visibility for cars egressing Saltmarsh Lane. The highway authority has a commitment to consider a possible minor traffic management scheme at the southern part of West Lane within the existing 30mph speed limit. To date this work has not been undertaken. The Highway Authority would welcome a discussion with the

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applicant on this point to come to an agreement for a scheme here. The applicant should design an appropriate traffic calming scheme to reduce the speeds of vehicles travelling along the southern stretch of West Lane in order to support the application.

Site Access

A bellmouth arrangement is proposed at the site access in the same location as the existing vehicle crossover between property no. 64 and 64a. A bellmouth arrangement was considered more suitable for this quantum of development for several reasons following pre-application discussions.

A 6.0m wide carriageway is proposed with a 2.0m footway flanking the western side of the carriageway with a circa 1.0m service margin along the eastern stretch. Tactile paving is provided at the bellmouth providing crossing facilities for pedestrians.

Tracking has been provided showing the ability of an 11.20m 'super large' refuse vehicle to pass a car at the site access and along a short stretch of the access road. Whilst the refuse vehicle overhangs the opposite side of the carriageway upon entering the site, it is thought that vehicles existing the site will have adequate visibility to wait for the refuse vehicle to pass without having to reverse. As such, this is considered acceptable.

Visibility:

2.4m X 43.0m visibility splays are shown at the proposed site access onto Saltmarsh Lane. There are still concerns that the tree to the right of the proposed access is blocking the visibility at the access point as the splay seems to cut through the trunk. Since the applicant engaged in pre-application advice, the HCC TG3 guidance has been updated and 2.0m X 43.0m visibility splays are now required for a 30mph design speed. The applicant's visibility splays are based on the posted speed limit but should be provided in accordance with recorded speeds. Speed surveys are therefore required.

2.0m X 25.0m visibility splays have been shown for vehicles existing number 64 based on a 20mph design speed of the internal network. The Highway Authority require visibility splays to be provided with the inclusion of the boundary fence for property 64 on the plan to assess the impact that the existing fence will have on visibility.

Refuse/Servicing:

Turning areas will be provided within the internal design of the development allowing refuse vehicles to access within the required 25.0m of bin collection locations, as well as allowing a refuse vehicle to manoeuvre and egress the site in forward gear. This will be addressed at the reserved matters stage.

Local Highway Network

At the pre-application stage, the Highway Authority had concerns with the suitability of the Saltmarsh Lane/West Lane junction considering the geometry of the junction.

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However, there were no concerns with the suitability of the Brights Lane/West Lane junction and the Brights Lane/A3023 junction, it was mentioned that the aforementioned junctions may need to be modelled depending on the outcome of traffic distribution modelling. The Highway Authority did not require the applicant to assess these junctions for pedestrian accessibility and highways safety as per the TA.

Stage One Road Safety Audit (RSA1)

It was requested during pre-application discussion that a RSA1 be undertaken to support the access design. This has not been undertaken and should be provided. Comments above relating to the access proposal are subject to the findings of the RSA1. The RSA1 will also need to be carried out for the internal road network at the reserved matters stage.

Parking Provision

The accommodation schedule at this stage has not yet been finalised; thus, parking numbers have not been provided. The applicant states that car and cycle parking provision will be provided in accordance with Havant Borough Council's Parking Supplementary Planning Document. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. This should also include electric vehicle charging provision.

Trip Generation

Following a request from the Highway Authority during pre-application discussions, the applicant has derived trip rates from surveys undertaken at Beech Grove, a recent development south-west of the proposed site, to ensure consistency. These trip rates are agreed and are as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12-Hour Total
	Arr.	Dept.	Total	Arr.	Dept.	Total.	
Trip Rate (1 dwelling)	0.149	0.305	0.454	0.320	0.230	0.550	4.770
Trip Generation (60 dwellings)	9	18	27	19	14	33	286

Traffic Distribution/Assignment

As agreed during pre-application discussions, the applicant has utilised distributions for the Sinah Lane development (APP/20/01093) but reconfigured to consider distribution based on a different origin point for trip generation. The proposed traffic distribution is anticipated to be as follows:

Route Assignment	Percentage
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Stay on Hayling Island	6.4%
Park Road North/South	17.2%
A27 East	7.8%
A27 West	43.2%
A3(M)	25.4%

It is expected that the combined total of 93.6% routing north will utilise Brights Lane to access the A3023 rather than using West Lane, although it is acknowledged that some residents will choose to access the A3023 via West Lane. The applicant assumes that 80% of this traffic will approach the A3023 via Brights Lane and the other 20% via West Lane. The Highway Authority require clarification as to how these figures have been generated.

Strategic Improvements:

It was agreed during pre-application discussions that a proportionate contribution would be sought towards mitigation works along the A3023 to mitigate its cumulative impact on this key corridor. However, the mechanism and amount has not yet been agreed. Whilst the proposals by the applicant are noted, the Highway Authority request further discussions on this matter, specifically in relation as to how the cumulative impact at the Manor Road roundabout and the A27 Langstone Roundabout.

It also important to note that the Local Plan position has been updated since the pre-application response with the Inspector highlighting the need to assess network operation during the seasonal peak hours. To date this work is still outstanding. It is also key to note that there are a number of other significant applications in the area which should be considered holistically. That being the following applications:

- St Mary's Road application;
- Fathoms Reach;
- The Oysters site; and
- Saltmarsh Lane

Therefore, it is being requested that the cumulative impact be assessed through local modelling for all of these sites considering all current applications as committed development. Given the sensitivity of the corridor and the strategic network requirements, modelling should be undertaken for a 10-year forecast period from year of opening to a 2036 forecast year, to comply with the strategic modelling carried out for Hayling Island, the following scenarios should therefore be assessed for the traditional and seasonal peaks:

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- Baseline existing layouts (year of opening - 2024);
- Baseline existing layouts (year of opening - 2024) + this development;
- Future year existing layouts (2036) + committed development;
- Future year existing layouts (2036) + committed development + this development; and
- Future year (2036) + committed development + development + improvement scheme

The final modelling scenario is required to understand the operation of the roundabout with the signalised improvement scheme in place as identified within the Hayling Island Transport Assessment. Whilst the Paramics model has assessed the junction at a strategic level, the Highway Authority require Linsig modelling of the scheme to confirm that it will sufficiently accommodate the development when assessing the modelling at a more detailed level. To date, this work has not been undertaken and whilst some funding has been secured towards improvements along the A3023 improvement measures as a whole, specific funds have not yet been allocated to this scheme.

Whilst the Highway Authority have considered the package of improvements to the A3023 at a strategic level for the Local Plan there is no agreement that the measures at Manor Road roundabout are the most appropriate ones to manage traffic volumes and other user demands.

Junction Assessments

It was requested during pre-application discussions that junction modelling was required at the site access and the Saltmarsh Lane / West Lane junction. This has not been provided and the Highway Authority further request that this is undertaken. As mentioned during pre-application discussions, the outcome of the distribution may require further modelling at the following junctions:

- West Lane/A3023;
- West Lane/Brights Lane;
- Brights Lane/A3023; and
- West Lane/Newtown Lane

Travel Plan

It was recommended during pre-application discussions that a travel plan be submitted due to the sensitive nature of Hayling Island. This has not been undertaken and should be provided for consideration by the Highway Authority.

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Recommendations

The Highway Authority require the following further information before a formal recommendation can be made:

- Applicant should explore the scope to widen the footway on the northern side of Saltmarsh Lane;
- Tactile paving and pedestrian visibility splays should be provided in the following locations:
 - Either side of the carriageway along Saltmarsh Lane at its junction with West Lane;
 - Glebe Close at its junction with West Lane;
 - Proposed footway along from Brights Lane to 78 West Lane;
 - Brights Lane in the vicinity of the junction with West Lane;
 - Brights Lane/Brights lane junction; and
 - Higworth Lane at its junction with the A3023
- The gap in the wayfinding provision directing pedestrians to West Lane should be provided for;
- The applicant should explore the scope to extend the footway from Brights Lane to 78 West Lane – the width of the available verge is required to understand whether this would be a suitable proposal;
- Visibility splays should be provided for the proposed refuge island along the A3023;
- Drawing should be provided showing proposed refuge island scheme to ensure it can be deliverable and that the location can be properly tracked;
- Width of the footways on Manor Road north of the Brights Lane junction should be confirmed;
- Width is required of the Denhill Close connection onto the Hayling Billy Trail;
- Highway Authority request narrative as to why a direct connection from the site onto the Hayling Billy Trail is no longer being explored;
- Applicant should explore the scope to widen the Hayling Billy Trail adjacent to the site;

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

- WCHAR should be provided in accordance with HCC TG19 to all local facilities listed within the TA, Mill Rythe Infant and Junior Schools and The Hayling College;
- Applicant should design an appropriate traffic calming scheme to reduce vehicle speeds travelling along the southern stretch of West Lane to support the application;
- Speed surveys are required to justify the visibility splay for the proposed site access on Saltmarsh Lane;
- Visibility splays for property 64 Saltmarsh Lane should include the boundary fence on the plan to assess the impact the existing fence will have on visibility;
- RSA1 required for the site access design;
- Highway Authority require clarification as to how distribution figures have been generated and welcome sight of the survey data;
- Highway Authority request further discussions with the applicant regarding the cumulative impact of the development at the Manor Road roundabout and the A27 Langstone roundabout;
- Modelling should be undertaken for a 10-year forecast period from year of opening, in order to compare the Paramics conclusions using all current significant applications on Hayling Island as committed developments;
 - This should be completed for both traditional and seasonal peaks;
 - Linsig modelling should be provided to confirm the scheme will sufficiently accommodate the development;
- Junction modelling required at the site access and the Saltmarsh Lane/West Lane junction;
 - Depending on the outcome of the junction modelling it may be requested that junction modelling is required at further junctions as laid out above; and
- A travel plan should be submitted

If you are minded to determine the application prior to further information being provided, I can provide specific highway reasons for refusal.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Ben Clifton
Strategic Transport Manager

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Appendix B



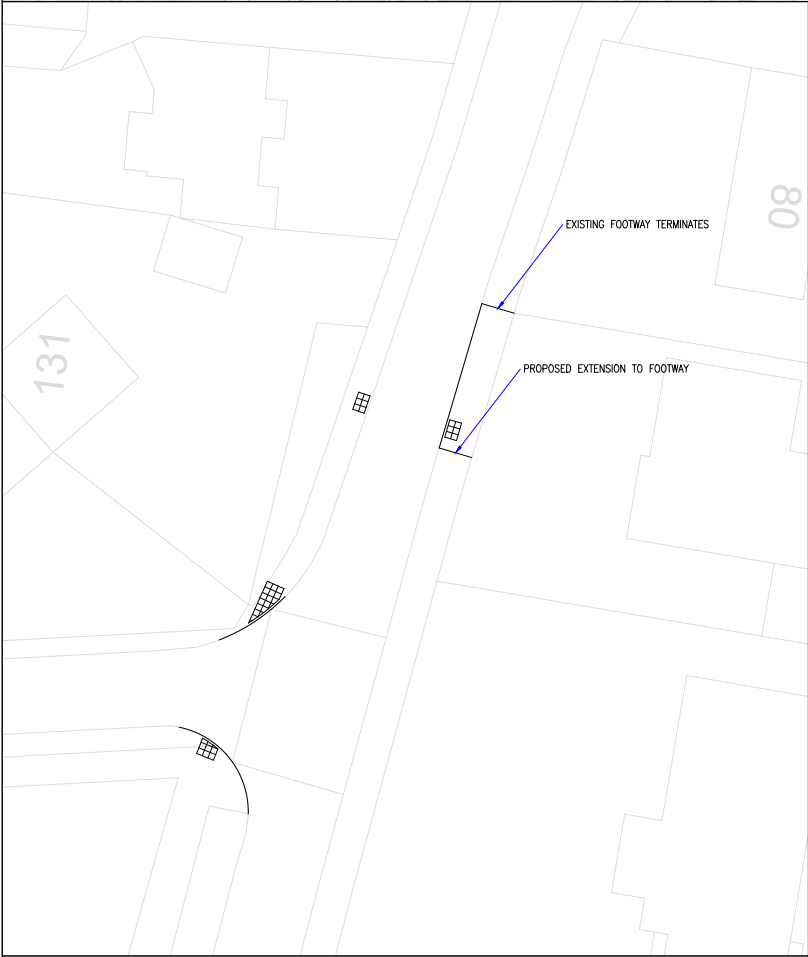


GENERAL NOTES

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6. LOCATION OF TACTILE PAVING AND FOOTWAY PROVISION ON WEST LANE TBC ONCE EXACT LOCATION OF EXISTING FOOTWAY AND DROPPED KERBS ARE CONFIRMED.
7. LAYOUT SHOWN IS INDICATIVE AND SHOWN FOR ILLUSTRATIVE AND SITE IDENTIFICATION PURPOSES ONLY.

KEY

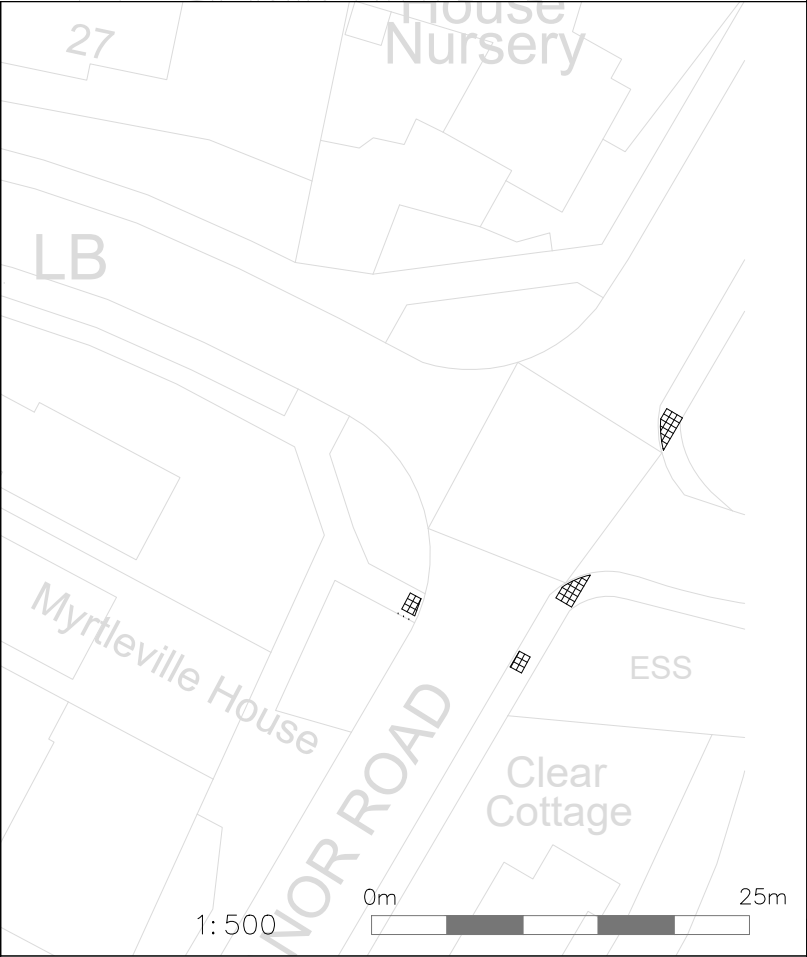
PEDESTRIAN VISIBILITY SPLAYS



INSERT 1 (1:500)



INSERT 2 (1:500)



INSERT 3 (1:500)



Project Name SALTMARSH LANE HAYLING ISLAND	Title PROPOSED OFF SITE IMPROVEMENTS	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By MS	Checked Date 03.10.22	Scale AS SHOWN (AT A3 SIZE)		
				Drawn By TP	Drawn Date 03.10.22	Client Drawing No. -	PBA Drawing No. 020 0660.002	Revision

Appendix C





Road Safety Audit Stage 1

Saltmarsh Lane

Hayling Island

Hampshire

Date: 27th September 2022

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Saltmarsh Lane, Hayling Island

Report Title Road Safety Audit Stage 1

Revision

Status Final

Record of Issue

Document Ref PBA/22/020.0660/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		27 th September 2022
Designers Response				
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Jessica Harding	-
Paul Basham Associates	Tom Peters	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	7
5 Auditors Statement	8

Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a 60 unit residential development off Saltmarsh Lane, Hayling Island, as detailed below:

- A new bellmouth access onto the southern side of the carriageway of Saltmarsh Lane between properties 64 and 64a with a pedestrian crossing point at the junction.
- Access to the existing driveway of property 64 to be retained.

The Audit was requested by the design organisation, Paul Basham Associates, Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG, on behalf of Hampshire County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2022 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site of the proposed scheme on the 26th September 2022 between 12:10 and 12:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows and free flow speeds were low. No pedestrian or cycle movements were observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location. Proposed access.

Summary: Restricted visibility could lead to side impact collisions.

There is the potential for visibility splays at the access to be obstructed by on-street parking, where restricted visibility could lead to side impact collisions.

RECOMMENDATION

It is recommended that this item should be reviewed at Stage 4 Road Safety Audit, and should there be a related side impact collision problem then measures should be introduced to control parking at the junction.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 27/09/2022

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 27/09/2022

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
020.0660.001 A	Access Arrangements

Supporting Documentation:

- Transport Statement, Paul Basham Associates, October 2021.
- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Saltmarsh Lane, Hayling Island

Date Audit Completed 27th September 2022

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

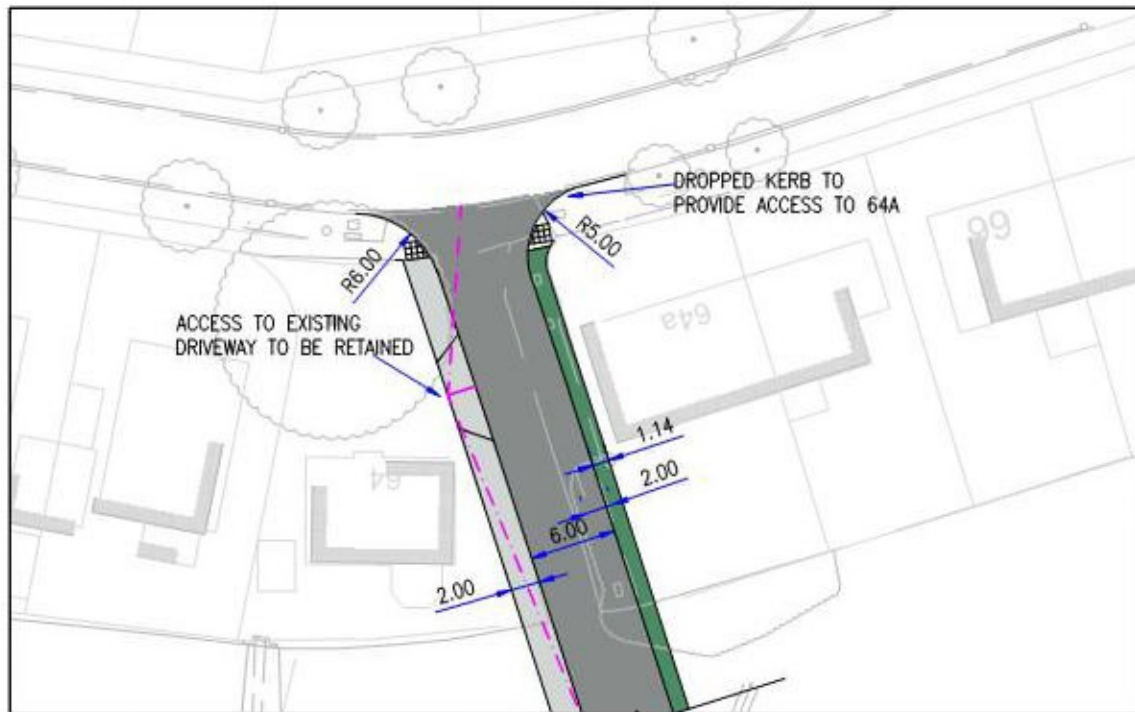
RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Location. Proposed access. Summary: Restricted visibility could lead to side impact collisions. There is the potential for visibility splays at the access to be obstructed by on-street parking, where restricted visibility could lead to side impact collisions.	It is recommended that this item should be reviewed at Stage 4 Road Safety Audit, and should there be a related side impact collision problem then measures should be introduced to control parking at the junction.	Visibility is achievable in accordance with recorded speeds along Saltmarsh Lane. The comment regarding on-street parking is noted and will be reviewed at the Stage 4 RSA and although on-street parking is not particularly prevalent in this location given the presence of driveways, any implications will be considered at detailed design.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Saltmarsh Lane, Hayling Island	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Tom Peters
Signed	
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	30/09/2022

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

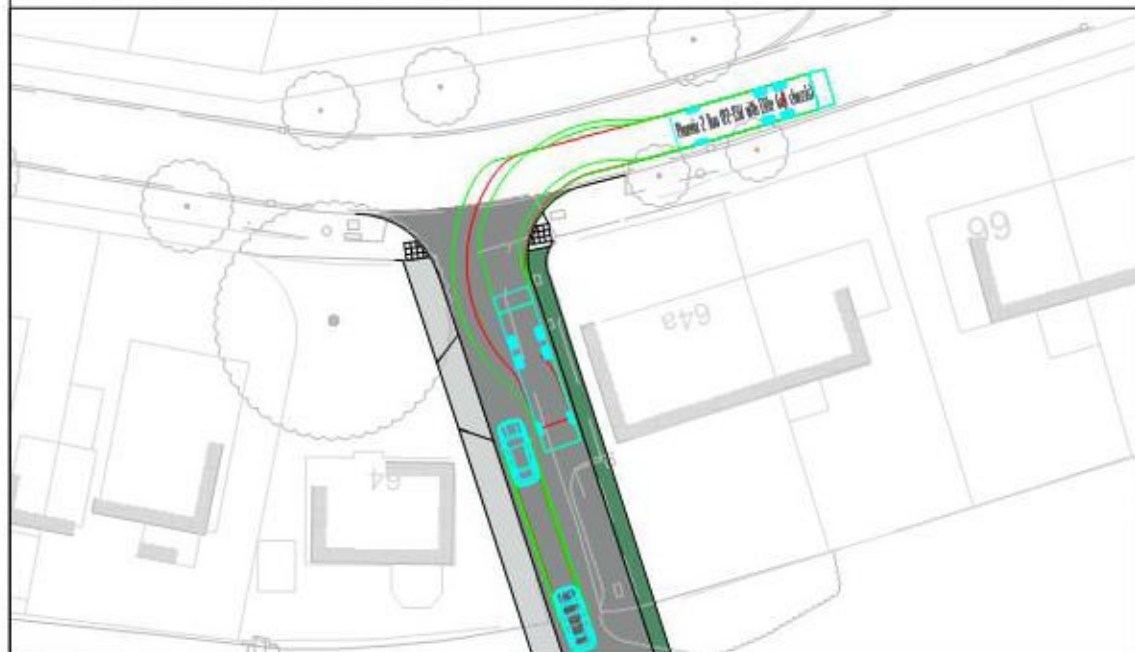
PROJECT NAME: Stage 1 Saltmarsh Lane, Hayling Island	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	



ACCESS DESIGN WITH DIMENSIONS



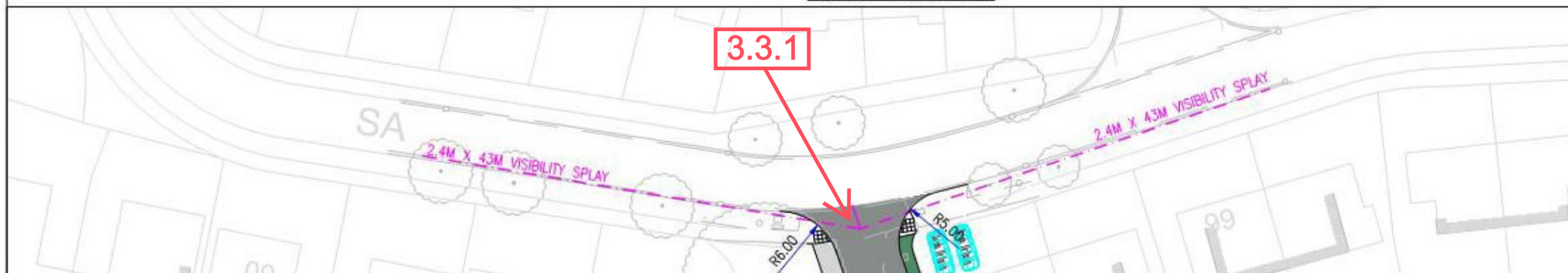
TWO-WAY CAR MOVEMENT



REFUSE VEHICLE ENTER



REFUSE VEHICLE EXIT



PRIMARY AND SECONDARY DIRECTION VISIBILITY SPLAYS

GENERAL NOTES

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6. STREET TREES LOCATED WITHIN THE VISIBILITY SPY ARE NOT LARGE ENOUGH TO FULLY OBSCURE A VEHICLE OR PEDESTRIAN AND SO WILL NOT HAVE A SIGNIFICANT IMPACT UPON ROAD SAFETY (AS PER MANUAL FOR STREETS)

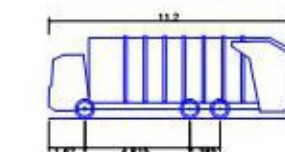
KEY:

- INDICATIVE LAND OWNERSHIP BOUNDARY
- FOOTWAY
- CARRIAGEWAY
- SERVICE MARGIN/VERGE

VEHICLE PROFILES



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	2.530m
Overall Width	3.251m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	2.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

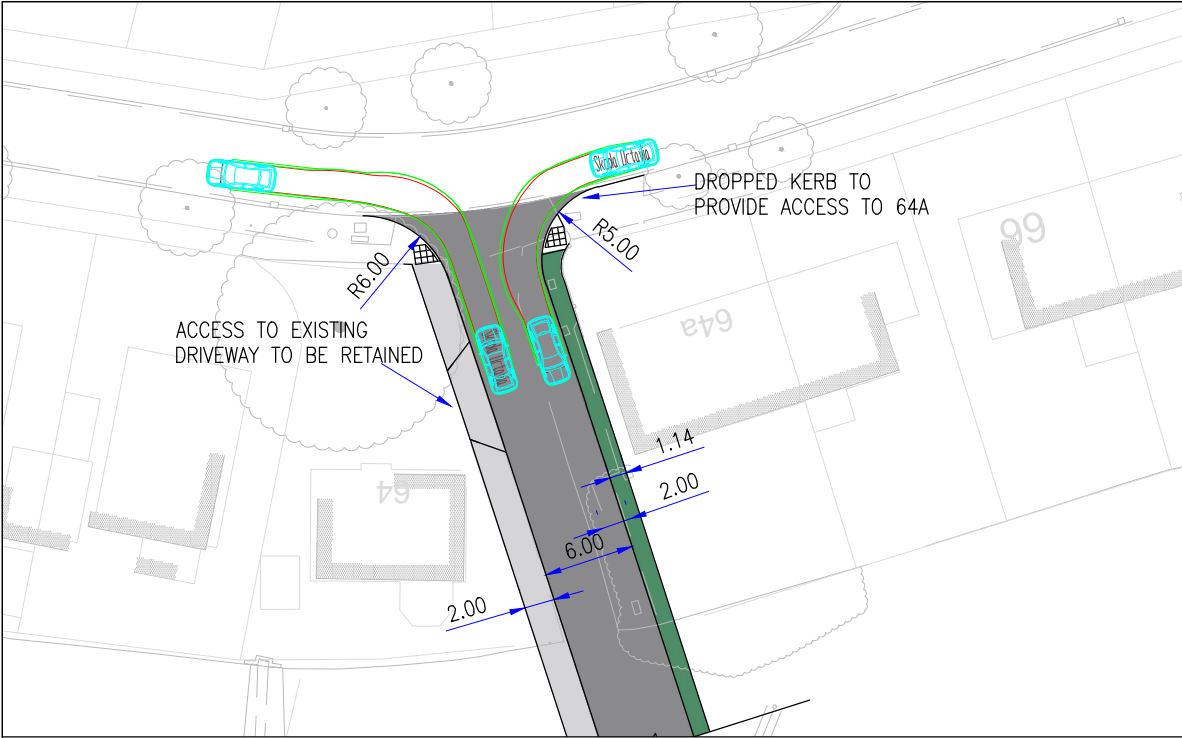


Rev	Description	Date	By	Chkd
A	ACCESS REVISED FOLLOWING HCC PRE-APP	16.08.21	THP	MS

Project Name SALTMARSH LANE HAYLING ISLAND	Title ACCESS ARRANGEMENTS	Client PRIVATE CLIENT	Checked By MS	Checked Date 26.04.21	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY			Drawn By THP	Drawn Date 23.04.21	Client Drawing No. -	PBA Drawing No. 020 0660.001	Revision A	

Appendix D

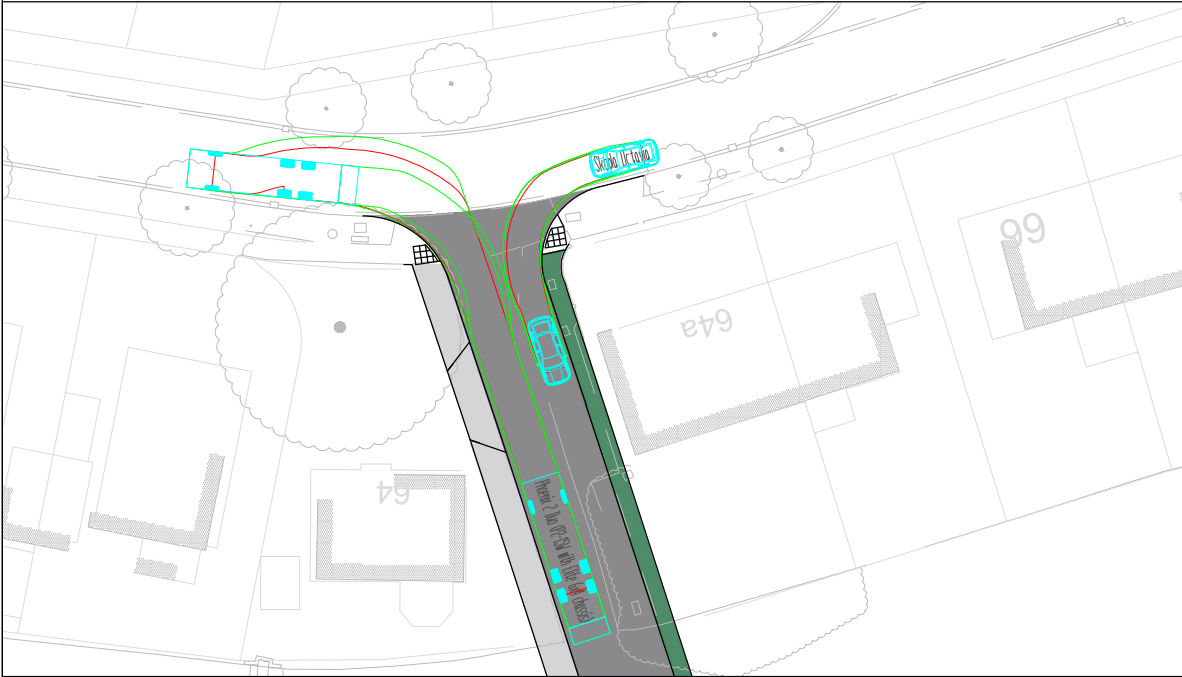




ACCESS DESIGN WITH DIMENSIONS AND TWO-WAY VEHICLE MOVEMENT



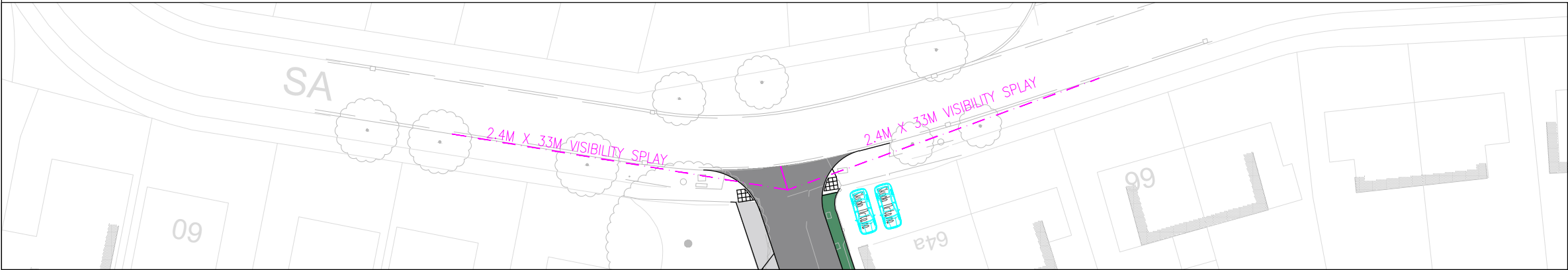
REFUSE VEHICLE ACCESS



REFUSE VEHICLE EGRESS



DWELLING 64 - 2.4M VISIBILITY SPYAL TO CENTER LINE AND 25M



PRIMARY AND SECONDARY DIRECTION VISIBILITY SPYALS

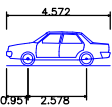
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- STREET TREES LOCATED WITHIN THE VISIBILITY SPYAL ARE NOT LARGE ENOUGH TO FULLY OBSCURE A VEHICLE OR PEDESTRIAN AND SO WILL NOT HAVE A SIGNIFICANT IMPACT UPON ROAD SAFETY (AS PER MANUAL FOR STREETS)
- 2.4M X 33M VISIBILITY SPYALS ARE BASED ON SPEED SURVEY RECORDED 85%ILE SPEEDS OF 25MPH WESTBOUND AND 24.8M EASTBOUND. SURVEY OUTPUTS AVAILABLE ON REQUEST.

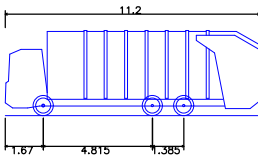
KEY:

- INDICATIVE LAND OWNERSHIP BOUNDARY
- FOOTWAY
- CARRIAGEWAY
- SERVICE MARGIN/VERGE

VEHICLE PROFILES



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



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 2.00s
Kerb to Kerb Turning Radius 9.500m



Rev	Description	Date	By	Chkd
B	HIGHWAYS COMMENTS	06.09.22	JH	TP
A	ACCESS REVISED FOLLOWING HCC PRE-APP	16.08.21	THP	MS

Project Name SALTMARSH LANE HAYLING ISLAND	Title ACCESS ARRANGEMENTS	Client PRIVATE CLIENT	Checked By MS	Checked Date 26.04.21	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY			Drawn By THP	Drawn Date 23.04.21	Client Drawing No. -	PBA Drawing No. 020 0660.001	Revision B	

Appendix E



Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

Hour Beginning	Wed 06/07/2022	Thu 07/07/2022	Fri 08/07/2022	Sat 09/07/2022	Sun 10/07/2022	Mon 11/07/2022	Tue 12/07/2022	5-Day Ave.	7-Day Ave.
00:00	1	0	1	2	1	0	2	1	1
01:00	0	0	0	1	2	0	0	0	0
02:00	0	0	0	1	2	0	0	0	0
03:00	1	1	1	0	1	0	0	1	1
04:00	0	1	0	1	0	1	1	1	1
05:00	2	3	1	1	1	1	4	2	2
06:00	7	6	5	1	1	4	3	5	4
07:00	10	15	10	4	7	16	16	13	11
08:00	24	25	25	14	10	23	27	25	21
09:00	22	24	17	16	14	10	18	18	17
10:00	20	21	26	21	15	29	18	23	21
11:00	17	15	14	15	15	12	27	17	16
12:00	21	21	16	14	17	17	16	18	17
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14:00	23	12	25	19	18	17	23	20	20
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16:00	13	18	17	18	10	11	21	16	15
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19:00	4	10	7	19	10	6	5	6	9
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22:00	4	1	4	5	0	1	3	3	3
23:00	2	3	0	2	1	1	1	1	1
Total									
12H(7-19)	208	218	205	172	146	189	216	207	193
16H(6-22)	226	243	222	206	165	207	237	227	215
18H(6-24)	232	247	226	213	166	209	241	231	219
24H(0-24)	236	252	229	219	173	211	248	235	224
AM Peak	08:00	08:00	10:00	10:00	10:00	10:00	08:00	08:00	10:00
	24	25	26	21	15	29	27	25	21
PM Peak	14:00	13:00	14:00	14:00	14:00	17:00	14:00	14:00	14:00
	23	26	25	19	18	18	23	20	20

360 TSL Ltd

Direction: Westbound

Hour Beginning	Wed 06/07/2022	Thu 07/07/2022	Fri 08/07/2022	Sat 09/07/2022	Sun 10/07/2022	Mon 11/07/2022	Tue 12/07/2022	5-Day Ave.	7-Day Ave.
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01:00	0	2	0	1	2	0	1	1	1
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Total									
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16H(6-22)	231	242	219	220	156	199	238	226	215
18H(6-24)	236	247	227	231	158	206	243	232	221
24H(0-24)	238	253	229	241	166	209	247	235	226
AM Peak	11:00	09:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00
	26	19	24	20	20	18	29	23	21
PM Peak	12:00	13:00	14:00	15:00	14:00	12:00	16:00	13:00	13:00
	23	24	25	24	20	24	29	22	21

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 06/07/2022	Thu 07/07/2022	Fri 08/07/2022	Sat 09/07/2022	Sun 10/07/2022	Mon 11/07/2022	Tue 12/07/2022	5-Day Ave.	7-Day Ave.
00:00	2	1	2	6	2	2	4	2	3
01:00	0	2	0	2	4	0	1	1	1
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03:00	2	1	2	0	1	0	0	1	1
04:00	0	3	0	2	0	2	2	1	1
05:00	2	3	1	3	2	1	4	2	2
06:00	8	8	6	1	1	4	4	6	5
07:00	21	25	15	9	11	22	30	23	19
08:00	38	40	40	25	17	38	39	34	34
09:00	33	43	32	27	22	20	31	32	30
10:00	35	33	47	41	24	39	35	38	36
11:00	43	32	38	30	35	30	56	40	38
12:00	44	43	30	28	32	41	29	37	35
13:00	35	50	36	35	29	37	33	38	36
14:00	46	35	50	39	38	32	39	40	40
15:00	36	31	35	36	12	29	39	34	31
16:00	29	41	37	42	20	28	50	37	35
17:00	29	35	32	31	18	32	24	30	29
18:00	28	25	15	28	26	22	23	23	24
19:00	12	21	14	28	20	15	15	15	18
20:00	11	13	5	18	11	9	16	11	12
21:00	9	10	9	8	5	8	13	10	9
22:00	7	3	8	10	1	5	6	6	6
23:00	4	6	4	8	2	4	3	4	4
Total									
12H(7-19)	417	433	407	371	284	370	427	411	387
16H(6-22)	457	485	441	426	321	406	475	453	430
18H(6-24)	468	494	453	444	324	415	484	463	440
24H(0-24)	474	505	458	460	339	420	495	470	450
AM Peak	11:00	09:00	10:00	10:00	11:00	10:00	11:00	11:00	11:00
	43	43	47	41	35	39	56	40	38
PM Peak	14:00	13:00	14:00	16:00	14:00	12:00	16:00	14:00	14:00
	46	50	50	42	38	41	50	40	40

360 TSL Ltd



Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 6 Jul 2022	236	200	35	0	1
Thu 7 Jul 2022	252	219	31	1	1
Fri 8 Jul 2022	229	202	26	0	1
Sat 9 Jul 2022	219	202	16	1	0
Sun 10 Jul 2022	173	159	11	2	1
Mon 11 Jul 2022	211	190	21	0	0
Tue 12 Jul 2022	248	219	29	0	0
5 Day Ave.	235	206	28	0	1
7 Day Ave.	224	199	24	1	1

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 6 Jul 2022	238	200	35	0	3
Thu 7 Jul 2022	253	220	31	0	2
Fri 8 Jul 2022	229	193	32	0	4
Sat 9 Jul 2022	241	220	20	1	0
Sun 10 Jul 2022	166	142	21	3	0
Mon 11 Jul 2022	209	179	28	0	2
Tue 12 Jul 2022	247	214	31	1	1
5 Day Ave.	235	201	31	0	2
7 Day Ave.	226	195	28	1	2

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 6 Jul 2022	474	400	70	0	4
Thu 7 Jul 2022	505	439	62	1	3
Fri 8 Jul 2022	458	395	58	0	5
Sat 9 Jul 2022	460	422	36	2	0
Sun 10 Jul 2022	339	301	32	5	1
Mon 11 Jul 2022	420	369	49	0	2
Tue 12 Jul 2022	495	433	60	1	1
5 Day Ave.	470	407	60	0	3
7 Day Ave.	450	394	52	1	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 6 Jul 2022	100.0%	84.7%	14.8%	0.0%	0.4%
Thu 7 Jul 2022	100.0%	86.9%	12.3%	0.4%	0.4%
Fri 8 Jul 2022	100.0%	88.2%	11.4%	0.0%	0.4%
Sat 9 Jul 2022	100.0%	92.2%	7.3%	0.5%	0.0%
Sun 10 Jul 2022	100.0%	91.9%	6.4%	1.2%	0.6%
Mon 11 Jul 2022	100.0%	90.0%	10.0%	0.0%	0.0%
Tue 12 Jul 2022	100.0%	88.3%	11.7%	0.0%	0.0%
5 Day Ave.	100.0%	87.6%	12.1%	0.1%	0.3%
7 Day Ave.	100.0%	88.7%	10.8%	0.3%	0.3%

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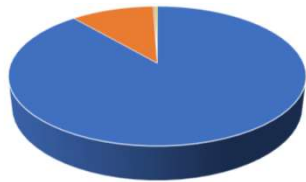
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 6 Jul 2022	100.0%	84.0%	14.7%	0.0%	1.3%
Thu 7 Jul 2022	100.0%	87.0%	12.3%	0.0%	0.8%
Fri 8 Jul 2022	100.0%	84.3%	14.0%	0.0%	1.7%
Sat 9 Jul 2022	100.0%	91.3%	8.3%	0.4%	0.0%
Sun 10 Jul 2022	100.0%	85.5%	12.7%	1.8%	0.0%
Mon 11 Jul 2022	100.0%	85.6%	13.4%	0.0%	1.0%
Tue 12 Jul 2022	100.0%	86.6%	12.6%	0.4%	0.4%
5 Day Ave.	100.0%	85.5%	13.4%	0.1%	1.0%
7 Day Ave.	100.0%	86.4%	12.5%	0.3%	0.8%

360 TSL Ltd

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 6 Jul 2022	100.0%	84.4%	14.8%	0.0%	0.8%
Thu 7 Jul 2022	100.0%	86.9%	12.3%	0.2%	0.6%
Fri 8 Jul 2022	100.0%	86.2%	12.7%	0.0%	1.1%
Sat 9 Jul 2022	100.0%	91.7%	7.8%	0.4%	0.0%
Sun 10 Jul 2022	100.0%	88.8%	9.4%	1.5%	0.3%
Mon 11 Jul 2022	100.0%	87.9%	11.7%	0.0%	0.5%
Tue 12 Jul 2022	100.0%	87.5%	12.1%	0.2%	0.2%
5 Day Ave.	100.0%	86.6%	12.7%	0.1%	0.6%
7 Day Ave.	100.0%	87.6%	11.6%	0.3%	0.5%

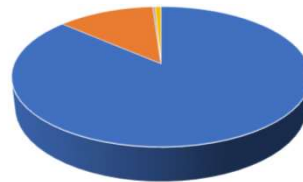
360 TSL Ltd

Eastbound



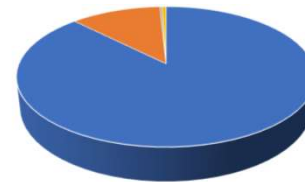
■ LIGHT ■ OGV1 ■ OGV2 ■ BUS

Westbound



■ LIGHT ■ OGV1 ■ OGV2 ■ BUS

Total Flow



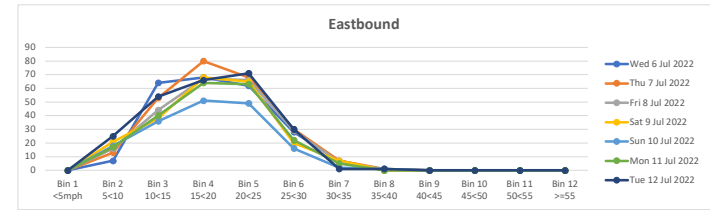
■ LIGHT ■ OGV1 ■ OGV2 ■ BUS

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	236	24.8	18.8	5.8	0	7	64	68	62	28	7	0	0	0	0	0
Thu 7 Jul 2022	252	25.1	19.0	5.9	0	13	53	80	68	30	7	1	0	0	0	0
Fri 8 Jul 2022	229	25.3	19.0	6.1	0	16	44	67	66	29	6	1	0	0	0	0
Sat 9 Jul 2022	219	24.8	18.6	6.1	0	21	38	68	65	20	7	0	0	0	0	0
Sun 10 Jul 2022	173	24.3	18.0	6.1	0	18	36	51	49	16	2	1	0	0	0	0
Mon 11 Jul 2022	211	24.8	18.6	5.9	0	17	40	64	63	22	5	0	0	0	0	0
Tue 12 Jul 2022	248	24.5	18.2	6.1	0	25	54	66	71	30	1	1	0	0	0	0
5 Day Ave.	235	24.9	18.7	6.0	0	16	51	69	66	28	5	1	0	0	0	0
7 Day Ave.	224	24.8	18.6	6.0	0	17	47	66	63	25	5	1	0	0	0	0

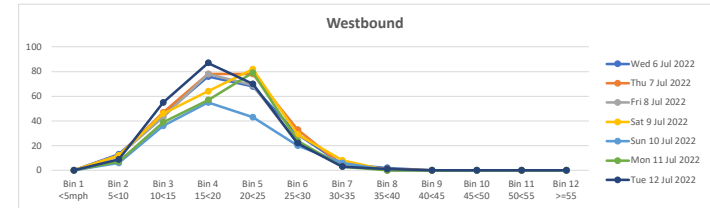
360 TSL Ltd



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	238	25.3	19.1	5.9	0	13	45	76	68	29	5	2	0	0	0	0
Thu 7 Jul 2022	253	25.2	19.3	5.7	0	12	47	78	78	33	4	1	0	0	0	0
Fri 8 Jul 2022	229	24.5	18.8	5.5	0	12	43	78	69	22	5	0	0	0	0	0
Sat 9 Jul 2022	241	25.5	19.5	5.8	0	12	46	64	82	29	8	0	0	0	0	0
Sun 10 Jul 2022	166	25.1	19.1	5.8	0	6	36	55	43	20	6	0	0	0	0	0
Mon 11 Jul 2022	209	25.0	19.5	5.3	0	7	39	57	79	24	3	0	0	0	0	0
Tue 12 Jul 2022	247	24.1	18.6	5.3	0	9	55	87	70	22	3	1	0	0	0	0
5 Day Ave.	235	24.8	19.1	5.6	0	11	46	75	73	26	4	1	0	0	0	0
7 Day Ave.	226	25.0	19.1	5.6	0	10	44	71	70	26	5	1	0	0	0	0

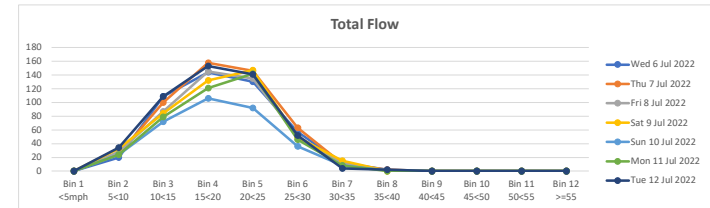
360 TSL Ltd



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	474	25.0	19.0	5.8	0	20	109	144	130	57	12	2	0	0	0	0
Thu 7 Jul 2022	505	25.1	19.1	5.8	0	25	100	158	146	63	11	2	0	0	0	0
Fri 8 Jul 2022	458	24.9	18.9	5.8	0	28	87	145	135	51	11	1	0	0	0	0
Sat 9 Jul 2022	460	25.2	19.0	6.0	0	33	84	132	147	49	15	0	0	0	0	0
Sun 10 Jul 2022	339	24.7	18.6	5.9	0	24	72	106	92	36	8	1	0	0	0	0
Mon 11 Jul 2022	420	24.9	19.1	5.6	0	24	79	121	142	46	8	0	0	0	0	0
Tue 12 Jul 2022	495	24.3	18.4	5.7	0	34	109	153	141	52	4	2	0	0	0	0
5 Day Ave.	470	24.9	18.9	5.8	0	26	97	144	139	54	9	1	0	0	0	0
7 Day Ave.	450	24.9	18.9	5.8	0	27	91	137	133	51	10	1	0	0	0	0

360 TSL Ltd



Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	37	25.7	19.3	6.3	0	1	10	10	9	5	2	0	0	0	0	0
Thu 7 Jul 2022	36	25.1	19.2	5.7	0	2	6	13	8	7	0	0	0	0	0	0
Fri 8 Jul 2022	40	25.3	18.8	6.3	0	4	5	16	9	4	2	0	0	0	0	0
Sat 9 Jul 2022	36	24.6	17.5	6.9	0	6	7	10	9	2	2	0	0	0	0	0
Sun 10 Jul 2022	30	24.7	19.8	4.7	0	1	4	7	16	2	0	0	0	0	0	0
Mon 11 Jul 2022	41	25.6	19.6	5.8	0	3	4	14	15	3	2	0	0	0	0	0
Tue 12 Jul 2022	45	24.3	18.5	5.6	0	4	7	15	14	5	0	0	0	0	0	0
5 Day Ave.	40	25.2	19.0	5.9	0	3	6	14	11	5	1	0	0	0	0	0
7 Day Ave.	38	25.0	18.9	5.9	0	3	6	12	11	4	1	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	41	22.9	17.3	5.5	0	4	10	14	10	3	0	0	0	0	0	0
Thu 7 Jul 2022	29	23.0	17.8	5.0	0	1	7	13	5	3	0	0	0	0	0	0
Fri 8 Jul 2022	45	22.8	17.5	5.1	0	4	8	20	10	3	0	0	0	0	0	0
Sat 9 Jul 2022	35	26.3	20.1	6.0	0	2	4	11	12	4	2	0	0	0	0	0
Sun 10 Jul 2022	29	22.8	18.5	4.1	0	0	5	15	7	2	0	0	0	0	0	0
Mon 11 Jul 2022	28	25.9	19.8	5.9	0	2	5	3	14	4	0	0	0	0	0	0
Tue 12 Jul 2022	46	22.5	17.9	4.5	0	1	10	22	10	3	0	0	0	0	0	0
5 Day Ave.	38	23.4	18.1	5.2	0	2	8	14	10	3	0	0	0	0	0	0
7 Day Ave.	36	23.7	18.4	5.1	0	2	7	14	10	3	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	78	24.3	18.2	5.9	0	5	20	24	19	8	2	0	0	0	0	0
Thu 7 Jul 2022	65	24.2	18.6	5.4	0	3	13	26	13	10	0	0	0	0	0	0
Fri 8 Jul 2022	85	24.0	18.1	5.7	0	8	13	36	19	7	2	0	0	0	0	0
Sat 9 Jul 2022	71	25.5	18.8	6.5	0	8	11	21	21	6	4	0	0	0	0	0
Sun 10 Jul 2022	59	23.8	19.2	4.4	0	1	9	22	23	4	0	0	0	0	0	0
Mon 11 Jul 2022	69	25.7	19.7	5.8	0	5	9	17	29	7	2	0	0	0	0	0
Tue 12 Jul 2022	91	23.4	18.2	5.0	0	5	17	37	24	8	0	0	0	0	0	0
5 Day Ave.	78	24.3	18.6	5.6	0	5	14	28	21	8	1	0	0	0	0	0
7 Day Ave.	74	24.4	18.7	5.5	0	5	13	26	21	7	1	0	0	0	0	0

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	38	23.6	17.9	5.5	0	2	10	14	7	5	0	0	0	0	0	0
Thu 7 Jul 2022	29	24.5	18.5	5.7	0	3	4	9	10	3	0	0	0	0	0	0
Fri 8 Jul 2022	45	23.1	17.1	5.8	0	6	10	15	10	4	0	0	0	0	0	0
Sat 9 Jul 2022	31	25.3	17.7	7.4	0	7	4	7	8	4	1	0	0	0	0	0
Sun 10 Jul 2022	24	24.1	16.9	7.0	0	5	4	8	4	2	1	0	0	0	0	0
Mon 11 Jul 2022	30	25.1	18.2	6.7	0	4	6	8	6	6	0	0	0	0	0	0
Tue 12 Jul 2022	38	22.2	15.9	6.1	0	8	8	13	6	3	0	0	0	0	0	0
5 Day Ave.	36	23.7	17.5	6.0	0	5	8	12	8	4	0	0	0	0	0	0
7 Day Ave.	34	24.0	17.4	6.3	0	5	7	11	7	4	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	44	23.7	18.4	5.1	0	3	6	19	12	4	0	0	0	0	0	0
Thu 7 Jul 2022	37	26.0	21.4	4.4	0	0	3	10	16	8	0	0	0	0	0	0
Fri 8 Jul 2022	40	25.1	19.3	5.6	0	1	9	12	12	5	1	0	0	0	0	0
Sat 9 Jul 2022	44	25.6	20.0	5.4	0	2	6	12	16	8	0	0	0	0	0	0
Sun 10 Jul 2022	26	24.4	18.1	6.1	0	2	8	4	9	3	0	0	0	0	0	0
Mon 11 Jul 2022	31	26.1	21.5	4.4	0	0	3	6	16	6	0	0	0	0	0	0
Tue 12 Jul 2022	40	24.4	19.1	5.1	0	1	8	13	13	5	0	0	0	0	0	0
5 Day Ave.	38	25.0	19.9	4.9	0	1	6	12	14	6	0	0	0	0	0	0
7 Day Ave.	37	25.0	19.7	5.2	0	1	6	11	13	6	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 6 Jul 2022	82	23.6	18.2	5.3	0	5	16	33	19	9	0	0	0	0	0	0
Thu 7 Jul 2022	66	25.5	20.2	5.2	0	3	7	19	26	11	0	0	0	0	0	0
Fri 8 Jul 2022	85	24.1	18.1	5.8	0	7	19	27	22	9	1	0	0	0	0	0
Sat 9 Jul 2022	75	25.6	19.0	6.4	0	9	10	19	24	12	1	0	0	0	0	0
Sun 10 Jul 2022	50	24.2	17.5	6.5	0	7	12	12	13	5	1	0	0	0	0	0
Mon 11 Jul 2022	61	25.9	19.9	5.8	0	4	9	14	22	12	0	0	0	0	0	0
Tue 12 Jul 2022	78	23.6	17.6	5.8	0	9	16	26	19	8	0	0	0	0	0	0
5 Day Ave.	74	24.5	18.8	5.6	0	6	13	24	22	10	0	0	0	0	0	0
7 Day Ave.	71	24.7	18.6	5.8	0	6	13	21	21	9	0	0	0	0	0	0

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

06/07/2022

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	1	1	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	7	7	0	0	0
07:00	10	8	2	0	0
08:00	24	17	7	0	0
09:00	22	20	2	0	0
10:00	20	18	2	0	0
11:00	17	16	1	0	0
12:00	21	17	4	0	0
13:00	16	12	4	0	0
14:00	23	17	5	0	1
15:00	15	13	2	0	0
16:00	13	12	1	0	0
17:00	15	13	2	0	0
18:00	12	11	1	0	0
19:00	4	4	0	0	0
20:00	3	3	0	0	0
21:00	4	3	1	0	0
22:00	4	4	0	0	0
23:00	2	1	1	0	0
Total					
12H(7-19)	208	174	33	0	1
16H(6-22)	226	191	34	0	1
18H(6-24)	232	196	35	0	1
24H(0-24)	236	200	35	0	1
AM Peak	08:00 24	09:00 20	08:00 7	00:00 0	00:00 0
PM Peak	14:00 23	12:00 17	14:00 5	12:00 0	14:00 1

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	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	11	9	2	0	0
08:00	14	10	4	0	0
09:00	11	10	1	0	0
10:00	15	10	5	0	0
11:00	26	22	3	0	1
12:00	23	21	2	0	0
13:00	19	15	4	0	0
14:00	23	18	4	0	1
15:00	21	18	2	0	1
16:00	16	14	2	0	0
17:00	14	12	2	0	0
18:00	16	13	3	0	0
19:00	8	8	0	0	0
20:00	8	8	0	0	0
21:00	5	5	0	0	0
22:00	3	3	0	0	0
23:00	2	1	1	0	0
Total					
12H(7-19)	209	172	34	0	3
16H(6-22)	231	194	34	0	3
18H(6-24)	236	198	35	0	3
24H(0-24)	238	200	35	0	3
AM Peak	11:00 26	11:00 22	10:00 5	00:00 0	11:00 1
PM Peak	12:00 23	12:00 21	13:00 4	12:00 0	14:00 1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	8	8	0	0	0
07:00	21	17	4	0	0
08:00	38	27	11	0	0
09:00	33	30	3	0	0
10:00	35	28	7	0	0
11:00	43	38	4	0	1
12:00	44	38	6	0	0
13:00	35	27	8	0	0
14:00	46	35	9	0	2
15:00	36	31	4	0	1
16:00	29	26	3	0	0
17:00	29	25	4	0	0
18:00	28	24	4	0	0
19:00	12	12	0	0	0
20:00	11	11	0	0	0
21:00	9	8	1	0	0
22:00	7	7	0	0	0
23:00	4	2	2	0	0
Total					
12H(7-19)	417	346	67	0	4
16H(6-22)	457	385	68	0	4
18H(6-24)	468	394	70	0	4
24H(0-24)	474	400	70	0	4
AM Peak	11:00 43	11:00 38	08:00 11	00:00 0	11:00 1
PM Peak	14:00 46	12:00 38	14:00 9	12:00 0	14:00 2

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

07/07/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	1	1	0	0	0
05:00	3	2	1	0	0
06:00	6	5	1	0	0
07:00	15	14	1	0	0
08:00	25	22	3	0	0
09:00	24	18	5	0	1
10:00	21	21	0	0	0
11:00	15	13	2	0	0
12:00	21	17	4	0	0
13:00	26	23	3	0	0
14:00	12	10	2	0	0
15:00	17	16	1	0	0
16:00	18	13	5	0	0
17:00	14	13	1	0	0
18:00	10	9	1	0	0
19:00	10	9	0	1	0
20:00	4	4	0	0	0
21:00	5	5	0	0	0
22:00	1	1	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	218	189	28	0	1
16H(6-22)	243	212	29	1	1
18H(6-24)	247	216	29	1	1
24H(0-24)	252	219	31	1	1
AM Peak	08:00	08:00	09:00	00:00	09:00
	25	22	5	0	1
PM Peak	13:00	13:00	16:00	19:00	12:00
	26	23	5	1	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	2	1	1	0	0
05:00	0	0	0	0	0
06:00	2	1	1	0	0
07:00	10	7	3	0	0
08:00	15	14	1	0	0
09:00	19	16	1	0	2
10:00	12	10	2	0	0
11:00	17	15	2	0	0
12:00	22	19	3	0	0
13:00	24	20	4	0	0
14:00	23	21	2	0	0
15:00	14	12	2	0	0
16:00	23	19	4	0	0
17:00	21	21	0	0	0
18:00	15	14	1	0	0
19:00	11	10	1	0	0
20:00	9	8	1	0	0
21:00	5	4	1	0	0
22:00	2	2	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	215	188	25	0	2
16H(6-22)	242	211	29	0	2
18H(6-24)	247	216	29	0	2
24H(0-24)	253	220	31	0	2
AM Peak	09:00	09:00	07:00	00:00	09:00
	19	16	3	0	2
PM Peak	13:00	14:00	13:00	12:00	12:00
	24	21	4	0	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	1	0	1	0	0
03:00	1	0	1	0	0
04:00	3	2	1	0	0
05:00	3	2	1	0	0
06:00	8	6	2	0	0
07:00	25	21	4	0	0
08:00	40	36	4	0	0
09:00	43	34	6	0	3
10:00	33	31	2	0	0
11:00	32	28	4	0	0
12:00	43	36	7	0	0
13:00	50	43	7	0	0
14:00	35	31	4	0	0
15:00	31	28	3	0	0
16:00	41	32	9	0	0
17:00	35	34	1	0	0
18:00	25	23	2	0	0
19:00	21	19	1	1	0
20:00	13	12	1	0	0
21:00	10	9	1	0	0
22:00	3	3	0	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	433	377	53	0	3
16H(6-22)	485	423	58	1	3
18H(6-24)	494	432	58	1	3
24H(0-24)	505	439	62	1	3
AM Peak	09:00	08:00	09:00	00:00	09:00
	43	36	6	0	3
PM Peak	13:00	13:00	16:00	19:00	12:00
	50	43	9	1	0

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

08/07/2022

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	1	1	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	5	5	0	0	0
07:00	10	6	4	0	0
08:00	25	21	4	0	0
09:00	17	14	3	0	0
10:00	26	24	1	0	1
11:00	14	11	3	0	0
12:00	16	15	1	0	0
13:00	15	13	2	0	0
14:00	25	21	4	0	0
15:00	20	18	2	0	0
16:00	17	17	0	0	0
17:00	15	13	2	0	0
18:00	5	5	0	0	0
19:00	7	7	0	0	0
20:00	1	1	0	0	0
21:00	4	4	0	0	0
22:00	4	4	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	205	178	26	0	1
16H(6-22)	222	195	26	0	1
18H(6-24)	226	199	26	0	1
24H(0-24)	229	202	26	0	1
AM Peak	10:00 26	10:00 24	07:00 4	00:00 0	10:00 1
PM Peak	14:00 25	14:00 21	14:00 4	12:00 0	12:00 0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	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	5	0	0	0
08:00	15	9	5	0	1
09:00	15	13	2	0	0
10:00	21	18	1	0	2
11:00	24	19	5	0	0
12:00	14	12	2	0	0
13:00	21	17	4	0	0
14:00	25	21	3	0	1
15:00	15	12	3	0	0
16:00	20	17	3	0	0
17:00	17	15	2	0	0
18:00	10	9	1	0	0
19:00	7	7	0	0	0
20:00	4	4	0	0	0
21:00	5	5	0	0	0
22:00	4	3	1	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	202	167	31	0	4
16H(6-22)	219	184	31	0	4
18H(6-24)	227	191	32	0	4
24H(0-24)	229	193	32	0	4
AM Peak	11:00 24	11:00 19	08:00 5	00:00 0	10:00 2
PM Peak	14:00 25	14:00 21	13:00 4	12:00 0	14:00 1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	6	6	0	0	0
07:00	15	11	4	0	0
08:00	40	30	9	0	1
09:00	32	27	5	0	0
10:00	47	42	2	0	3
11:00	38	30	8	0	0
12:00	30	27	3	0	0
13:00	36	30	6	0	0
14:00	50	42	7	0	1
15:00	35	30	5	0	0
16:00	37	34	3	0	0
17:00	32	28	4	0	0
18:00	15	14	1	0	0
19:00	14	14	0	0	0
20:00	5	5	0	0	0
21:00	9	9	0	0	0
22:00	8	7	1	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	407	345	57	0	5
16H(6-22)	441	379	57	0	5
18H(6-24)	453	390	58	0	5
24H(0-24)	458	395	58	0	5
AM Peak	10:00 47	10:00 42	08:00 9	00:00 0	10:00 3
PM Peak	14:00 50	14:00 42	14:00 7	12:00 0	14:00 1

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

09/07/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	1	0	1	0	0
05:00	1	0	1	0	0
06:00	1	1	0	0	0
07:00	4	3	1	0	0
08:00	14	12	2	0	0
09:00	16	16	0	0	0
10:00	21	19	2	0	0
11:00	15	15	0	0	0
12:00	14	11	3	0	0
13:00	16	15	1	0	0
14:00	19	18	1	0	0
15:00	12	12	0	0	0
16:00	18	17	1	0	0
17:00	13	12	1	0	0
18:00	10	10	0	0	0
19:00	19	17	1	1	0
20:00	10	9	1	0	0
21:00	4	4	0	0	0
22:00	5	5	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	172	160	12	0	0
16H(6-22)	206	191	14	1	0
18H(6-24)	213	198	14	1	0
24H(0-24)	219	202	16	1	0
AM Peak	10:00	10:00	08:00	00:00	00:00
	21	19	2	0	0
PM Peak	14:00	14:00	12:00	19:00	12:00
	19	18	3	1	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	0	1	0	0
05:00	2	1	1	0	0
06:00	0	0	0	0	0
07:00	5	5	0	0	0
08:00	11	10	1	0	0
09:00	11	9	2	0	0
10:00	20	20	0	0	0
11:00	15	14	1	0	0
12:00	14	12	2	0	0
13:00	19	15	4	0	0
14:00	20	19	1	0	0
15:00	24	23	1	0	0
16:00	24	22	2	0	0
17:00	18	16	2	0	0
18:00	18	17	1	0	0
19:00	9	8	1	0	0
20:00	8	8	0	0	0
21:00	4	4	0	0	0
22:00	5	5	0	0	0
23:00	6	5	0	1	0
Total					
12H(7-19)	199	182	17	0	0
16H(6-22)	220	202	18	0	0
18H(6-24)	231	212	18	1	0
24H(0-24)	241	220	20	1	0
AM Peak	10:00	10:00	09:00	00:00	00:00
	20	20	2	0	0
PM Peak	15:00	15:00	13:00	23:00	12:00
	24	23	4	1	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	2	2	0	0	0
02:00	3	3	0	0	0
03:00	0	0	0	0	0
04:00	2	0	2	0	0
05:00	3	1	2	0	0
06:00	1	1	0	0	0
07:00	9	8	1	0	0
08:00	25	22	3	0	0
09:00	27	25	2	0	0
10:00	41	39	2	0	0
11:00	30	29	1	0	0
12:00	28	23	5	0	0
13:00	35	30	5	0	0
14:00	39	37	2	0	0
15:00	36	35	1	0	0
16:00	42	39	3	0	0
17:00	31	28	3	0	0
18:00	28	27	1	0	0
19:00	28	25	2	1	0
20:00	18	17	1	0	0
21:00	8	8	0	0	0
22:00	10	10	0	0	0
23:00	8	7	0	1	0
Total					
12H(7-19)	371	342	29	0	0
16H(6-22)	426	393	32	1	0
18H(6-24)	444	410	32	2	0
24H(0-24)	460	422	36	2	0
AM Peak	10:00	10:00	08:00	00:00	00:00
	41	39	3	0	0
PM Peak	16:00	16:00	12:00	19:00	12:00
	42	39	5	1	0

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

10/07/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	7	6	1	0	0
08:00	10	10	0	0	0
09:00	14	13	0	0	1
10:00	15	14	0	1	0
11:00	15	13	1	1	0
12:00	17	15	2	0	0
13:00	13	13	0	0	0
14:00	18	14	4	0	0
15:00	6	6	0	0	0
16:00	10	10	0	0	0
17:00	8	8	0	0	0
18:00	13	11	2	0	0
19:00	10	9	1	0	0
20:00	3	3	0	0	0
21:00	5	5	0	0	0
22:00	0	0	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	146	133	10	2	1
16H(6-22)	165	151	11	2	1
18H(6-24)	166	152	11	2	1
24H(0-24)	173	159	11	2	1
AM Peak	10:00 15	10:00 14	07:00 1	10:00 1	09:00 1
PM Peak	14:00 18	12:00 15	14:00 4	12:00 0	12:00 0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	4	4	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	4	4	0	0	0
08:00	7	6	1	0	0
09:00	8	5	2	1	0
10:00	9	8	1	0	0
11:00	20	18	2	0	0
12:00	15	14	1	0	0
13:00	16	13	3	0	0
14:00	20	16	3	1	0
15:00	6	5	0	1	0
16:00	10	7	3	0	0
17:00	10	10	0	0	0
18:00	13	11	2	0	0
19:00	10	7	3	0	0
20:00	8	8	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)	138	117	18	3	0
16H(6-22)	156	132	21	3	0
18H(6-24)	158	134	21	3	0
24H(0-24)	166	142	21	3	0
AM Peak	11:00 20	11:00 18	09:00 2	09:00 1	00:00 0
PM Peak	14:00 20	14:00 16	13:00 3	14:00 1	12:00 0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	4	4	0	0	0
02:00	6	6	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	11	10	1	0	0
08:00	17	16	1	0	0
09:00	22	18	2	1	1
10:00	24	22	1	1	0
11:00	35	31	3	1	0
12:00	32	29	3	0	0
13:00	29	26	3	0	0
14:00	38	30	7	1	0
15:00	12	11	0	1	0
16:00	20	17	3	0	0
17:00	18	18	0	0	0
18:00	26	22	4	0	0
19:00	20	16	4	0	0
20:00	11	11	0	0	0
21:00	5	5	0	0	0
22:00	1	1	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	284	250	28	5	1
16H(6-22)	321	283	32	5	1
18H(6-24)	324	286	32	5	1
24H(0-24)	339	301	32	5	1
AM Peak	11:00 35	11:00 31	11:00 3	09:00 1	09:00 1
PM Peak	14:00 38	14:00 30	14:00 7	14:00 1	12:00 0

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

11/07/2022

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	1	1	0	0	0
05:00	1	1	0	0	0
06:00	4	4	0	0	0
07:00	16	15	1	0	0
08:00	23	20	3	0	0
09:00	10	9	1	0	0
10:00	29	26	3	0	0
11:00	12	12	0	0	0
12:00	17	14	3	0	0
13:00	14	12	2	0	0
14:00	17	13	4	0	0
15:00	13	13	0	0	0
16:00	11	11	0	0	0
17:00	18	17	1	0	0
18:00	9	7	2	0	0
19:00	6	6	0	0	0
20:00	4	4	0	0	0
21:00	4	4	0	0	0
22:00	1	1	0	0	0
23:00	1	0	1	0	0
Total					
12H(7-19)	189	169	20	0	0
16H(6-22)	207	187	20	0	0
18H(6-24)	209	188	21	0	0
24H(0-24)	211	190	21	0	0
AM Peak	10:00	10:00	08:00	00:00	00:00
	29	26	3	0	0
PM Peak	17:00	17:00	14:00	12:00	12:00
	18	17	4	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	6	6	0	0	0
08:00	15	13	2	0	0
09:00	10	7	3	0	0
10:00	10	7	3	0	0
11:00	18	15	3	0	0
12:00	24	21	3	0	0
13:00	23	18	5	0	0
14:00	15	13	1	0	1
15:00	16	14	2	0	0
16:00	17	16	1	0	0
17:00	14	11	2	0	1
18:00	13	12	1	0	0
19:00	9	9	0	0	0
20:00	5	5	0	0	0
21:00	4	4	0	0	0
22:00	4	3	1	0	0
23:00	3	2	1	0	0
Total					
12H(7-19)	181	153	26	0	2
16H(6-22)	199	171	26	0	2
18H(6-24)	206	176	28	0	2
24H(0-24)	209	179	28	0	2
AM Peak	11:00	11:00	09:00	00:00	00:00
	18	15	3	0	0
PM Peak	12:00	12:00	13:00	12:00	14:00
	24	21	5	0	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	1	1	0	0	0
06:00	4	4	0	0	0
07:00	22	21	1	0	0
08:00	38	33	5	0	0
09:00	20	16	4	0	0
10:00	39	33	6	0	0
11:00	30	27	3	0	0
12:00	41	35	6	0	0
13:00	37	30	7	0	0
14:00	32	26	5	0	1
15:00	29	27	2	0	0
16:00	28	27	1	0	0
17:00	32	28	3	0	1
18:00	22	19	3	0	0
19:00	15	15	0	0	0
20:00	9	9	0	0	0
21:00	8	8	0	0	0
22:00	5	4	1	0	0
23:00	4	2	2	0	0
Total					
12H(7-19)	370	322	46	0	2
16H(6-22)	406	358	46	0	2
18H(6-24)	415	364	49	0	2
24H(0-24)	420	369	49	0	2
AM Peak	10:00	08:00	10:00	00:00	00:00
	39	33	6	0	0
PM Peak	12:00	12:00	13:00	12:00	14:00
	41	35	7	0	1

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

12/07/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	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	1	1	0	0	0
05:00	4	4	0	0	0
06:00	3	3	0	0	0
07:00	16	13	3	0	0
08:00	27	25	2	0	0
09:00	18	15	3	0	0
10:00	18	15	3	0	0
11:00	27	25	2	0	0
12:00	16	15	1	0	0
13:00	11	9	2	0	0
14:00	23	22	1	0	0
15:00	15	12	3	0	0
16:00	21	16	5	0	0
17:00	14	13	1	0	0
18:00	10	9	1	0	0
19:00	5	5	0	0	0
20:00	7	6	1	0	0
21:00	6	6	0	0	0
22:00	3	3	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	216	189	27	0	0
16H(6-22)	237	209	28	0	0
18H(6-24)	241	213	28	0	0
24H(0-24)	248	219	29	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	27	25	3	0	0
PM Peak	14:00	14:00	16:00	12:00	12:00
	23	22	5	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	14	12	2	0	0
08:00	11	8	3	0	0
09:00	13	11	2	0	0
10:00	17	13	4	0	0
11:00	29	26	2	1	0
12:00	13	12	1	0	0
13:00	22	18	3	0	1
14:00	16	15	1	0	0
15:00	24	21	3	0	0
16:00	29	25	4	0	0
17:00	10	9	1	0	0
18:00	13	10	3	0	0
19:00	10	10	0	0	0
20:00	9	8	1	0	0
21:00	7	7	0	0	0
22:00	3	3	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	211	180	29	1	1
16H(6-22)	238	206	30	1	1
18H(6-24)	243	211	30	1	1
24H(0-24)	247	214	31	1	1
AM Peak	11:00	11:00	10:00	11:00	00:00
	29	26	4	1	0
PM Peak	16:00	16:00	16:00	12:00	13:00
	29	25	4	0	1

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	2	2	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	4	4	0	0	0
06:00	4	4	0	0	0
07:00	30	25	5	0	0
08:00	38	33	5	0	0
09:00	31	26	5	0	0
10:00	35	28	7	0	0
11:00	56	51	4	1	0
12:00	29	27	2	0	0
13:00	33	27	5	0	1
14:00	39	37	2	0	0
15:00	39	33	6	0	0
16:00	50	41	9	0	0
17:00	24	22	2	0	0
18:00	23	19	4	0	0
19:00	15	15	0	0	0
20:00	16	14	2	0	0
21:00	13	13	0	0	0
22:00	6	6	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	427	369	56	1	1
16H(6-22)	475	415	58	1	1
18H(6-24)	484	424	58	1	1
24H(0-24)	495	433	60	1	1
AM Peak	11:00	11:00	10:00	11:00	00:00
	56	51	7	1	0
PM Peak	16:00	16:00	16:00	12:00	13:00
	50	41	9	0	1

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

06/07/2022

Hour	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	22.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	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	27.5	27.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
06:00	7	26.2	26.4	5.7	0	0	1	3	1	2	0	0	0	0	0	0
07:00	10	27.4	21.5	5.7	0	0	1	3	4	1	0	0	0	0	0	0
08:00	24	24.4	19.2	5.0	0	1	4	7	10	2	0	0	0	0	0	0
09:00	22	20.4	15.7	4.5	0	2	8	4	4	0	0	0	0	0	0	0
10:00	20	25.7	19.8	5.7	0	0	4	8	4	3	1	0	0	0	0	0
11:00	17	25.9	18.7	7.0	0	1	6	2	5	2	1	0	0	0	0	0
12:00	21	23.8	18.7	5.0	0	0	6	6	7	2	0	0	0	0	0	0
13:00	16	23.6	17.8	5.6	0	0	7	3	4	2	0	0	0	0	0	0
14:00	23	23.1	17.5	5.4	0	1	7	9	3	3	0	0	0	0	0	0
15:00	15	24.4	18.5	5.7	0	1	3	5	4	2	0	0	0	0	0	0
16:00	13	25.2	18.3	6.7	0	1	4	2	5	0	1	0	0	0	0	0
17:00	15	27.0	19.5	7.3	0	0	5	5	1	2	2	0	0	0	0	0
18:00	12	24.7	19.2	5.4	0	0	4	1	6	1	0	0	0	0	0	0
19:00	4	26.7	20.0	6.5	0	0	1	1	1	1	0	0	0	0	0	0
20:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
21:00	4	26.7	20.0	6.5	0	0	1	1	1	1	0	0	0	0	0	0
22:00	4	10.0	22.5	8.1	0	0	1	1	0	1	1	0	0	0	0	0
23:00	2	31.0	20.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
Total	37	26.7	19.3	6.3	0	1	10	10	9	5	2	0	0	0	0	0
0614-120	38	23.6	17.9	5.5	0	2	10	14	7	5	0	0	0	0	0	0
12045-130	208	24.4	18.5	5.7	0	7	59	59	57	20	6	0	0	0	0	0
24045-246	236	24.8	18.8	5.8	0	7	64	68	62	28	7	0	0	0	0	0
AM Peak	08:00	05:00	05:00	11:00	00:00	09:00	09:00	09:00	09:00	10:00	07:00	00:00	00:00	00:00	00:00	00:00
24	27.5	27.5	7.0	0	2	8	8	10	3	1	0	0	0	0	0	0
PM Peak	14:00	22:00	22:00	23:00	12:00	14:00	13:00	14:00	12:00	14:00	17:00	12:00	12:00	12:00	12:00	12:00
23	32.0	22.5	10.6	0	1	7	9	7	3	2	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound																
Hour	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	17.5	-	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	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	11	20.8	17.5	3.2	0	0	2	7	2	0	0	0	0	0	0	0
08:00	14	26.4	20.4	5.8	0	0	7	6	3	3	0	0	0	0	0	0
09:00	11	22.6	16.6	5.8	0	1	4	3	2	1	0	0	0	0	0	0
10:00	15	22.5	17.2	6.1	0	3	1	0	4	1	0	0	0	0	0	0
11:00	26	22.7	17.3	5.2	0	1	9	8	6	2	0	0	0	0	0	0
12:00	23	25.4	18.6	6.6	0	2	4	9	5	1	2	0	0	0	0	0
13:00	19	25.4	19.3	5.8	0	1	4	4	7	3	0	0	0	0	0	0
14:00	23	24.1	19.0	4.9	0	1	3	9	8	2	0	0	0	0	0	0
15:00	21	23.3	17.7	5.4	0	2	3	10	4	2	0	0	0	0	0	0
16:00	16	26.8	20.0	6.6	0	1	3	4	3	5	0	0	0	0	0	0
17:00	14	29.1	22.4	7.4	0	0	2	6	2	2	1	1	0	0	0	0
18:00	16	27.1	20.9	6.0	0	1	2	7	4	0	0	0	0	0	0	0
19:00	8	27.0	21.9	5.0	0	0	1	1	4	2	0	0	0	0	0	0
20:00	8	20.9	21.9	1.8	0	0	1	3	2	1	0	0	0	0	0	0
21:00	5	22.5	22.5	0.0	0	0	0	0	5	0	0	0	0	0	0	0
22:00	9	32.1	24.0	7.6	0	0	1	1	0	0	1	0	0	0	0	0
23:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
Total	41	22.9	17.3	5.5	0	4	10	14	10	3	0	0	0	0	0	0
2019-10-12	44	23.7	18.4	5.1	0	3	6	19	12	4	0	0	0	0	0	0
13045-139	209	24.8	18.8	5.8	0	13	41	69	56	26	3	1	0	0	0	0
24045-246	236	25.3	19.1	5.9	0	13	45	76	68	29	5	2	0	0	0	0
AM Peak	11:00	08:00	03:00	10:00	00:00	10:00	11:00	11:00	08:00	08:00	03:00	00:00	00:00	00:00	00:00	00:00
26	36.4	32.5	6.1	0	3	9	8	6	3	1	0	0	0	0	0	0
PM Peak	12:00	22:00	22:00	20:00	12:00	12:00	12:00	14:00	14:00	16:00	12:00	17:00	12:00	12:00	12:00	12:00
23	32.1	34.2	7.8	0	2	4	10	8	3	1	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Hour	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	23.7	20.0	3.5	0	0	0	1	1	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	2	34.8	27.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	27.5	27.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
06:00	8	25.5	20.0	5.3	0	0	1	4	1	2	0	0	0	0	0	0
07:00	21	24.4	19.4	4.9	0	3	10	10	1	1	1	0	0	0	0	0
08:00	38	25.1	19.6	5.3	0	1	8	16	5	0	0	0	0	0	0	0
09:00	33	21.1	16.0	4.9	0	3	12	11	6	1	0	0	0	0	0	0
10:00	35	24.8	18.6	6.0	0	3	5	14	8	4	1	0	0	0	0	0
11:00	43	24.0	17.8	5.9	0	2	15	10	11	4	1	0	0	0	0	0
12:00	44	24.6	18.6	5.8	0	2	10	15	12	3	2	0	0	0	0	0
13:00	35	24.5	18.6	5.7	0	1	11	7	11	5	0	0	0	0	0	0
14:00	46	23.6	18.3	5.2	0	2	10	18	11	5	0	0	0	0	0	0
15:00	36	23.7	18.1	5.4	0	3	6	15	8	4	0	0	0	0	0	0
16:00	29	26.0	19.2	6.6	0	3	7	6	8	5	1	0	0	0	0	0
17:00	29	28.0	20.4	7.3	0	0	7	11	3	4	3	1	0	0	0	0
18:00	28	26.7	20.2	5.7	0	1	8	5	3	0	0	0	0	0	0	0
19:00	12	26.7	21.3	5.3	0	0	2	2	5	3	0	0	0	0	0	0
20:00	11	27.7	20.7	6.8	0	0	1	6	2	1	0	1	0	0	0	0
21:00	9	25.7	21.4	4.2	0	0	1	1	6	0	0	0	0	0	0	0
22:00	7	31.4	23.2	7.9	0	0	1	2	1	1	2	0	0	0	0	0
23:00	4	26.0	10.3	7.5	0	0	3	0	0	1	0	0	0	0	0	0
Total	78	24.3	18.2	5.9	0	5	20	24	19	8	2	0	0	0	0	0
0614-130	82	23.6	18.2	5.3	0	5	16	33	19	9	0	0	0	0	0	0
13045-139	417	24.6	18.7	5.8	0	20	100	138	113	46	9	1	0	0	0	0
24045-246	474	25.0	19.0	5.8	0	20	109	144	130	57	12	2	0	0	0	0
AM Peak	1100	24.8	17.8	5.8	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	1400	22.0	22.0	22.0	12	15	13	34	18	11	17	97	12	12	12	12
		22.4	22.0	2.0												

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

07/07/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	13.7	25.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
06:00	6	38.6	21.7	6.6	0	0	1	1	3	0	1	0	0	0	0	0
07:00	15	26.6	20.2	6.2	0	3	6	2	3	1	0	0	0	0	0	0
08:00	25	25.1	19.5	5.4	0	0	5	10	6	3	1	0	0	0	0	0
09:00	24	24.2	18.5	5.3	0	0	8	6	7	3	0	0	0	0	0	0
10:00	21	24.1	18.7	5.2	0	1	3	10	4	3	0	0	0	0	0	0
11:00	15	26.6	19.8	6.5	0	1	3	3	4	4	0	0	0	0	0	0
12:00	21	27.3	19.2	5.8	0	3	3	5	7	1	1	1	0	0	0	0
13:00	26	23.0	18.1	4.8	0	1	5	12	6	2	0	0	0	0	0	0
14:00	12	24.7	19.2	5.4	0	1	1	4	5	1	0	0	0	0	0	0
15:00	17	24.4	18.1	6.1	0	2	3	5	5	2	0	0	0	0	0	0
16:00	18	22.5	17.5	4.9	0	0	7	5	5	1	0	0	0	0	0	0
17:00	14	26.9	19.6	7.0	0	1	3	3	4	2	1	0	0	0	0	0
18:00	10	22.7	17.0	5.5	0	1	3	2	4	0	0	0	0	0	0	0
19:00	10	27.0	20.5	7.1	0	1	0	5	1	2	1	0	0	0	0	0
20:00	4	24.8	17.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
21:00	5	22.7	17.5	5.0	0	0	2	1	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	3	30.0	19.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
Total																
0910-120	36	25.1	19.2	5.7	0	2	6	13	8	7	0	0	0	0	0	0
0914-140	29	24.5	18.5	5.7	0	3	4	9	10	3	0	0	0	0	0	0
12045-130	218	24.8	18.6	5.8	0	11	47	71	59	25	4	1	0	0	0	0
24045-240	252	25.1	19.0	5.9	0	13	53	80	68	30	7	1	0	0	0	0
AM Peak	08:00	05:00	05:00	05:00	05:00	10:00	09:00	09:00	09:00	11:00	05:00	06:00	06:00	06:00	06:00	06:00
25	38.7	25.8	7.6	0	1	8	10	7	4	1	0	0	0	0	0	0
PM Peak	13:00	23:00	23:00	23:00	12:00	12:00	16:00	13:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
26	30.0	22.5	10.4	0	3	7	12	7	2	1	1	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2	20.8	22.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	20.8	22.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	24.8	17.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
07:00	10	20.9	16.0	4.7	0	1	3	4	2	0	0	0	0	0	0	0
08:00	15	24.6	19.5	4.9	0	0	5	5	2	0	0	0	0	0	0	0
09:00	19	25.4	18.6	6.6	0	3	2	4	9	0	1	0	0	0	0	0
10:00	12	20.7	16.1	4.3	0	1	3	4	2	0	0	0	0	0	0	0
11:00	17	24.4	19.0	5.2	0	0	4	7	3	3	0	0	0	0	0	0
12:00	22	24.3	18.0	6.2	0	2	5	7	6	1	1	0	0	0	0	0
13:00	24	25.1	19.6	6.3	0	1	4	6	10	0	0	0	0	0	0	0
14:00	23	26.6	21.8	4.6	0	0	2	5	10	6	0	0	0	0	0	0
15:00	14	25.1	20.7	4.2	0	0	1	5	0	2	0	0	0	0	0	0
16:00	23	24.0	17.9	5.8	0	2	6	5	8	2	0	0	0	0	0	0
17:00	21	27.8	20.8	6.8	0	1	2	8	4	5	0	1	0	0	0	0
18:00	15	26.3	20.5	6.6	0	0	2	7	1	5	0	0	0	0	0	0
19:00	11	24.9	18.4	6.3	0	1	2	4	2	2	0	0	0	0	0	0
20:00	9	20.5	21.4	5.8	0	3	0	4	0	2	0	0	0	0	0	0
21:00	5	30.8	16.5	4.2	0	0	2	2	1	0	0	0	0	0	0	0
22:00	7	18.9	19.0	6.5	0	0	1	1	0	0	0	0	0	0	0	0
23:00	1	25.2	19.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
Total																
0910-120	29	23.0	17.8	5.0	0	1	7	13	5	3	0	0	0	0	0	0
0914-140	37	20.0	21.4	4.4	0	0	3	10	16	8	0	0	0	0	0	0
12045-130	215	25.1	19.2	5.6	0	11	37	69	66	29	2	1	0	0	0	0
24045-240	253	25.2	19.3	5.7	0	12	47	78	78	33	4	1	0	0	0	0
AM Peak	09:00	05:00	05:00	05:00	05:00	09:00	11:00	11:00	09:00	11:00	09:00	06:00	06:00	06:00	06:00	06:00
19	28.8	22.5	11.1	0	3	5	1	0	0	0	0	0	0	0	0	0
PM Peak	13:00	20:00	14:00	20:00	12:00	12:00	16:00	13:00	12:00	14:00	20:00	17:00	12:00	12:00	12:00	12:00
24	26.5	21.8	7.8	0	1	2	6	8	10	4	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2	29.8	22.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	27.1	25.2	7.6	0	0	0	1	0	1	0	0	0	0	0	0
05:00	3	33.7	25.8	7.6	0	0	0	1	0	1	0	1	0	0	0	0
06:00	6	37.4	25.8	6.0	0	0	2	1	4	0	1	0	0	0	0	0
07:00	25	24.3	18.5	6.0	0	1	6	10	3	3	0	0	0	0	0	0
08:00	40	24.9	19.5	5.2	0	0	8	15	11	5	1	0	0	0	0	0
09:00	43	24.6	19.5	5.8	0	3	10	10	16	3	1	0	0	0	0	0
10:00	33	23.0	17.8	5.0	0	2	6	16	6	3	0	0	0	0	0	0
11:00	32	25.4	19.4	6.8	0	1	7	7	10	7	0	0	0	0	0	0
12:00	43	25.7	18.5	6.9	0	5	8	12	13	2	2	1	0	0	0	0
13:00	50	24.0	18.8	5.0	0	2	9	18	16	5	0	0	0	0	0	0
14:00	35	26.1	20.9	6.0	0	1	3	9	15	7	0	0	0	0	0	0
15:00	31	24.9	19.3	5.4	0	2	4	10	11	4	0	0	0	0	0	0
16:00	41	23.9	17.7	5.4	0	3	10	13	13	0	0	0	0	0	0	0
17:00	35	27.4	20.4	6.8	0	2	5	11	8	7	1	1	0	0	0	0
18:00	25	26.0	19.1	5.7	0	1	5	0	5	0	0	0	0	0	0	0
19:00	21	26.3	19.4	6.6	0	2	2	9	3	4	1	0	0	0	0	0
20:00	13	28.0	20.2	7.5	0	0	5	1	4	1	2	0	0	0	0	0
21:00	10	21.5	17.0	4.4	0	0	4	3	0	0	0	0	0	0	0	0
22:00	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
23:00	6	17.0	19.2	7.5	0	1	1	0	3	1	0	0	0	0	0	0
Total																
0910-120	65	24.2	18.6	5.4	0	3	13	26	13	10	0	0	0	0	0	0
0914-140	66	25.5	20.2	5.2	0	3	7	19	26	11	0	0	0	0	0	0
12045-130	613	24.9	19.0	5.7	0	22	84	140	125	54	6	2	0	0	0	0
24045-240	505	25.1	19.1	5.8	0	25	100	158	146	63	11	2	0	0	0	0
AM Peak	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	17:00	22.0	25.0	20.0	12.0	12.0	36.0	31.0	51.0	34.0	12.0	12.0	12.0	12.0	12.0	12.0
		25.0	25.0	7.5												

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

26/07/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	22.5	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	5	25.8	23.5	2.2	0	0	0	0	4	1	0	0	0	0	0	0
07:00	10	30.9	24.0	6.7	0	0	1	4	1	0	0	0	0	0	0	0
08:00	25	24.4	19.1	5.1	0	1	4	9	8	3	0	0	0	0	0	0
09:00	17	26.1	21.0	4.9	0	1	0	5	8	3	0	0	0	0	0	0
10:00	26	25.2	19.0	6.0	0	2	3	11	6	3	1	0	0	0	0	0
11:00	14	25.5	18.2	7.0	0	2	2	5	3	1	1	0	0	0	0	0
12:00	16	26.5	20.0	6.5	0	0	4	4	5	2	1	0	0	0	0	0
13:00	15	21.6	16.8	4.6	0	1	4	6	4	0	0	0	0	0	0	0
14:00	20	21.8	16.3	5.3	0	3	7	9	5	1	0	0	0	0	0	0
15:00	20	24.7	18.0	6.5	0	3	3	6	5	3	0	0	0	0	0	0
16:00	17	25.5	17.8	7.4	0	2	6	2	4	2	1	0	0	0	0	0
17:00	15	25.7	19.8	5.6	0	0	4	3	5	3	0	0	0	0	0	0
18:00	5	30.7	22.5	7.9	0	0	1	1	1	1	1	0	0	0	0	0
19:00	7	23.8	18.2	6.3	0	0	2	3	1	1	0	0	0	0	0	0
20:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	4	20.8	22.5	7.5	0	0	0	2	1	0	1	0	0	0	0	0
22:00	4	20.3	13.8	6.3	0	1	2	0	1	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	25.3	18.8	6.3	0	4	5	16	9	4	2	0	0	0	0	0
2014-1-10	45	23.1	17.1	5.8	0	6	10	15	10	4	0	0	0	0	0	0
12N07-130	205	25.2	18.9	6.1	0	15	39	62	58	25	5	1	0	0	0	0
24N05-246	229	25.3	19.0	6.1	0	16	44	67	66	29	6	1	0	0	0	0
AM Peak	10:00	07:00	03:00	11:00	00:00	10:00	08:00	10:00	08:00	07:00	10:00	07:00	06:00	06:00	06:00	06:00
36	36.9	27.5	7.0	0	2	4	11	8	3	1	1	0	0	0	0	0
PM Peak	14:00	18:00	18:00	18:00	12:00	14:00	14:00	14:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00
25	35.7	22.5	7.9	0	3	7	9	5	3	1	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	5	20.8	16.5	4.2	0	0	2	2	1	0	0	0	0	0	0	0
08:00	15	26.9	21.2	6.5	0	4	4	6	2	1	0	0	0	0	0	0
09:00	15	23.8	19.2	4.5	0	1	1	5	8	0	0	0	0	0	0	0
10:00	21	22.0	18.7	4.2	0	0	4	9	7	1	0	0	0	0	0	0
11:00	24	22.4	16.5	5.7	0	4	4	11	3	2	0	0	0	0	0	0
12:00	14	26.5	21.4	4.9	0	0	0	7	4	2	1	0	0	0	0	0
13:00	21	23.4	18.0	5.2	0	2	3	8	7	1	0	0	0	0	0	0
14:00	25	25.0	19.7	6.0	0	0	7	6	7	4	1	0	0	0	0	0
15:00	15	23.8	18.5	5.1	0	1	2	6	1	0	0	0	0	0	0	0
16:00	20	24.0	18.0	5.8	0	2	4	6	6	2	0	0	0	0	0	0
17:00	17	24.3	18.7	5.5	0	1	3	6	5	2	0	0	0	0	0	0
18:00	10	24.8	17.5	7.1	0	1	4	1	2	2	0	0	0	0	0	0
19:00	7	24.7	19.6	4.9	0	0	1	3	2	1	0	0	0	0	0	0
20:00	4	20.8	22.5	7.1	0	0	0	2	1	0	0	0	0	0	0	0
21:00	5	30.8	16.5	4.2	0	0	2	2	1	0	0	0	0	0	0	0
22:00	4	25.5	17.6	5.8	0	0	2	0	2	0	0	0	0	0	0	0
23:00	4	27.8	17.3	6.3	0	0	1	0	2	1	0	0	0	0	0	0
Total	45	22.8	17.5	5.1	0	4	8	20	10	3	0	0	0	0	0	0
2014-1-10	40	25.2	19.3	5.6	0	1	9	12	12	5	1	0	0	0	0	0
12N07-130	202	24.3	18.7	5.4	0	12	36	71	61	19	3	0	0	0	0	0
24N05-246	229	24.5	18.8	5.5	0	12	43	78	69	22	5	0	0	0	0	0
AM Peak	11:00	08:00	03:00	11:00	00:00	11:00	10:00	11:00	09:00	08:00	03:00	00:00	00:00	00:00	00:00	00:00
34	35.9	26.3	5.7	0	4	6	11	8	2	1	0	0	0	0	0	0
PM Peak	14:00	18:00	20:00	18:00	12:00	12:00	14:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
25	29.8	22.5	7.1	0	2	7	7	4	1	1	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	29.7	25.0	5.5	0	0	0	0	1	1	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	2	33.7	30.0	3.5	0	0	0	0	0	1	1	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	0	1	0	0	0	0	0	0
06:00	6	26.8	21.7	4.9	0	0	1	0	4	1	0	0	0	0	0	0
07:00	15	28.6	21.5	6.8	0	0	3	3	5	3	1	0	0	0	0	0
08:00	40	25.4	19.9	5.3	0	1	6	13	14	5	1	0	0	0	0	0
09:00	32	25.3	20.2	4.7	0	2	1	10	16	0	0	0	0	0	0	0
10:00	47	24.3	18.9	5.2	0	2	7	20	13	4	1	0	0	0	0	0
11:00	38	23.5	17.1	6.2	0	6	6	3	1	0	0	0	0	0	0	0
12:00	30	26.4	20.7	5.5	0	0	4	11	9	4	2	0	0	0	0	0
13:00	36	22.6	17.5	4.9	0	3	7	14	11	1	0	0	0	0	0	0
14:00	50	24.0	18.0	5.8	0	3	14	15	12	5	1	0	0	0	0	0
15:00	35	24.3	18.2	5.8	0	4	5	12	10	4	0	0	0	0	0	0
16:00	37	24.6	17.9	6.5	0	4	10	8	10	4	0	0	0	0	0	0
17:00	32	24.9	19.2	5.5	0	1	7	9	10	5	0	0	0	0	0	0
18:00	15	26.9	19.2	5.5	0	1	5	3	1	0	0	0	0	0	0	0
19:00	14	24.1	18.9	5.0	0	0	3	6	3	2	0	0	0	0	0	0
20:00	5	28.4	20.5	7.6	0	0	1	2	1	0	1	0	0	0	0	0
21:00	9	25.5	19.2	6.1	0	0	2	4	0	0	0	0	0	0	0	0
22:00	8	21.8	15.4	5.9	0	1	4	0	3	0	0	0	0	0	0	0
23:00	4	27.8	17.3	6.3	0	0	1	0	3	1	0	0	0	0	0	0
Total	85	24.0	18.1	5.7	0	8	13	36	19	7	2	0	0	0	0	0
2014-1-10	85	24.3	18.1	5.8	0	7	19	27	22	9	1	0	0	0	0	0
12N07-130	407	24.8	18.8	5.8	0	27	75	133	119	44	8	1	0	0	0	0
24N05-246	468	24.9	18.9	5.8	0	28	87	145	135	51	11	1	0	0	0	0
AM Peak	10:00	03:00	03:00	07:00	00:00	11:00	10:00	10:00	09:00	08:00	03:00	00:00	00:00	00:00	00:00	00:00
47	33.7	30.0	6.9	0	6	7	20	16	5	1	1	0	0	0	0	0
PM Peak	14:00	20:00	23:00	20:00	12:00	15:00	14:00	14:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
15	24.3	18.0	5.8	0	3	14	15	12	5	1	0	0	0	0	0	0

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound																	09/07/2022
Hour	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55	
00:00	4	-	12.5	22.5	0	0	0	0	0	2	0	0	0	0	0	0	
01:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0	
02:00	0	-	-	27.5	-	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	
04:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0	
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0	
06:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0	
07:00	4	-	23.8	21.3	2.5	0	0	0	1	3	0	0	0	0	0	0	
08:00	14	-	23.9	18.2	5.5	0	0	5	4	3	2	0	0	0	0	0	
09:00	16	-	21.4	21.6	3.8	0	0	0	6	7	3	0	0	0	0	0	
10:00	21	-	20.0	17.7	7.0	0	4	3	5	7	1	1	0	0	0	0	
11:00	15	-	24.4	17.2	6.9	0	2	4	5	2	1	1	0	0	0	0	
12:00	14	-	27.0	20.0	6.7	0	1	2	4	4	2	1	0	0	0	0	
13:00	16	-	22.6	19.4	3.1	0	0	1	8	7	0	0	0	0	0	0	
14:00	19	-	26.0	17.5	6.2	0	5	3	4	3	1	0	0	0	0	0	
15:00	12	-	26.3	17.9	6.2	0	2	1	4	4	1	0	0	0	0	0	
16:00	18	-	24.8	17.8	6.7	0	1	7	4	3	2	1	0	0	0	0	
17:00	13	-	23.4	18.3	4.9	0	1	2	4	6	0	0	0	0	0	0	
18:00	10	-	25.0	19.0	5.8	0	0	2	5	2	0	1	0	0	0	0	
19:00	10	-	27.0	19.6	7.1	0	2	3	5	4	4	1	0	0	0	0	
20:00	10	-	21.7	17.5	4.1	0	0	3	4	3	0	0	0	0	0	0	
21:00	4	-	22.7	17.5	4.1	0	0	1	3	1	0	0	0	0	0	0	
22:00	5	-	22.3	19.5	2.7	0	0	0	3	2	0	0	0	0	0	0	
23:00	2	-	23.7	20.0	3.5	0	0	0	1	1	0	0	0	0	0	0	
Total	36	-	24.6	17.5	6.9	0	6	7	10	9	2	2	0	0	0	0	
2014-130	31	-	25.3	17.7	7.4	0	7	4	7	8	4	1	0	0	0	0	
12047-119	172	-	24.9	18.6	6.1	0	16	30	53	52	15	6	0	0	0	0	
24040-246	219	-	24.8	18.6	6.1	0	21	38	68	65	20	7	0	0	0	0	
AM Peak	10:00	00:00	02:00	10:00	00:00	10:00	08:00	08:00	08:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00	
21	25.4	27.5	7.0	0	4	5	6	7	3	3	1	0	0	0	0	0	
PM Peak	14:00	19:00	12:00	14:00	12:00	14:00	16:00	13:00	13:00	19:00	12:00	12:00	12:00	12:00	12:00	12:00	
19	27.8	20.0	8.2	0	5	7	8	7	4	1	0	0	0	0	0	0	

360 TSL Ltd

Direction: Westbound																
Hour	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	4	32.6	23.8	8.5	0	0	1	0	1	1	1	0	0	0	0	0
01:00	1	-	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0
02:00	2	33.7	30.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	0	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0
07:00	5	21.4	15.5	5.7	0	1	1	2	1	0	0	0	0	0	0	0
08:00	11	22.9	18.4	3.8	0	0	3	5	4	0	0	0	0	0	0	0
09:00	11	28.5	21.6	6.6	0	0	2	3	2	3	1	0	0	0	0	0
10:00	20	25.0	18.8	6.0	0	2	3	6	6	1	2	0	0	0	0	0
11:00	15	27.7	21.8	5.6	0	0	1	5	6	1	3	0	0	0	0	0
12:00	14	28.2	20.7	7.2	0	0	4	3	3	2	2	0	0	0	0	0
13:00	19	26.3	19.6	4.5	0	0	4	4	10	0	0	0	0	0	0	0
14:00	20	26.6	21.0	5.4	0	1	1	6	7	5	0	0	0	0	0	0
15:00	24	24.8	19.2	5.5	0	1	5	6	9	3	0	0	0	0	0	0
16:00	24	25.3	20.8	4.3	0	1	0	8	12	3	0	0	0	0	0	0
17:00	18	23.2	17.2	5.8	0	2	5	4	6	1	0	0	0	0	0	0
18:00	18	20.7	15.0	5.5	0	3	8	2	5	0	0	0	0	0	0	0
19:00	9	29.5	21.9	7.3	0	0	2	2	1	3	1	0	0	0	0	0
20:00	8	24.9	21.3	5.5	0	0	0	0	3	4	1	0	0	0	0	0
21:00	4	21.2	16.3	4.8	0	0	2	1	1	0	0	0	0	0	0	0
22:00	5	23.6	19.1	6.2	0	0	0	1	4	0	0	0	0	0	0	0
23:00	6	22.7	16.7	5.8	0	0	3	2	0	1	0	0	0	0	0	0
Total	35	26.3	20.1	6.0	0	2	4	11	12	4	2	0	0	0	0	0
2014-130	44	25.6	20.0	5.4	0	3	6	12	16	8	0	0	0	0	0	0
12047-119	199	25.2	19.3	5.7	0	11	36	54	71	22	5	0	0	0	0	0
24040-246	241	25.5	19.5	5.8	0	12	46	64	82	29	8	0	0	0	0	0
AM Peak	10:00	02:00	02:00	08:00	00:00	10:00	10:00	10:00	10:00	10:00	11:00	00:00	00:00	00:00	00:00	00:00
20	18.7	19.0	6.5	0	2	3	6	3	3	2	0	0	0	0	0	0
PM Peak	15:00	19:00	19:00	10:00	12:00	16:00	16:00	16:00	16:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
24	26.5	21.9	7.3	0	3	8	8	12	4	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow																
Hour	Total	85th	Mean	Standard	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Beginning	Volume	Percentile	Speed	Deviation	<5mph	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	>=55
00:00	4	30.2	23.3	6.6	0	0	1	0	3	1	1	0	0	0	0	0
01:00	2	7.2	7.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
02:00	3	32.2	29.2	3.9	0	0	0	0	0	2	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	19.8	12.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
05:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
06:00	1	1.1	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	9	23.5	18.1	5.3	0	1	1	3	4	0	0	0	0	0	0	0
08:00	25	23.2	18.3	4.7	0	0	7	9	7	2	0	0	0	0	0	0
09:00	27	26.8	21.6	6.0	0	0	3	9	6	1	0	0	0	0	0	0
10:00	41	24.9	18.2	6.5	0	6	6	11	13	4	1	0	0	0	0	0
11:00	30	26.4	19.5	6.6	0	2	5	2	3	2	0	0	0	0	0	0
12:00	28	27.5	20.4	6.9	0	1	6	7	7	4	3	0	0	0	0	0
13:00	35	23.5	19.5	3.9	0	0	5	12	17	1	0	0	0	0	0	0
14:00	39	26.6	19.3	7.0	0	6	4	8	9	11	8	1	0	0	0	0
15:00	36	24.6	18.8	5.7	0	3	6	10	13	4	0	0	0	0	0	0
16:00	42	25.4	19.5	5.6	0	3	7	7	15	5	1	0	0	0	0	0
17:00	31	23.3	17.7	5.4	0	3	7	8	12	1	0	0	0	0	0	0
18:00	28	22.5	16.4	5.8	0	2	10	7	7	0	0	0	0	0	0	0
19:00	28	27.7	20.4	7.1	0	2	5	7	5	7	2	0	0	0	0	0
20:00	18	23.5	19.2	4.2	0	0	3	7	7	1	0	0	0	0	0	0
21:00	8	23.2	16.9	4.2	0	0	3	3	0	0	0	0	0	0	0	0
22:00	10	23.2	20.5	2.6	0	0	0	4	6	0	0	0	0	0	0	0
23:00	8	19.8	17.5	5.3	0	0	3	3	1	1	0	0	0	0	0	0
Total	71	-	25.5	18.8	6.5	0	8	11	21	21	6	4	0	0	0	0
2014-130	75	-	25.6	19.0	6.4	0	9	10	19	24	12	1	0	0	0	0
12047-119	371	-	25.1	19.0	5.9	0	27	66	107	123	37	11	0	0	0	0
24040-246	460	-	25.2	19.0	6.0	0	33	84	132	147	49	15	0	0	0	0
AM Peak	00:00	02:00	03:00	04:00	00:00	01:00	08:00	09:00	10:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00
PM Peak	16:00	17:00	22:00	19:00	0	6	7	15	13	6	3	0	0	0	0	0
	16:00	19:00	22:00	19:00	12:00	14:00	18:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

10/07/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	22.5	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	28.7	25.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	2	22.7	22.5	3.5	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	-	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	17.5	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	-	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	7	26.0	16.8	8.9	0	2	2	0	1	2	0	0	0	0	0	0
08:00	10	23.9	18.5	5.2	0	0	3	3	3	1	0	0	0	0	0	0
09:00	14	23.4	17.1	6.0	0	2	3	4	4	1	0	0	0	0	0	0
10:00	15	23.7	19.8	8.7	0	0	2	4	9	0	0	0	0	0	0	0
11:00	15	25.7	19.8	5.6	0	1	2	3	7	2	0	0	0	0	0	0
12:00	17	26.9	19.5	7.1	0	2	2	5	4	3	1	0	0	0	0	0
13:00	13	21.8	16.7	4.9	0	1	4	4	4	0	0	0	0	0	0	0
14:00	18	25.1	16.9	7.8	0	5	2	5	3	2	1	0	0	0	0	0
15:00	6	20.6	16.7	3.8	0	0	2	3	1	0	0	0	0	0	0	0
16:00	10	23.7	18.0	5.5	0	0	4	2	3	1	0	0	0	0	0	0
17:00	8	24.4	16.9	7.3	0	1	3	2	0	2	0	0	0	0	0	0
18:00	13	27.6	19.8	7.5	0	1	2	4	4	1	0	1	0	0	0	0
19:00	10	24.5	15.5	8.5	0	0	5	4	1	0	0	0	0	0	0	0
20:00	3	20.2	14.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
21:00	5	19.2	13.5	5.5	0	2	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	0	0	1	0	0	0	0	0	0
Total																
0610-120	30	34.7	19.8	4.7	0	1	4	7	16	2	0	0	0	0	0	0
0614-140	24	24.1	16.9	7.0	0	5	4	8	4	2	1	0	0	0	0	0
12047-130	146	24.7	18.5	6.2	0	15	31	39	43	15	2	1	0	0	0	0
24045-240	173	24.3	18.0	6.1	0	18	36	51	49	16	2	1	0	0	0	0
AM Peak	10:00	01:00	01:00	07:00	00:00	07:00	08:00	08:00	10:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
15	18.7	25.0	8.9	0	2	3	4	9	2	0	0	0	0	0	0	0
PM Peak	14:00	18:00	23:00	14:00	12:00	14:00	19:00	12:00	12:00	12:00	12:00	18:00	12:00	12:00	12:00	12:00
18	27.6	22.5	7.8	0	5	5	5	4	3	1	1	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	-	22.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	2	31.7	30.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	4	31.7	27.5	4.1	0	0	0	0	1	2	1	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	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	4	26.7	20.0	6.5	0	0	1	1	1	1	0	0	0	0	0	0
08:00	7	23.7	17.5	6.0	0	3	4	0	1	1	0	0	0	0	0	0
09:00	8	24.8	17.5	7.1	0	0	4	2	1	1	0	0	0	0	0	0
10:00	9	22.1	18.6	3.3	0	0	1	5	0	0	0	0	0	0	0	0
11:00	20	23.1	18.5	4.5	0	0	4	10	4	2	0	0	0	0	0	0
12:00	15	26.0	19.8	5.9	0	1	2	4	5	3	0	0	0	0	0	0
13:00	16	25.3	19.4	5.7	0	1	2	6	3	0	0	0	0	0	0	0
14:00	20	25.2	18.8	6.3	0	2	4	4	7	3	0	0	0	0	0	0
15:00	6	21.2	15.8	6.2	0	0	4	0	0	4	0	0	0	0	0	0
16:00	10	23.1	19.5	3.5	0	0	1	4	5	0	0	0	0	0	0	0
17:00	10	26.6	20.0	6.3	0	0	2	4	2	1	1	0	0	0	0	0
18:00	13	24.7	18.7	5.8	0	1	2	5	3	2	0	0	0	0	0	0
19:00	10	18.9	14.5	4.2	0	1	5	3	1	0	0	0	0	0	0	0
20:00	8	26.5	19.4	6.5	0	0	2	3	2	0	1	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	0	0	1	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
0610-120	29	22.8	18.5	4.1	0	0	5	15	7	2	0	0	0	0	0	0
0614-140	26	24.4	18.1	6.1	0	2	8	4	9	3	0	0	0	0	0	0
12047-130	138	24.4	18.8	5.4	0	5	29	49	37	16	2	0	0	0	0	0
24045-240	166	25.1	19.1	5.8	0	6	36	55	43	20	6	0	0	0	0	0
AM Peak	11:00	01:00	01:00	09:00	00:00	00:00	09:00	11:00	11:00	02:00	00:00	00:00	00:00	00:00	00:00	00:00
20	18.7	25.0	11.1	0	0	4	10	4	2	1	0	0	0	0	0	0
PM Peak	14:00	17:00	22:00	20:00	12:00	14:00	19:00	12:00	14:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
20	26.6	27.5	6.5	0	2	3	5	7	1	1	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	1	34.8	27.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
01:00	4	31.7	27.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
02:00	4	30.4	25.0	5.2	0	0	0	1	2	2	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	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	23.7	20.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	11	26.1	18.0	7.9	0	2	3	1	2	3	0	0	0	0	0	0
08:00	17	23.2	18.1	5.0	0	5	7	3	2	0	0	0	0	0	0	0
09:00	22	23.8	17.3	6.3	0	2	7	6	5	1	1	1	0	0	0	0
10:00	24	23.1	19.4	3.6	0	0	3	9	12	0	0	0	0	0	0	0
11:00	35	24.2	19.1	4.0	0	1	6	13	11	4	0	0	0	0	0	0
12:00	32	26.4	19.7	6.5	0	3	4	9	9	6	1	0	0	0	0	0
13:00	29	25.9	18.2	5.5	0	2	6	10	8	3	0	0	0	0	0	0
14:00	38	25.2	17.9	7.0	0	7	6	9	10	5	1	0	0	0	0	0
15:00	12	20.7	16.3	4.3	0	0	6	3	3	0	0	0	0	0	0	0
16:00	20	23.5	18.8	4.6	0	5	8	1	0	0	0	0	0	0	0	0
17:00	18	25.6	18.6	6.8	0	1	5	6	2	3	1	0	0	0	0	0
18:00	26	26.1	19.1	6.8	0	9	7	3	0	1	1	0	0	0	0	0
19:00	20	18.9	13.0	3.8	0	1	10	7	2	0	0	0	0	0	0	0
20:00	11	24.7	18.0	6.5	0	1	2	5	2	0	1	0	0	0	0	0
21:00	5	19.2	13.5	5.5	0	2	0	0	3	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
0610-120	59	23.8	19.2	4.4	0	1	9	22	23	4	0	0	0	0	0	0
0614-140	50	24.2	17.5	6.5	0	7	12	12	13	5	1	0	0	0	0	0
12047-130	284	24.6	18.5	5.8	0	20	60	88	80	31	4	1	0	0	0	0
24045-240	339	24.7	18.6	5.9	0	24	72	106	92	36	8	1	0	0	0	0
AM Peak	11:00	01:00	00:00	07:00	00:00	07:00	09:00	11:00	10:00	00:00	00:00	00:00	00			
	35	34.8	27.5	7.9	0	2	7	13	12	4	1	0	0	0	0	0
PM Peak	14:00	12:00	22:00	14:00	12:00	14:00	19:00	13:00	14:00	12:00	12:00	18:00	12:00	12:00	12:00	12:00

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

11/07/2022

Hour	Beginning	Total Volume	8th Percentile	Average	Standard Deviation	1st	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	-	22.5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	22.5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	4	26.2	21.3	4.8	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	10	36.0	21.5	5.1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
08:00	23	24.0	17.9	5.8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
09:00	23	22.9	17.9	5.8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
10:00	20	24.0	18.7	5.1	0	2	4	10	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	12	28.9	23.7	7.0	0	1	4	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	17	35.9	27.4	7.2	0	2	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	14	25.1	18.6	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	11	21.8	11.8	4.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	13	27.7	21.7	5.7	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	15	35.8	30.5	6.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	18	26.7	19.7	6.7	0	1	3	6	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	9	33.3	14.7	4.4	0	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	6	33.5	14.6	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	4	26.7	20.0	6.5	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	4	24.0	18.0	6.5	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	-	17.5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	-	37.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

360 TSL Ltd

Direction: Westbound

[illegible]

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Direction: Total Flow

Year	Total	Min	Max	Standard	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Beginning	End	Begin	End	Dev	Count	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
00:00	00:00	2	24.8	15.5	2.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	01:00	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	02:00	1	21.1	22.9	3.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	03:00	2	23.7	20.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
04:00	04:00	4	26.2	23.1	4.8	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	
05:00	05:00	12	35.5	25.7	6.7	2	1	2	1	3	3	3	3	0	0	0	0	0	0	0	0	
06:00	06:00	18	33.8	17.9	5.7	2	2	12	10	9	5	0	0	0	0	0	0	0	0	0	0	
07:00	07:00	21	34.1	16.6	3.1	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	
08:00	08:00	30	34.8	10.0	5.5	0	3	6	10	16	4	0	0	0	0	0	0	0	0	0	0	
09:00	09:00	40	36.8	20.5	6.1	0	2	3	7	13	3	0	0	0	0	0	0	0	0	0	0	
10:00	10:00	57	35.7	15.2	4.2	0	2	3	3	4	4	0	0	0	0	0	0	0	0	0	0	
11:00	11:00	73	33.2	17.5	5.5	0	4	7	14	9	3	0	0	0	0	0	0	0	0	0	0	
12:00	12:00	82	35.4	16.4	5.4	0	5	7	11	11	1	0	0	0	0	0	0	0	0	0	0	
13:00	13:00	59	36.3	21.1	5.0	0	0	4	7	11	7	0	0	0	0	0	0	0	0	0	0	
14:00	14:00	29	33.3	20.0	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	15:00	32	25.9	18.8	5.8	0	1	5	11	10	3	2	0	0	0	0	0	0	0	0	0	
16:00	16:00	23	22.8	17.5	5.1	0	1	7	6	7	1	0	0	0	0	0	0	0	0	0	0	
17:00	17:00	6	17.8	15.1	6.0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	
18:00	18:00	9	23.7	19.2	4.3	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	
19:00	19:00	8	33.3	18.2	5.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	20:00	5	22.8	18.5	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	21:00	4	23.5	33.5	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total																						
DETAILED	00	25.7	39.7	5.8	0	5	9	17	29	7	2	0	0	0	0	0	0	0	0	0	0	
DETAILED	01	26.9	19.9	5.8	0	4	9	14	23	12	0	0	0	0	0	0	0	0	0	0	0	
DETAILED	02	28.1	18.9	5.7	0	3	12	17	22	12	0	0	0	0	0	0	0	0	0	0	0	
DETAILED	03	24.0	19.1	5.6	0	24	79	121	142	46	8	0	0	0	0	0	0	0	0	0	0	
PM Peak																						
17:00	18:00	11.00	01:00	00:00	00:00	10:00	10:00	13:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
PM Peak	39	26.8	22.5	7.1	0	3	3	12	30	16	5	2	0	0	0	0	0	0	0	0	0	

360 TSL Ltd

Hayling Island ATC, Saltmarsh Lane

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	2	-	22.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	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	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	4	28.8	26.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
06:00	3	23.8	20.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
07:00	16	24.8	21.3	3.4	0	0	0	6	2	0	0	0	0	0	0	0
08:00	27	23.6	17.5	5.9	0	3	7	6	9	2	0	0	0	0	0	0
09:00	18	24.4	18.1	6.2	0	1	6	4	4	3	0	0	0	0	0	0
10:00	18	23.5	16.1	6.1	0	3	5	6	2	2	0	0	0	0	0	0
11:00	27	24.9	20.1	4.7	0	1	2	9	12	3	0	0	0	0	0	0
12:00	16	22.3	15.3	6.6	0	3	7	2	2	0	0	0	0	0	0	0
13:00	11	21.7	16.6	4.9	0	1	3	4	3	0	0	0	0	0	0	0
14:00	23	22.0	16.4	5.4	0	3	8	5	1	0	0	0	0	0	0	0
15:00	15	23.5	15.2	7.0	0	5	2	5	1	2	0	0	0	0	0	0
16:00	21	25.5	18.5	6.8	0	3	4	4	6	4	0	0	0	0	0	0
17:00	14	27.5	21.8	5.5	0	0	2	2	7	2	1	0	0	0	0	0
18:00	10	20.5	15.5	4.8	0	0	6	3	0	1	0	0	0	0	0	0
19:00	5	19.9	16.5	6.5	0	1	1	1	2	0	0	0	0	0	0	0
20:00	7	26.7	22.5	4.1	0	0	0	2	3	2	0	0	0	0	0	0
21:00	6	22.8	16.7	4.9	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	16.6	15.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0
23:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total	45	24.3	18.5	5.6	0	4	7	15	14	5	0	0	0	0	0	0
PH10-120	38	22.2	15.9	6.1	0	8	8	13	6	3	0	0	0	0	0	0
PH14-110	216	24.0	17.8	6.0	0	23	50	59	59	24	1	0	0	0	0	0
LNPH7-110	248	24.5	18.2	6.1	0	25	54	66	71	30	1	0	0	0	0	0
AM Peak	08:00	00:00	00:00	00:00	00:00	08:00	08:00	08:00	11:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00
27	29.8	24.3	7.1	0	3	7	9	12	3	0	0	0	0	0	0	0
PM Peak	14:00	22:00	22:00	22:00	12:00	15:00	12:00	14:00	17:00	16:00	17:00	22:00	12:00	12:00	12:00	12:00
23	36.6	25.8	10.4	0	5	7	8	7	4	1	1	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	2	11.0	20.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
01:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	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	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	14	23.5	18.2	5.1	0	0	5	3	5	1	0	0	0	0	0	0
08:00	11	22.3	17.5	4.5	0	0	4	3	4	0	0	0	0	0	0	0
09:00	13	25.1	17.5	7.4	0	2	3	4	2	1	1	0	0	0	0	0
10:00	17	23.5	17.2	4.1	0	0	6	4	0	0	0	0	0	0	0	0
11:00	29	23.2	18.4	4.6	0	1	4	16	5	3	0	0	0	0	0	0
12:00	13	24.7	20.2	4.4	0	0	1	6	4	2	0	0	0	0	0	0
13:00	22	22.1	16.8	4.2	0	2	3	13	0	0	0	0	0	0	0	0
14:00	16	23.0	17.8	5.0	0	1	3	7	4	1	0	0	0	0	0	0
15:00	24	25.9	20.0	5.1	0	0	5	9	4	0	0	0	0	0	0	0
16:00	20	24.3	19.2	4.9	0	1	4	11	10	3	0	0	0	0	0	0
17:00	10	25.3	22.0	4.1	0	0	1	2	6	1	0	0	0	0	0	0
18:00	13	24.7	18.7	5.8	0	0	4	4	0	1	0	0	0	0	0	0
19:00	10	27.5	21.0	6.3	0	0	3	0	4	3	0	0	0	0	0	0
20:00	9	26.3	18.1	6.8	0	1	2	3	1	2	0	0	0	0	0	0
21:00	7	26.8	18.2	7.3	0	0	3	2	1	0	1	0	0	0	0	0
22:00	3	16.2	22.6	18.3	0	0	1	1	0	0	0	0	0	0	0	0
23:00	2	22.5	22.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
Total	46	22.5	17.9	4.5	0	1	10	22	10	3	0	0	0	0	0	0
PH10-120	40	24.4	19.1	5.1	0	1	8	13	5	0	0	0	0	0	0	0
PH14-110	211	23.7	18.5	5.0	0	7	43	81	62	16	2	0	0	0	0	0
LNPH7-110	247	24.1	18.6	5.3	0	9	55	87	70	22	3	1	0	0	0	0
AM Peak	11:00	00:00	00:00	00:00	00:00	09:00	10:00	11:00	07:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00
29	16.8	20.0	18.6	0	2	6	16	5	3	1	0	0	0	0	0	0
PM Peak	15:00	22:00	22:00	22:00	12:00	13:00	12:00	14:00	16:00	15:00	16:00	22:00	12:00	12:00	12:00	12:00
29	36.2	22.5	11.2	0	2	3	13	10	4	1	1	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
00:00	4	20.0	21.3	7.5	0	0	1	1	0	2	0	0	0	0	0	0
01:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
05:00	4	28.8	26.3	2.5	0	0	0	0	1	3	0	0	0	0	0	0
06:00	4	24.8	17.5	7.1	0	1	0	1	2	0	0	0	0	0	0	0
07:00	30	24.5	19.8	4.5	0	0	5	9	13	3	0	0	0	0	0	0
08:00	38	23.2	17.5	5.5	0	3	11	9	13	2	0	0	0	0	0	0
09:00	31	24.6	17.8	6.6	0	3	9	8	6	4	1	0	0	0	0	0
10:00	35	22.0	16.6	5.2	0	3	11	12	7	2	0	0	0	0	0	0
11:00	56	24.1	19.3	4.7	0	2	6	25	17	6	0	0	0	0	0	0
12:00	29	23.8	17.5	6.1	0	3	8	8	6	4	0	0	0	0	0	0
13:00	33	23.5	16.7	4.4	0	3	6	17	7	0	0	0	0	0	0	0
14:00	39	22.4	17.0	5.2	0	4	9	15	9	2	0	0	0	0	0	0
15:00	39	24.7	18.1	6.3	0	5	7	11	10	6	0	0	0	0	0	0
16:00	50	24.8	18.9	5.7	0	4	8	15	16	7	0	0	0	0	0	0
17:00	24	26.5	21.5	4.9	0	0	3	4	13	3	1	0	0	0	0	0
18:00	23	23.0	17.3	5.5	0	1	10	7	4	1	0	0	0	0	0	0
19:00	15	26.2	19.5	6.5	0	1	4	1	6	3	0	0	0	0	0	0
20:00	16	26.3	20.0	6.1	0	1	2	5	4	4	0	0	0	0	0	0
21:00	13	23.8	17.5	6.1	0	0	6	3	0	1	0	0	0	0	0	0
22:00	6	16.4	24.2	10.8	0	0	1	2	1	0	0	2	0	0	0	0
23:00	1	13.5	13.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
Total	91	23.4	18.2	5.0	0	5	17	37	24	8	0	0	0	0	0	0
PH10-120	78	23.6	17.6	5.8	0	9	16	26	19	8	0	0	0	0	0	0
PH14-110	427	23.9	18.2	5.5	0	30	93	140	121	40	3	0	0	0	0	0
LNPH7-110	495	24.3	18.4	5.7	0	34	109	153	141	52	4	2	0	0	0	0
AM Peak	11:00	00:00	00:00	00:00	00:00	08:00	08:00	08:00	11:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00
56	29.0	25.3	7.5	0	3	11	25	17	6	1	0	0	0	0	0	0
PM Peak	16:00	22:00	22:00	22:00	12:00	15:00	18:00	13:00	16:00	16:00	17:00	22:00	12:00	12:00	12:00	12:00

Appendix F



Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
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Filename: Saltmarsh Lane _ West Lane.j9

Path: W:\Projects\Fareham\020-029\020 Miscellaneous\020.0660 Saltmarsh Lane, Hayling Island\Modelling

Report generation date: 06-Oct-22 3:54:24 PM

»2022, AM
»2022, PM
»2027, AM
»2027, PM
»2027 + Dev, AM
»2027 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-AC	0.1	9.05	0.07	A	0.0	8.79	0.03	A
Stream C-AB	0.0	5.85	0.02	A	0.0	5.54	0.01	A
2027								
Stream B-AC	0.1	9.07	0.08	A	0.0	8.81	0.03	A
Stream C-AB	0.0	5.84	0.02	A	0.0	5.52	0.01	A
2027 + Dev								
Stream B-AC	0.1	9.36	0.12	A	0.1	8.61	0.06	A
Stream C-AB	0.0	5.90	0.03	A	0.1	5.64	0.04	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	06-Sep-22
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC-PBASH-KAREN\Paul B
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	West Lane South		Major
B	Saltmarsh Lane		Minor
C	West Lane North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	20	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	466	0.087	0.219	0.138	0.313
1	B-C	600	0.094	0.238	-	-
1	C-B	661	0.262	0.262	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	191	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	185
	B	14	0	18
	C	124	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	9.05	0.1	A	29	44
C-AB	0.02	5.85	0.0	A	9	13
C-A					112	168
A-B					6	8
A-C					170	255

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	24	6	492	0.049	24	0.0	0.1	8.459	A
C-AB	7	2	684	0.010	7	0.0	0.0	5.846	A
C-A	92	23			92				
A-B	5	1			5				
A-C	139	35			139				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29	7	484	0.059	29	0.1	0.1	8.701	A
C-AB	9	2	689	0.012	9	0.0	0.0	5.817	A
C-A	110	28			110				
A-B	5	1			5				
A-C	166	42			166				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	35	9	473	0.075	35	0.1	0.1	9.053	A
C-AB	11	3	696	0.016	11	0.0	0.0	5.776	A
C-A	134	34			134				
A-B	7	2			7				
A-C	204	51			204				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	35	9	473	0.075	35	0.1	0.1	9.054	A
C-AB	11	3	696	0.016	11	0.0	0.0	5.776	A
C-A	134	34			134				
A-B	7	2			7				
A-C	204	51			204				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29	7	484	0.059	29	0.1	0.1	8.705	A
C-AB	9	2	689	0.012	9	0.0	0.0	5.819	A
C-A	110	28			110				
A-B	5	1			5				
A-C	166	42			166				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	24	6	492	0.049	24	0.1	0.1	8.467	A
C-AB	7	2	684	0.010	7	0.0	0.0	5.848	A
C-A	92	23			92				
A-B	5	1			5				
A-C	139	35			139				

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	99	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	92
	B	7	0	4
	C	164	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.79	0.0	A	10	15
C-AB	0.01	5.54	0.0	A	7	10
C-A					149	224
A-B					6	10
A-C					84	127

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8	2	477	0.017	8	0.0	0.0	8.447	A
C-AB	5	1	721	0.008	5	0.0	0.0	5.535	A
C-A	123	31			123				
A-B	5	1			5				
A-C	69	17			69				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	10	2	471	0.021	10	0.0	0.0	8.587	A
C-AB	7	2	733	0.009	7	0.0	0.0	5.453	A
C-A	146	37			146				
A-B	6	2			6				
A-C	83	21			83				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12	3	463	0.026	12	0.0	0.0	8.787	A
C-AB	9	2	749	0.012	9	0.0	0.0	5.345	A
C-A	178	45			178				
A-B	8	2			8				
A-C	101	25			101				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12	3	463	0.026	12	0.0	0.0	8.787	A
C-AB	9	2	749	0.012	9	0.0	0.0	5.347	A
C-A	178	45			178				
A-B	8	2			8				
A-C	101	25			101				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	10	2	471	0.021	10	0.0	0.0	8.590	A
C-AB	7	2	733	0.009	7	0.0	0.0	5.456	A
C-A	146	37			146				
A-B	6	2			6				
A-C	83	21			83				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8	2	477	0.017	8	0.0	0.0	8.451	A
C-AB	5	1	721	0.008	5	0.0	0.0	5.537	A
C-A	123	31			123				
A-B	5	1			5				
A-C	69	17			69				

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	197	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	6	191
	B	14	0	19
	C	128	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	9.07	0.1	A	30	45
C-AB	0.02	5.84	0.0	A	9	13
C-A					116	174
A-B					6	8
A-C					175	263

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25	6	493	0.050	25	0.0	0.1	8.458	A
C-AB	7	2	685	0.010	7	0.0	0.0	5.839	A
C-A	95	24			95				
A-B	5	1			5				
A-C	144	36			144				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	30	7	484	0.061	30	0.1	0.1	8.709	A
C-AB	9	2	690	0.013	9	0.0	0.0	5.808	A
C-A	114	28			114				
A-B	5	1			5				
A-C	172	43			172				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	36	9	473	0.077	36	0.1	0.1	9.072	A
C-AB	11	3	698	0.016	11	0.0	0.0	5.766	A
C-A	139	35			139				
A-B	7	2			7				
A-C	210	53			210				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	36	9	473	0.077	36	0.1	0.1	9.074	A
C-AB	11	3	698	0.016	11	0.0	0.0	5.766	A
C-A	139	35			139				
A-B	7	2			7				
A-C	210	53			210				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	30	7	484	0.061	30	0.1	0.1	8.716	A
C-AB	9	2	690	0.013	9	0.0	0.0	5.811	A
C-A	114	28			114				
A-B	5	1			5				
A-C	172	43			172				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25	6	493	0.050	25	0.1	0.1	8.468	A
C-AB	7	2	685	0.010	7	0.0	0.0	5.841	A
C-A	95	24			95				
A-B	5	1			5				
A-C	144	36			144				

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	102	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	95
	B	7	0	4
	C	169	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.81	0.0	A	10	15
C-AB	0.01	5.52	0.0	A	7	11
C-A					154	230
A-B					6	10
A-C					87	131

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8	2	476	0.017	8	0.0	0.0	8.464	A
C-AB	5	1	723	0.008	5	0.0	0.0	5.520	A
C-A	126	32			126				
A-B	5	1			5				
A-C	72	18			72				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	10	2	470	0.021	10	0.0	0.0	8.608	A
C-AB	7	2	735	0.009	7	0.0	0.0	5.437	A
C-A	151	38			151				
A-B	6	2			6				
A-C	85	21			85				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12	3	461	0.026	12	0.0	0.0	8.813	A
C-AB	9	2	752	0.012	9	0.0	0.0	5.325	A
C-A	184	46			184				
A-B	8	2			8				
A-C	105	26			105				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12	3	461	0.026	12	0.0	0.0	8.813	A
C-AB	9	2	752	0.012	9	0.0	0.0	5.325	A
C-A	184	46			184				
A-B	8	2			8				
A-C	105	26			105				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	10	2	470	0.021	10	0.0	0.0	8.609	A
C-AB	7	2	735	0.009	7	0.0	0.0	5.437	A
C-A	151	38			151				
A-B	6	2			6				
A-C	85	21			85				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8	2	476	0.017	8	0.0	0.0	8.468	A
C-AB	5	1	723	0.008	5	0.0	0.0	5.523	A
C-A	126	32			126				
A-B	5	1			5				
A-C	72	18			72				

2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	199	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	191
	B	19	0	32
	C	128	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	9.36	0.1	A	47	70
C-AB	0.03	5.90	0.0	A	17	25
C-A					115	172
A-B					7	11
A-C					175	263

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	38	10	499	0.077	38	0.0	0.1	8.583	A
C-AB	13	3	685	0.019	13	0.0	0.0	5.895	A
C-A	95	24			95				
A-B	6	2			6				
A-C	144	36			144				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	46	11	491	0.093	46	0.1	0.1	8.890	A
C-AB	16	4	690	0.023	16	0.0	0.0	5.877	A
C-A	112	28			112				
A-B	7	2			7				
A-C	172	43			172				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	56	14	479	0.117	56	0.1	0.1	9.350	A
C-AB	21	5	697	0.030	21	0.0	0.0	5.853	A
C-A	137	34			137				
A-B	9	2			9				
A-C	210	53			210				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	56	14	479	0.117	56	0.1	0.1	9.356	A
C-AB	21	5	697	0.030	21	0.0	0.0	5.853	A
C-A	137	34			137				
A-B	9	2			9				
A-C	210	53			210				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	46	11	491	0.093	46	0.1	0.1	8.900	A
C-AB	16	4	690	0.024	16	0.0	0.0	5.881	A
C-A	112	28			112				
A-B	7	2			7				
A-C	172	43			172				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	38	10	499	0.077	38	0.1	0.1	8.592	A
C-AB	13	3	685	0.019	13	0.0	0.0	5.898	A
C-A	94	24			94				
A-B	6	2			6				
A-C	144	36			144				

2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	107	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	12	95
	B	11	0	14
	C	169	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	8.61	0.1	A	23	34
C-AB	0.04	5.64	0.1	A	25	37
C-A					150	225
A-B					11	17
A-C					87	131

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19	5	502	0.037	19	0.0	0.0	8.188	A
C-AB	19	5	722	0.027	19	0.0	0.0	5.635	A
C-A	124	31			124				
A-B	9	2			9				
A-C	72	18			72				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22	6	496	0.045	22	0.0	0.1	8.362	A
C-AB	24	6	734	0.032	24	0.0	0.0	5.575	A
C-A	147	37			147				
A-B	11	3			11				
A-C	85	21			85				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28	7	488	0.056	27	0.1	0.1	8.605	A
C-AB	31	8	751	0.041	31	0.0	0.1	5.500	A
C-A	178	45			178				
A-B	13	3			13				
A-C	105	26			105				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28	7	488	0.056	28	0.1	0.1	8.607	A
C-AB	31	8	751	0.041	31	0.1	0.1	5.501	A
C-A	178	45			178				
A-B	13	3			13				
A-C	105	26			105				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22	6	496	0.045	23	0.1	0.1	8.364	A
C-AB	24	6	734	0.033	24	0.1	0.0	5.579	A
C-A	147	37			147				
A-B	11	3			11				
A-C	85	21			85				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19	5	502	0.037	19	0.1	0.0	8.195	A
C-AB	19	5	722	0.027	19	0.0	0.0	5.639	A
C-A	124	31			124				
A-B	9	2			9				
A-C	72	18			72				