



**Tournerbury Lane,  
Hayling**

## **Transport Statement**

**on behalf of**

**Tournerbury  
Woods Estate**

**November 2021**

# **INTERMODAL TRANSPORTATION**

**IT2073**

**Hunters Court, Debden Road, Saffron Walden, Essex CB11 4AA** Tel: 01799 529529 Fax: 01799 529530 e-mail: [enquiries@inter-modal.co.uk](mailto:enquiries@inter-modal.co.uk)



| <b>CONTENTS</b>                             | <b>PAGE</b> |
|---------------------------------------------|-------------|
| 1 INTRODUCTION .....                        | 1           |
| 2 SITE LOCATION AND LOCAL ROAD NETWORK..... | 2           |
| 3 PROPOSED DEVELOPMENT .....                | 4           |
| 4 TRIP GENERATION AND DISTRIBUTION .....    | 6           |
| 5 NETWORK PERFORMANCE .....                 | 8           |
| 6 ALTERNATIVE MODES OF TRAVEL.....          | 13          |
| 7 CONCLUSIONS .....                         | 14          |

#### **DRAWINGS**

IT2073/TS/01: .....SITE LOCATION IN LOCAL AND WIDER CONTEXT

#### **APPENDICES**

APPENDIX A: ..... EVENT CALENDER AND GUEST NUMBERS FOR 2019

APPENDIX B: ..... ATC DATA



## 1 INTRODUCTION

- 1.1 Intermodal Transportation Ltd (ITL) have been commissioned by the Tournerbury Woods Estate (TWE) to consider highway and transportation issues appertaining to the access to their wedding and event venue situated within the TWE on Hayling Island.
- 1.2 This report considers the highway and traffic movements along Tournerbury Lane from its junction with Church Road to the eastern end of Tournerbury Lane, where the public highway ends just beyond Eastwood Close.
- 1.3 This report only considers technical matters appertaining to traffic volumes and the capacity of the public highway within the main influence area (Tournerbury Lane) to carry event related traffic to and from the TWE venue, as it has done since 1998. The aim of this report is to assist with the application for retrospective planning permission.
- 1.4 ITL previously prepared a Transport Statement (TS) report, dated October 2019, that was submitted with an earlier similar application. That application was, however, refused planning permission and is currently pending appeal in 2022. It should, however, be noted that Hampshire County Council (HCC) the Local Highway Authority (LHA) for this location did not raise an objection in relation to the proposal.
- 1.5 ITL are aware that HCC asked for a Transport Assessment (TA) to support the earlier application, however, ITL believe that application and the current application only warrant the preparation of a TS given the existing use of the site falls under the thresholds identified in HCC's Transport Assessment guidelines for either 'Leisure' or 'Miscellaneous Commercial' which the existing land use would fall under.
- 1.6 This TS includes the following:
- Description of the site location and characteristics of the local road network;
  - Description of the development;
  - Calculation of the likely level of traffic attracted to the proposal;
  - Confirmation that the main junction within the influence area should be regarded as acceptable to serve the development proposal; and
  - Demonstration that the worst case development traffic can be accommodated in the link capacity terms on the local road network;



## 2 SITE LOCATION AND LOCAL ROAD NETWORK

### Site Location

- 2.1 The site is located to the south east of Hayling Island and is located within the Tournerbury Woods Estate land that has a frontage onto Chichester Harbour. It is bounded by the Mengham Rythe Estuary on its eastern and southern flanks; the Tournerbury Golf Centre on its northern flank and by farmland on the western side of the woods, which is given over to horses. The access road to and from the site is via Tournerbury Lane and then via a private road through Tournerbury Farm to the TWE estate land. Drawing IT2073/TS/01 shows the site in its local and wider context.

### Local Road Network

- 2.2 This report only deals with the public highway network where the influence of development traffic would be material to any planning and highway considerations. This, ITL regard to be the junction of Tournerbury Lane with Church Road and Tournerbury Lane itself along its entire length.
- 2.3 Tournerbury Lane is a no through road. It serves a number of land uses comprising retail (the Cooperative food store), mainly residential, a golf centre and paddocks as well as the TWE woodland estate.
- 2.4 At its western end where Tournerbury Lane joins Church Road, the lane is 7.3m in width and supports generous footways to both sides of the running carriageway. The road is totally urban in character with street lighting and parking restrictions in place. The main access to the Co-op store is situated around 85m to the east of Church Road and hence activity in this short section of the road is much higher than to the immediate east of the access/egress to the food store. Double yellow lines are in place from Church Road to just beyond the Co-op entrance on the south side of Tournerbury Lane, but they extend further east up to the junction with Burwood Grove on the north side of the lane. This sensibly prevents on-street parking within the busiest section of the lane.
- 2.5 From the east side of the Co-op entrance parking generally takes place along the southern side of the lane right up to the Tournerbury Lane junction with Poplar Grove. At this point in Tournerbury Lane the road remains 7.3m wide serving the various residential side roads to cul-de-sacs to housing clusters. At this point along the lane the parking switches from the south side to the north side of the lane. This pattern of parking then continues on the north side of Tournerbury Lane up to the layby situated almost opposite Beech Grove. The layby itself is also heavily parked up at most times of the day.



- 2.6 Between the layby and the end of Tournerbury Lane (basically just beyond Eastwood Close) the road width narrows to 5.4m and there are often a few interspersed parked vehicles on the northern side of the lane. This narrower section of road extends to some 175m in length compared to the total length of Tournerbury Lane being 545m.
- 2.7 Based on the observations of ITL personnel and the local knowledge of the Applicant, these parking patterns are typical and the choice of parking sides on the lane are generally respected by local residents and visitors.
- 2.8 In summary about one third of the lane is 5.4m in width but the majority of the road is 7.3m in width.
- 2.9 The whole of Tournerbury Lane has footways to either side of the road and in places this is separated from the road by roadside verges. Although of older design standards the footways are in generally good condition and are fit for purpose in serving the various (mainly residential) uses down the lane. Moreover the whole of Tournerbury Lane is street lit to good standards and the road is regulated to a 30mph speed limit.
- 2.10 The junction of Tournerbury Lane and St Marys Road forms a left-right stagger junction with Church Road. It is an uncontrolled priority give way with Tournerbury Lane and St Marys Road forming the give way limbs. There are short harbourage areas within a ghosted right turn lane system to accommodate right turning movements into the respective side road junctions. Within the debouchment of the Tournerbury Lane junction, there is a pedestrian refuge splitter island to aid pedestrian crossing the lane in two stages.
- 2.11 HCC has recently completed an upgrade and improvements to the Tournerbury Lane junction to further aid pedestrian movement and safety.
- 2.12 At off peak times ITL observed that there were no notable queuing issues at this junction. This is important in the context of the main use for which TWE are seeking a retrospective planning permission.



### 3 PROPOSED DEVELOPMENT

- 3.1 Whilst this section refers to the 'proposed' development it has to be explained that the use for which permission is being applied for has taken place since 1998 when TWE started to operate as an event venue. This business has operated successfully for over 20 years and is a popular location locally for couples to get married and for corporate hospitality and entertaining and has, ITL are advised, hitherto attracted very little adverse reaction from local residents, the Local Planning Authority and the Highway Authority. It should be noted that despite substantial local publicity to the previous planning application (APP/18/00943) both in local newspapers and HBC planning department statutory publicity, no objections were received to the application from residents of Tournerbury Lane.
- 3.2 The application is a retrospective application for use of the site for wedding functions and events. The primary use is for weddings, however.
- 3.3 The development consists of a large marquee (less than 500 m<sup>2</sup> in area), a covered walkway / pergola for wedding photographs and ancillary toilet and car parking facilities. Catering and support entertainment for the wedding is sourced externally and is brought in for each event.
- 3.4 It is proposed that the venue be limited to no more than 65 weddings / events per annum, leaving 300 days per year without weddings or events.
- 3.5 Guest numbers would not exceed the following limitations: -
- a) Up to 10 weddings / events at no more than the marquee dining capacity (250 guests);
  - b) Up to 10 weddings / events at no more 200 guests;
  - c) Up to 30 weddings / events at no more than 150 guests;
  - d) Up to 15 weddings or events at no more than 90 guests.
- 3.6 In the light of the above it should be noted that adopting the above limitations would represent a reduction in the scope / number of events at the site compared to the levels anticipated at the time of the previous planning application.
- 3.7 Car parking is contained to a specific area which is able to cater for current demands and allows for up to 120 vehicles to park; however there is sufficient space to expand parking areas should this become an issue on the private land.



- 3.8 The venue is 0.7km from the public highway (the eastern end of Tournerbury Lane) and therefore there would be no consequential impacts of any development related traffic in traversing the private right of way or TWE land to and from the venue on the highway network.



## 4 TRIP GENERATION AND DISTRIBUTION

- 4.1 In order to place traffic matters into context, at the time of the previous application the Applicant provided ITL with a breakdown of guest numbers for large events held in 2019. This is attached at Appendix A.
- 4.2 The maximum number of attendees at a 2019 event (both day and evening guests) was on 10th August 2019 where 150 day guests attended the ceremony and 65 evening guests attended the evening reception; a total of 215 guests. It is therefore apparent that, in 2019, events with guest numbers that exceed those that would be present during the vast majority (85%) of the weddings / events listed at paragraph 3.5 of this report occurred.
- 4.3 ITL arranged for an automatic traffic counter (ATC) to be placed on the private access road immediately before vehicles turned off into the venue car parks. The ATC was placed for 19 days from 20<sup>th</sup> September 2019 to 8<sup>th</sup> October 2019. The ATC data shows the build-up and decay of arrivals and departures, to the various events recorded and is contained in Appendix B.
- 4.4 As the number of day guests and evening guests are known and the count information is recorded on an hourly basis, then it is possible to derive the highest two-way peak hour for each day over the 4 events recorded. Table 4.1 below sets out the calculations for the four events that took place whilst the ATC was recording vehicle movements.

**Table 4.1: Data used for Traffic Flow Estimates**

| Date                              | 21.09.19        | 26.09.19        | 28.09.19        | 05.10.19        | Average   |
|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------|
| Inbound Daily Flow                | 108             | 131             | 112             | 80              | 108       |
| Outbound Daily Flow               | 99              | 126             | 97              | 72              | 99        |
| Highest Combined Peak Hour & Time | 74<br>1300-1400 | 54<br>1500-1600 | 38<br>1900-2000 | 27<br>2200-2300 | 48<br>N/A |
| Highest Peak as % of Daily Flow   | 36%             | 21%             | 18%             | 18%             | 23%       |

*Note: the inbound figures are consistently higher than the outbound trips as many guests leave their cars overnight on the premises.*

- 4.5 Clearly, the event that took place on 21st September (150 day guests but no evening guests) showed the highest two-way peak hour as a percentage of all flows in and out (summed) over the day. The 36% figure is the highest ratio recorded for any one hour period compared to all other hours on that day and is considered to be a reliable indicator of the highest flows to any event. As mentioned previously the highest number of total



guests occurred on 10th August but coincidentally the number of day guests is exactly the same as that which attended on 21st September 2019. There was one other event held on 26th September which had the highest number of day guests for the whole of 2019 which was 180 guests. However, on this day, the highest recorded peak hour flow was only 21% of the daily two-way flow. This shows there are variations in the arrival and departure profiles.

- 4.6 Occasionally, a bus ,coach or minibus will be laid on by some guests, in which case the average number of cars arriving, or departing would be less than the worst case tested below.
- 4.7 As the evening progresses, it can be expected that family and friends would start to leave from about 8.00pm as evidenced from the survey results.
- 4.8 Within the vehicle movements recorded there would be some arrivals and departures of staff and catering /music providers during the run up to the ceremony and in the last hour when most people will leave. Moreover, the traffic counts will have included any taxis that dropped off or, picked up guests.
- 4.9 The wedding events held on 28th September and 5th October 2019 had a very similar number of evening guests as for the busiest 10th August event. For these wedding events the survey results revealed that the highest peak hour flow occurred between 1900 to 2000hrs and 2200 to 2300 hrs respectively. Coincidentally they showed the same 18% of total two-way daily flows occurring during these different evening periods.
- 4.10 The arrival hour, before the ceremony, is therefore the worst-case hour to base any capacity judgements upon and the period between 2200 hrs and 2300hrs is likely to be the worst-case hour to review with regard to the evening flow peak. Also, it is worthy to note that the traffic flows to and from any event venue is heavily biased either inwards or outwards depending on the time of day.



## 5 NETWORK PERFORMANCE

- 5.1 As part of the previous study, two Automatic Traffic Counters (ATCs) were placed on Tournerbury Lane for 7 days commencing 20<sup>th</sup> September 2019. One of the two ATCs was placed at the western end, towards the junction with Church Road, whilst the other ATC was installed at the eastern end, between Laburnum Grove and Eastwood Close.
- 5.2 As stated in section 4, a wedding event is likely to attract the maximum level of traffic during the hour before the ceremony. As ceremonies take place generally between 12:00 to 16:00 hrs, ITL has reviewed the two-way traffic movements at both ends of Tournerbury Lane below to show flows at 1 hour intervals along with the 24 hour traffic flows. It should be noted that during the ATC survey, wedding events were held on 21st and 26th September 2019 and therefore the traffic attracted by those events on those two days was deducted from the baseline traffic flows summarised below.

**Table 5.1: Summary of Traffic Surveys**

| Time Period   | 5 Day Average Two-Way Flows |                         | 7 Day Average Two-Way Flows |                         |
|---------------|-----------------------------|-------------------------|-----------------------------|-------------------------|
|               | Tournerbury Lane (West)     | Tournerbury Lane (East) | Tournerbury Lane (West)     | Tournerbury Lane (East) |
| 12:00 – 13:00 | 290                         | 49                      | 299                         | 53                      |
| 13:00 – 14:00 | 281                         | 42                      | 293                         | 47                      |
| 14:00 – 15:00 | 327                         | 50                      | 324                         | 50                      |
| 15:00 – 16:00 | 359                         | 58                      | 344                         | 57                      |
| 00:00 – 24:00 | 4066                        | 637                     | 3910                        | 653                     |

- 5.3 To be robust, ITL has therefore adopted the same percentage trips inbound and outbound on the run up to the wedding (day guests) as recorded for the 21st September 2019 wedding and increased the recorded movements on a pro-rata basis based on the maximum number of guests that could attend a wedding / function at the site under the restrictions set out at paragraph 3.5. Adopting that approach, i.e. dividing 250 by 215 and then multiplying the observed movements by the resultant ratio, results in the calculation of 58 inbound vehicle movements and 28 vehicle departures in the worst case hour. ITL have taken the survey results of 28th September 2019 where 70 evening guests attended to be a good proxy for a high evening peak hour at the venue and adopting the same pro-rata approach have calculated that there could be 27 inbound vehicle movements and 17 vehicle departures.



- 5.4 Hence, it might be that a total of 86 two-way movements could occur as the absolute highest level of activity for any event and that this would be the exception rather than the rule, given that on 85% of events throughout the year the maximum number of guests would be at least 20% lower than is allowed for in the above calculations.
- 5.5 Table 5.2 summarises the potential effects of the development traffic at the above locations in the observed year i.e. 2019.

**Table 5.2: Highest increase in traffic on Tournerbury Lane (5 Day Average)**

| Link          | Observed Year Flows 2019 |        | Development Traffic |        | % Increase |        |
|---------------|--------------------------|--------|---------------------|--------|------------|--------|
|               | Link 1                   | Link 2 | Link 1              | Link 2 | Link 1     | Link 2 |
| 12:00 – 13:00 | 290                      | 49     | 86                  | 86     | 30%        | 176%   |
| 13:00 – 14:00 | 281                      | 42     | 86                  | 86     | 31%        | 205%   |
| 14:00 – 15:00 | 327                      | 50     | 86                  | 86     | 26%        | 172%   |
| 15:00 – 16:00 | 359                      | 58     | 86                  | 86     | 24%        | 148%   |

Note: Link 1 is the western end of Tournerbury Lane, whilst Link 2 is the eastern end

- 5.6 The corresponding impact on both links of Tournerbury Lane over a 7 day average is shown in Table 5.3.

**Table 5.3: Possible increase in traffic on Tournerbury Lane (7 Day Average)**

| Link          | Observed Year Flows 2019 |        | Development Traffic |        | % Increase |        |
|---------------|--------------------------|--------|---------------------|--------|------------|--------|
|               | Link 1                   | Link 2 | Link 1              | Link 2 | Link 1     | Link 2 |
| 12:00 – 13:00 | 299                      | 53     | 86                  | 86     | 29%        | 162%   |
| 13:00 – 14:00 | 293                      | 47     | 86                  | 86     | 29%        | 183%   |
| 14:00 – 15:00 | 324                      | 50     | 86                  | 86     | 27%        | 172%   |
| 15:00 – 16:00 | 344                      | 57     | 86                  | 86     | 25%        | 151%   |

- 5.7 The increases shown in Tables 5.2 and 5.3 above should be regarded as robust as they have been calculated relative to the recorded 2019 flows and those flows have not been raised to be representative of opening or design year flows.
- 5.8 Whilst the increases in traffic flow shown in Tables 5.2 and 5.3 are notable for the critical hour before a wedding event, this is because flows on Tournerbury Lane are comparatively low, particularly at the eastern end of the lane as traffic volumes decay travelling west to east; this is because local residents peel off the lane as they reach their destinations en-route. For this reason the performance of the links within the study area in link capacity terms, 'with' and 'without' the event related traffic has been examined to assess operational capacity.



### **Link Flow Assessment**

- 5.9 Although TA79/99 'Traffic Capacity of Urban Roads' is no longer an extant Transport Advice publication it sets out the maximum hourly vehicle capacity for various types of urban roads and was used in the previous TS report in 2019 when it was a live publication. For consistency in the approach used for the previous study work and this current appraisal, ITL have used the same benchmarks to assess impact. There has not been a new document published to replace TA79/99 and therefore in the absence of replacement guidance ITL consider that the document should still be regarded as relevant when considering link capacities in urban areas.
- 5.10 The capacities are intended to be used as starting points in the design and assessment of new urban road links and also used as a guide to the capacity of existing urban roads. In Table 1 of the advice note, Tournerbury Lane would fall within the category of an UAP3 road characterised as a 30mph mixed traffic variable standard road with frontage access, side roads, bus stops, unrestricted parking and some at grade pedestrian crossing. As there are no bus services along Tournerbury Lane and no formal pedestrian crossings the capacities used for comparative assessment in this report would be conservative.
- 5.11 Table 2 of TA79/99 (page 3/2) indicates that the maximum one-way hourly flow for a typical 7.3m wide Urban All (UAP3) is in the order of 1300 vehicles. This is based on 60 / 40 directional split, with the maximum hourly flow corresponding to the higher 60% flow. Hence, the maximum two-way flow would be 2166 vehicles per hour for the first two thirds of Tournerbury Lane from west to east. The table also gives a figure of 900 vehicles per hour for a 6.1m wide road (lowest width shown). This equates to a capacity 1500 vehicles per hour. On the basis that as long as two vehicles can pass on the road, which would generally be the case for a 5.4m wide section of the lane, then the linear extrapolation in capacity of a 5.4m road can be calculated using the 7.3m theoretical flow and the 6.1m theoretical flow capacities and which would be a good proxy. This therefore indicates that the capacity of Tournerbury Lane at its eastern end is circa 1100 vehicles per hour.
- 5.12 The highest hourly existing baseline flows recorded on Tournerbury Lane from the four potential hours when the peak flows identified for any event might occur, has been used to assess the capacity 'take up' of the road. This would be for a late afternoon wedding between 1500 hrs and 1600 hrs. These flows have been used to put capacity into context with and without the development as shown below in Table 5.4. In order to ensure a robust assessment the observed traffic flows have been raised to a design year of 2027, i.e. 5 years post the likely approval date of the current application, using a weekday inter-peak NTM / Temprow growth factor of 1.1007.



**Table 5.4: 2027 Link Capacity Analysis (5 Day average hourly flow)**

| Link                  | Width (m) | TA46/97 Capacity | Highest Hourly Base Flow | Base % Utilisation | Base plus Highest Peak Hour Flow | With Development % Utilisation |
|-----------------------|-----------|------------------|--------------------------|--------------------|----------------------------------|--------------------------------|
| Tournerbury Lane West | 7.3       | 2166             | 395                      | 18.2%              | 481                              | 22.2%                          |
| Tournerbury Lane East | 5.4       | 1100             | 64                       | 5.8%               | 150                              | 13.6%                          |

5.13 Clearly the results of this analysis reveal that the whole length of Tournerbury Lane has substantial capacity headroom even with event traffic added to the network to accommodate all traffic during the likely highest traffic attracting event. Even allowing for variations that might, on very odd occasions, produce higher hourly flows it can be seen that operationally Tournerbury Lane would be able to comfortably accommodate both the existing flows and event flows. This to a great extent is a matter of fact, given that events have been held at the TWE for over 20 years and such flows have historically taken place without apparent issue.

5.14 In relation to the evening lower peak flow situation and by inspection of the survey results contained in Appendix B, it is evident that because the existing baseline flows on Tournerbury Lane are much lower in the evening then the capacity utilisation would be notably less.

#### **Junction Review**

5.15 To make some commentary regarding the junction of Tournerbury Lane with Church Road it is important to note that most of the traffic movements to events would occur during non-commuter peak periods. Moreover, it would be the case that the majority of the trips to and from any event held at the TWE venue would turn left into Tournerbury Lane from Church Road and right from the lane when leaving. In this regard it is important to note that due to the biased nature of the much higher arrivals than departures during the critical peak hours identified most of the 'event' traffic would constitute left turn movements during any of the four possible peak hours on the run up to a wedding event identified for assessment.

5.16 To give an indication of impact, ITL have reviewed the 2012 Transport Assessment undertaken as part of the Beech Grove development for 131 houses served from Tournerbury Lane. Within this report the Consultants who were retained by the developer, estimated what the 2017 flows would be at the Church Road/Tournerbury Lane junction with their development traffic added. This development is now complete and it is interesting to note that the peak hour flows predicted on Tournerbury Lane with their estimated development traffic added is in the same ball park for the AM peak but much



higher than the 2019 observed highest peak (actually recorded between 5pm and 6pm) when compared to the September 2019 count that ITL commissioned as part of the previous study. Table 5.5 below sets out the figures for comparison.

**Table 5.5: Comparison of Predicted 2017 Beech Grove Flows Against 2019 Actual**

| Case Examined                                                              | Two-Way Flow |
|----------------------------------------------------------------------------|--------------|
| Tournerbury Lane West Beech Grove 2017 prediction with Development AM peak | 312          |
| Tournerbury Lane West Beech Grove 2017 prediction with Development PM Peak | 413          |
| Tournerbury Lane West Peak existing weekday 2019 AM Peak                   | 298          |
| Tournerbury Lane West Peak existing weekday 2019 PM Peak                   | 346          |

- 5.17 It is interesting to note that in the AM peak, the flows recorded in 2019 are almost the same as what was predicted within the aforementioned TA report. However, in the PM peak the 2019 flows are less than that predicted in the Beech Grove TA by a notable amount.
- 5.18 Capacity assessments were undertaken as part of the Beech Grove development at the staggered junction. The PM peak review was shown to have a maximum RFC of 0.614 on the Tournerbury Lane arm but very low RFCs' on all other arms of the 4-arm staggered junction. In the AM peak the modelling predicted an RFC of 0.82 on the Tournerbury Lane arm but again very low RFCs' on all other approaches. What this reveals, with some confidence, is that as most of the vehicular movements during the run up to a wedding or event do not occur during the more critical AM peak and as the highest peak flow for the event would be heavily biased as inbound flows during the worst case hour and the majority of these inbound movements would be left turns into Tournerbury Lane then the addition of 'event' traffic would not lead to sensitive RFC thresholds being breached.



## **6 ALTERNATIVE MODES OF TRAVEL**

- 6.1 Clearly, wedding & event functions rely on a heavy bias of private travel by guests who would generally live a long distance away. Moreover, it is not untypical of wedding venues to be located in remote rural locations to offer a pleasant environment in which to be married; these typically can be converted farm buildings, heritage buildings and 'Marquee' venues in places of natural beauty, as with the TWE destination.
- 6.2 Some guests/participants do opt to use a taxi but this would not of itself reduce vehicular demand. On occasions, some guests organise a bus, coach or minibus to ferry a number of invitees, from far away destinations or between the venue and overnight accommodation, as an efficient and cost effective way to travel.
- 6.3 It is therefore not realistic to apply harsh requirements in terms of travel planning for such venues given these circumstances or, to expect guests who are generally wearing their best finery to use public transport, even if it were available.



## 7 CONCLUSIONS

- 7.1 This Transport Statement has been prepared to inform both the Local Planning Authority and Hampshire County Council Highways on the likely impacts of the Tournerbury Woodland Estate wedding / events venue development on the public highway within the main influence corridor which is Tournerbury Lane.
- 7.2 ITL previously prepared a Transport Statement (TS) report, dated October 2019, that was submitted with an earlier similar application. That application was, however, refused planning permission and is now at appeal, to be heard in 2022. It should, however, be noted that Hampshire County Council (HCC) the Local Highway Authority (LHA) for this location did not raise an objection in relation to the proposal.
- 7.3 The current application proposes that the venue be limited to no more than 65 weddings / events per annum, leaving 300 days per year without weddings or events. Furthermore, it is proposed that guest numbers would not exceed the following limitations: -
- a. Up to 10 weddings / events at no more than the marquee dining capacity (250 guests);
  - b. Up to 10 weddings / events at no more 200 guests;
  - c. Up to 30 weddings / events at no more than 150 guests;
  - d. Up to 15 weddings or events at no more than 90 guests.
- 7.4 In the light of the above it should be noted that adopting the above limitations would represent a reduction in the number and scope of the events at the site compared to the levels anticipated at the time of the previous planning application. Furthermore, this report has highlighted that in 2019 events with guest numbers that exceed those that would be present during the vast majority (85%) of the weddings / events listed at paragraph 3.5 of this report occurred.
- 7.5 The Applicant's 'worst case' event traffic flows have reliably been calculated on the above basis and with reference to observed flows. The peak periods have been identified both for the run up to the weddings and a corporate event and during the evening activities, allowing for robust assessment.
- 7.6 Automatic traffic counters placed on Tournerbury Lane at both its eastern and western end have allowed for a review of the link capacities at two locations where the flows are markedly different and where road widths are different too. A further traffic counter was placed on the private access road to the venue immediately before the car park to the venue to provide the observed flows for four recorded events to allow safe judgements regarding the worst case flows at the venue.



- 7.7 The nature of a Transport Statement is more of a subjective review and although ITL consider that this retrospective consideration of a business that has hitherto operated for over 20 years falls as a land use and of such size that only warrants production of a TS, clearly this document contains a notable amount of worst case link and junction capacity review that takes the assessment beyond the realm of a normal TS and which should give more assurances in relation to impact.
- 7.8 The assessment work does highlight that if the development traffic is considered over and above baseline thresholds (those that do not include the development traffic), then the increases are notable. However, this would not be the maxim upon which a decision to accept the development should be made. It is the increases and capacity limitations of the road system that need to be more critically reviewed and this assessment demonstrates that the impact would not be significant even if this land use were deemed to be a new proposal rather than an established business that has been operational for two decades. This would apply to the link capacities identified on Tournerbury Lane (allowing for parking) and at the junction of Tournerbury Lane with Church Road.
- 7.9 For a development to be considered unacceptable, it must have a 'severe' highway impact as defined by paragraph 111 of the National Planning Policy Framework' (NPPF) guidance. It can categorically be asserted that the land use would not have a severe impact if it were to be considered a new proposed use.
- 7.10 ITL are advised that the venue has operated without any notable issues appertaining to the highway network and therefore the development related traffic has used Tournerbury Lane and its junction with Church Road for many years as the frequency of weddings and events has increased. Given that only one event can be held on any day then the worst case demands investigated as part of this report are unlikely to be dramatically breached in the future.
- 7.11 ITL therefore conclude that as far as the modus operandi of the highway network is concerned material changes to the traffic flow demands on the local road system would not arise by granting planning permission that is in line with the proposed limited schedule of events set out at paragraph 7.3 above.



## **DRAWINGS**



## WIDER CONTEXT



## LOCAL CONTEXT



SITE LOCATION

IT Project:

TOURNEMBURY WOODLAND  
ESTATE, TOURNEMBURY  
LANE, HAYLING ISLAND

Rev:

-

Drawing Title:

SITE LOCATION IN LOCAL  
AND WIDER CONTEXT

Sheet 1 of 1

| Rev | Description | Date |
|-----|-------------|------|
|-----|-------------|------|

Client:

TOURNEMBURY WOODS  
ESTATE

Drawn By:

DS

Approved By:

CG

Drawing No:

IT2073/TS/01

CAD File:

IT2073/TS/01.DWG

Date:

OCT 2019

Scale:

NTS

A4

Notes:  
Dimensions should not be scaled from this drawing.  
The contents of this drawing are confidential.  
Should you receive this drawing in error please  
return it to Intermodal Transportation at the address  
printed.

Reproduced from Ordnance Survey Superplan Data  
Copyright (c) 2019  
All rights reserved.  
License No. 100033662



**Intermodal**  
TRANSPORTATION

Hunters Court  
Debden Road  
Saffron Walden  
Essex CB11 4AA

Tel: +44 (0)1799 529529  
Fax: +44 (0)1799 529530  
e: enquiries@inter-modal.co.uk



## **APPENDIX A**

### Event Calendar and Guest Numbers for 2019

Weddings 2019 - Guest Numbers

| Date     | Number of Day Guests | Arrival Time    | Number of Evening Guests | Arrival Time | Actual Number of Evening Guests | Other information            |
|----------|----------------------|-----------------|--------------------------|--------------|---------------------------------|------------------------------|
| 30.03.19 | 84                   | 1pm             | 116                      | 6pm          | 80                              |                              |
|          |                      |                 |                          |              |                                 |                              |
| 20.04.19 | 90                   | 2pm             |                          |              |                                 |                              |
| 26.04.19 | 124                  | 3pm             |                          |              |                                 | Ceremony off site            |
| 27.04.19 | 132                  | 12.30pm         | 70                       | 6pm          | 30                              |                              |
|          |                      |                 |                          |              |                                 |                              |
| 05.05.19 | 97                   | 12.30pm         |                          |              |                                 |                              |
| 11.05.19 | 110                  | 2pm             | 70                       | 7.30pm       | 60                              |                              |
| 18.05.19 | 55                   | 2pm             | 145                      | 7pm          | 80                              |                              |
| 25.05.19 | 112                  | 12.30pm         |                          |              |                                 |                              |
| 26.05.19 | 132                  | 2pm             | 50                       | 7.30pm       | 30                              |                              |
| 28.05.19 | 85                   | 1.30pm          | 35                       | 6pm          | 20                              |                              |
| 31.05.19 | 55                   | 2.30pm          | 35                       | 7.30pm       | 15                              |                              |
|          |                      |                 |                          |              |                                 |                              |
| 01.06.19 | 120                  | 1.30pm          |                          |              |                                 |                              |
| 08.06.19 | 63                   | 2pm             | 80                       | 7pm          | 40                              |                              |
| 14.06.19 | 68                   | 1.30pm          | 30                       | 6.30pm       | 25                              |                              |
| 15.06.19 | 125                  | 1pm             | 100                      | 7pm          | 40                              |                              |
| 21.06.19 | 144                  | 1.30pm          | 70                       | 7pm          | 30                              |                              |
| 22.06.19 | 128                  | 2.30pm          | 45                       | 5pm          | 15                              |                              |
| 29.06.19 | 135                  | 2pm             | 60                       | 7pm          | 40                              |                              |
|          |                      |                 |                          |              |                                 |                              |
| 06.07.19 | 102                  | 12.30pm         | 20                       | 6.30pm       | 10                              |                              |
| 13.07.19 | 94                   | 1pm             | 40                       | 7pm          | 20                              |                              |
| 20.07.19 | 125                  | 2pm             | 60                       | 7pm          | 40                              | Ceremony off site            |
| 25.07.19 | 27                   | 12pm            | 150                      | 6pm          | 40                              |                              |
| 26.07.19 | 85                   | 1.30pm          |                          |              |                                 |                              |
| 27.07.19 | 115                  | 2pm             | 30                       | 7.15pm       | 20                              |                              |
| 28.07.19 | 99                   | 2.30pm          | 10                       | 6.30pm       | 5                               |                              |
|          |                      |                 |                          |              |                                 |                              |
| 02.08.19 | 165                  | 1.30pm          |                          |              |                                 |                              |
| 03.08.19 | 110                  | 1.30pm          |                          |              |                                 |                              |
| 09.08.19 | 103                  | 2.30pm          | 40                       | 7.30pm       | 20                              | Ceremony off site            |
| 10.08.19 | 150                  | 1.30pm          | 90                       | 7pm          | 65                              |                              |
| 16.08.19 | 70                   | 4.30pm          | 5                        | 8pm          | 5                               | Ceremony off site            |
| 17.08.19 | 105                  | 1.30pm          |                          |              |                                 |                              |
| 18.08.19 | 98                   | 12.30pm         | 13                       | 7pm          | 10                              |                              |
| 23.08.19 | 90                   | 2pm             | 30                       | 7pm          | 20                              |                              |
| 24.08.19 | 145                  | 1.30pm          |                          |              |                                 |                              |
| 31.08.19 | 125                  | 1pm             | 65                       | 6pm          | 35                              | Ceremony off site            |
|          |                      |                 |                          |              |                                 |                              |
| 06.09.19 | 94                   | 12pm            | 86                       | 5.30pm       | 30                              | Coach both ways              |
| 07.09.19 | 81                   | 2pm             | 35                       | 7pm          | 20                              |                              |
| 14.09.19 | 151                  | 2.30pm          | 40                       | 7pm          | 25                              |                              |
| 21.09.19 | 150                  | 1.30pm          | 0                        | NA           | 0                               |                              |
| 26.09.19 | 180                  | 2.30pm - 3:30pm | 0                        | NA           | 0                               | Corporate conference & party |
| 28.09.19 | 110                  | 3.15pm          | 110                      | 7.30pm       | 70                              | Ceremony off site            |
|          |                      |                 |                          |              |                                 |                              |
| 05.10.19 | 44                   | 1pm             | 100                      | 7.30pm       | 60                              |                              |
| Average  | 107                  |                 | 57                       |              | 31                              |                              |



## **APPENDIX B**

ATC Data

---

Site No: 24607001

Grid Reference: SZ72252,99879

Site 1, Tournerbury Lane, Hayling Island (LC 1)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Eastbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 20/09/2019 | 21/09/2019 | 22/09/2019 | 23/09/2019 | 24/09/2019 | 25/09/2019 | 26/09/2019 | Av    | Av    |
| 00:00    | 5          | 11         | 23         | 2          | 2          | 3          | 3          | 3     | 7     |
| 01:00    | 4          | 2          | 11         | 3          | 5          | 6          | 2          | 4     | 5     |
| 02:00    | 2          | 5          | 2          | 2          | 2          | 1          | 4          | 2     | 3     |
| 03:00    | 0          | 3          | 0          | 0          | 1          | 1          | 2          | 1     | 1     |
| 04:00    | 0          | 0          | 2          | 0          | 2          | 1          | 0          | 1     | 1     |
| 05:00    | 10         | 8          | 2          | 9          | 10         | 8          | 10         | 9     | 8     |
| 06:00    | 20         | 16         | 19         | 30         | 15         | 17         | 19         | 20    | 19    |
| 07:00    | 65         | 32         | 20         | 58         | 52         | 43         | 60         | 56    | 47    |
| 08:00    | 117        | 99         | 34         | 105        | 115        | 110        | 116        | 113   | 99    |
| 09:00    | 109        | 161        | 58         | 123        | 104        | 129        | 127        | 118   | 116   |
| 10:00    | 137        | 194        | 131        | 128        | 132        | 149        | 127        | 135   | 143   |
| 11:00    | 157        | 216        | 140        | 164        | 148        | 129        | 143        | 148   | 157   |
| 12:00    | 143        | 185        | 142        | 148        | 133        | 148        | 158        | 146   | 151   |
| 13:00    | 199        | 255        | 127        | 132        | 121        | 140        | 165        | 151   | 163   |
| 14:00    | 151        | 185        | 152        | 142        | 167        | 154        | 177        | 158   | 161   |
| 15:00    | 221        | 182        | 134        | 191        | 180        | 190        | 245        | 205   | 192   |
| 16:00    | 177        | 161        | 86         | 207        | 176        | 177        | 217        | 191   | 172   |
| 17:00    | 188        | 146        | 88         | 208        | 212        | 193        | 211        | 202   | 178   |
| 18:00    | 162        | 120        | 58         | 141        | 154        | 150        | 196        | 161   | 140   |
| 19:00    | 127        | 96         | 61         | 94         | 79         | 90         | 108        | 100   | 94    |
| 20:00    | 73         | 57         | 42         | 51         | 51         | 77         | 73         | 65    | 61    |
| 21:00    | 45         | 29         | 26         | 33         | 36         | 40         | 43         | 39    | 36    |
| 22:00    | 30         | 33         | 16         | 18         | 28         | 25         | 45         | 29    | 28    |
| 23:00    | 18         | 37         | 12         | 2          | 12         | 14         | 22         | 14    | 17    |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 1826       | 1936       | 1170       | 1747       | 1694       | 1712       | 1942       | 1784  | 1718  |
| 16H,6-22 | 2091       | 2134       | 1318       | 1955       | 1875       | 1936       | 2185       | 2008  | 1928  |
| 18H,6-24 | 2139       | 2204       | 1346       | 1975       | 1915       | 1975       | 2252       | 2051  | 1972  |
| 24H,0-24 | 2160       | 2233       | 1386       | 1991       | 1937       | 1995       | 2273       | 2071  | 1996  |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 11:00      | 11:00      | 11:00      | 11:00      | 11:00      | 10:00      | 11:00      | -     | -     |
| Peak     | 157        | 216        | 140        | 164        | 148        | 149        | 143        | 152   | 160   |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 15:00      | 13:00      | 14:00      | 17:00      | 17:00      | 17:00      | 15:00      | -     | -     |
| Peak     | 221        | 255        | 152        | 208        | 212        | 193        | 245        | 216   | 212   |

K & M TRAFFIC SURVEYS

Created at 14:37:59 on 10 Oct 2019

Site No: 24607001

Grid Reference: SZ72252,99879

Site 1, Tournerbury Lane, Hayling Island (LC 1)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Westbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 20/09/2019 | 21/09/2019 | 22/09/2019 | 23/09/2019 | 24/09/2019 | 25/09/2019 | 26/09/2019 | Av    | Av    |
| 00:00    | 2          | 4          | 20         | 0          | 2          | 1          | 1          | 1     | 4     |
| 01:00    | 0          | 2          | 8          | 0          | 2          | 2          | 1          | 1     | 2     |
| 02:00    | 0          | 2          | 3          | 1          | 1          | 0          | 4          | 1     | 2     |
| 03:00    | 1          | 3          | 1          | 0          | 2          | 1          | 1          | 1     | 1     |
| 04:00    | 3          | 2          | 1          | 6          | 8          | 2          | 4          | 5     | 4     |
| 05:00    | 20         | 12         | 4          | 19         | 18         | 23         | 21         | 20    | 17    |
| 06:00    | 49         | 22         | 17         | 67         | 60         | 52         | 54         | 56    | 46    |
| 07:00    | 132        | 43         | 25         | 113        | 129        | 133        | 127        | 127   | 100   |
| 08:00    | 194        | 151        | 54         | 194        | 185        | 180        | 170        | 185   | 161   |
| 09:00    | 129        | 167        | 82         | 128        | 129        | 133        | 130        | 130   | 128   |
| 10:00    | 145        | 201        | 150        | 141        | 112        | 123        | 163        | 137   | 148   |
| 11:00    | 136        | 194        | 140        | 149        | 130        | 156        | 126        | 139   | 147   |
| 12:00    | 153        | 188        | 139        | 154        | 148        | 133        | 130        | 144   | 149   |
| 13:00    | 138        | 178        | 156        | 140        | 125        | 125        | 127        | 131   | 141   |
| 14:00    | 195        | 174        | 133        | 167        | 157        | 154        | 188        | 172   | 167   |
| 15:00    | 170        | 175        | 128        | 171        | 148        | 158        | 176        | 165   | 161   |
| 16:00    | 150        | 150        | 99         | 161        | 139        | 143        | 177        | 154   | 146   |
| 17:00    | 144        | 139        | 77         | 153        | 123        | 144        | 156        | 144   | 134   |
| 18:00    | 143        | 164        | 64         | 107        | 142        | 123        | 149        | 133   | 127   |
| 19:00    | 119        | 94         | 57         | 76         | 71         | 80         | 104        | 90    | 86    |
| 20:00    | 50         | 55         | 33         | 43         | 36         | 55         | 64         | 50    | 48    |
| 21:00    | 31         | 28         | 16         | 26         | 33         | 31         | 51         | 34    | 31    |
| 22:00    | 22         | 29         | 6          | 12         | 10         | 13         | 30         | 17    | 17    |
| 23:00    | 10         | 29         | 5          | 3          | 6          | 3          | 28         | 10    | 12    |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 1829       | 1924       | 1247       | 1778       | 1667       | 1705       | 1819       | 1760  | 1710  |
| 16H,6-22 | 2078       | 2123       | 1370       | 1990       | 1867       | 1923       | 2092       | 1990  | 1920  |
| 18H,6-24 | 2110       | 2181       | 1381       | 2005       | 1883       | 1939       | 2150       | 2017  | 1950  |
| 24H,0-24 | 2136       | 2206       | 1418       | 2031       | 1916       | 1968       | 2182       | 2047  | 1980  |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 08:00      | 10:00      | 10:00      | 08:00      | 08:00      | 08:00      | 08:00      | -     | -     |
| Peak     | 194        | 201        | 150        | 194        | 185        | 180        | 170        | 185   | 182   |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 14:00      | 12:00      | 13:00      | 15:00      | 14:00      | 15:00      | 14:00      | -     | -     |
| Peak     | 195        | 188        | 156        | 171        | 157        | 158        | 188        | 174   | 173   |

Site No: 24607002

Grid Reference: SZ72722,99956

Site 2, Tournerbury Lane, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Eastbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 20/09/2019 | 21/09/2019 | 22/09/2019 | 23/09/2019 | 24/09/2019 | 25/09/2019 | 26/09/2019 | Av    | Av    |
| 00:00    | 1          | 1          | 14         | 0          | 1          | 0          | 0          | 0     | 2     |
| 01:00    | 0          | 0          | 2          | 0          | 0          | 1          | 1          | 0     | 1     |
| 02:00    | 0          | 1          | 0          | 1          | 0          | 0          | 0          | 0     | 0     |
| 03:00    | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 04:00    | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0     | 0     |
| 05:00    | 1          | 0          | 0          | 0          | 0          | 2          | 2          | 1     | 1     |
| 06:00    | 12         | 9          | 16         | 16         | 5          | 5          | 9          | 9     | 10    |
| 07:00    | 18         | 7          | 7          | 14         | 9          | 10         | 6          | 11    | 10    |
| 08:00    | 22         | 26         | 10         | 21         | 14         | 19         | 21         | 19    | 19    |
| 09:00    | 30         | 35         | 18         | 26         | 21         | 24         | 33         | 27    | 27    |
| 10:00    | 31         | 33         | 20         | 20         | 24         | 24         | 20         | 24    | 25    |
| 11:00    | 27         | 45         | 20         | 36         | 19         | 17         | 20         | 24    | 26    |
| 12:00    | 24         | 50         | 24         | 25         | 24         | 26         | 24         | 25    | 28    |
| 13:00    | 37         | 102        | 19         | 21         | 15         | 17         | 30         | 24    | 34    |
| 14:00    | 36         | 44         | 21         | 21         | 23         | 24         | 34         | 28    | 29    |
| 15:00    | 36         | 41         | 19         | 43         | 24         | 25         | 68         | 39    | 37    |
| 16:00    | 33         | 37         | 24         | 27         | 37         | 30         | 49         | 35    | 34    |
| 17:00    | 15         | 27         | 16         | 33         | 33         | 35         | 11         | 25    | 24    |
| 18:00    | 30         | 17         | 6          | 11         | 20         | 21         | 0          | 16    | 15    |
| 19:00    | 15         | 15         | 9          | 14         | 10         | 15         | 0          | 11    | 11    |
| 20:00    | 6          | 12         | 9          | 4          | 7          | 19         | 16         | 10    | 10    |
| 21:00    | 10         | 8          | 3          | 6          | 7          | 7          | 16         | 9     | 8     |
| 22:00    | 8          | 11         | 2          | 2          | 6          | 3          | 12         | 6     | 6     |
| 23:00    | 2          | 15         | 1          | 0          | 1          | 0          | 10         | 3     | 4     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 339        | 464        | 204        | 298        | 263        | 272        | 316        | 298   | 308   |
| 16H,6-22 | 382        | 508        | 241        | 338        | 292        | 318        | 357        | 337   | 348   |
| 18H,6-24 | 392        | 534        | 244        | 340        | 299        | 321        | 379        | 346   | 358   |
| 24H,0-24 | 394        | 537        | 261        | 341        | 300        | 324        | 382        | 348   | 363   |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 10:00      | 11:00      | 11:00      | 11:00      | 10:00      | 10:00      | 09:00 -    | -     |       |
| Peak     | 31         | 45         | 20         | 36         | 24         | 24         | 33         | 30    | 30    |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 13:00      | 13:00      | 16:00      | 15:00      | 16:00      | 17:00      | 15:00 -    | -     |       |
| Peak     | 37         | 102        | 24         | 43         | 37         | 35         | 68         | 44    | 49    |

K & M TRAFFIC SURVEYS

Created at 14:38:34 on 10 Oct 2019

Site No: 24607002

Grid Reference: SZ72722,99956

Site 2, Tournurbury Lane, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Westbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 20/09/2019 | 21/09/2019 | 22/09/2019 | 23/09/2019 | 24/09/2019 | 25/09/2019 | 26/09/2019 | Av    | Av    |
| 00:00    | 0          | 1          | 16         | 0          | 2          | 0          | 0          | 0     | 3     |
| 01:00    | 0          | 0          | 5          | 0          | 0          | 1          | 0          | 0     | 1     |
| 02:00    | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0     | 0     |
| 04:00    | 0          | 0          | 1          | 0          | 0          | 0          | 1          | 0     | 0     |
| 05:00    | 4          | 2          | 1          | 2          | 1          | 6          | 2          | 3     | 3     |
| 06:00    | 7          | 2          | 4          | 15         | 9          | 8          | 8          | 9     | 8     |
| 07:00    | 18         | 9          | 5          | 21         | 23         | 21         | 16         | 20    | 16    |
| 08:00    | 37         | 33         | 18         | 33         | 26         | 30         | 28         | 31    | 29    |
| 09:00    | 24         | 37         | 22         | 16         | 19         | 17         | 22         | 20    | 22    |
| 10:00    | 27         | 30         | 23         | 19         | 18         | 16         | 29         | 22    | 23    |
| 11:00    | 26         | 41         | 23         | 29         | 18         | 20         | 25         | 24    | 26    |
| 12:00    | 28         | 37         | 26         | 29         | 23         | 22         | 19         | 24    | 26    |
| 13:00    | 27         | 48         | 20         | 27         | 12         | 13         | 19         | 20    | 24    |
| 14:00    | 33         | 34         | 12         | 27         | 21         | 29         | 23         | 27    | 26    |
| 15:00    | 28         | 37         | 18         | 33         | 29         | 20         | 40         | 30    | 29    |
| 16:00    | 26         | 29         | 28         | 22         | 25         | 24         | 30         | 25    | 26    |
| 17:00    | 26         | 43         | 21         | 26         | 23         | 21         | 9          | 21    | 24    |
| 18:00    | 39         | 61         | 10         | 11         | 27         | 29         | 0          | 21    | 25    |
| 19:00    | 20         | 21         | 12         | 12         | 12         | 19         | 0          | 13    | 14    |
| 20:00    | 4          | 16         | 6          | 3          | 4          | 11         | 20         | 8     | 9     |
| 21:00    | 4          | 11         | 4          | 5          | 5          | 8          | 36         | 12    | 10    |
| 22:00    | 5          | 16         | 0          | 1          | 1          | 2          | 16         | 5     | 6     |
| 23:00    | 1          | 16         | 1          | 0          | 1          | 1          | 21         | 5     | 6     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 339        | 439        | 226        | 293        | 264        | 262        | 260        | 284   | 298   |
| 16H,6-22 | 374        | 489        | 252        | 328        | 294        | 308        | 324        | 326   | 338   |
| 18H,6-24 | 380        | 521        | 253        | 329        | 296        | 311        | 361        | 335   | 350   |
| 24H,0-24 | 384        | 524        | 276        | 332        | 300        | 318        | 365        | 340   | 357   |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 08:00      | 11:00      | 11:00      | 08:00      | 08:00      | 08:00      | 10:00 -    | -     |       |
| Peak     | 37         | 41         | 23         | 33         | 26         | 30         | 29         | 31    | 31    |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 18:00      | 18:00      | 16:00      | 15:00      | 15:00      | 18:00      | 15:00 -    | -     |       |
| Peak     | 39         | 61         | 28         | 33         | 29         | 29         | 40         | 34    | 37    |

K &amp; M TRAFFIC SURVEYS

Created at 14:38:34 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Northeastbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 20/09/2019 | 21/09/2019 | 22/09/2019 | 23/09/2019 | 24/09/2019 | 25/09/2019 | 26/09/2019 | Av    | Av    |
| 00:00    | 0          | 0          | 10         | 0          | 0          | 0          | 0          | 0     | 1     |
| 01:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 02:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 04:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 05:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 06:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 07:00    | 1          | 0          | 0          | 2          | 1          | 1          | 0          | 1     | 1     |
| 08:00    | 0          | 3          | 1          | 1          | 0          | 0          | 0          | 0     | 1     |
| 09:00    | 1          | 1          | 2          | 2          | 0          | 1          | 3          | 1     | 1     |
| 10:00    | 0          | 2          | 5          | 0          | 0          | 1          | 6          | 1     | 2     |
| 11:00    | 1          | 10         | 3          | 0          | 1          | 1          | 1          | 1     | 2     |
| 12:00    | 3          | 5          | 1          | 0          | 0          | 0          | 0          | 1     | 1     |
| 13:00    | 5          | 50         | 3          | 3          | 0          | 3          | 5          | 3     | 10    |
| 14:00    | 3          | 6          | 3          | 0          | 0          | 2          | 12         | 3     | 4     |
| 15:00    | 2          | 4          | 1          | 1          | 0          | 3          | 40         | 9     | 7     |
| 16:00    | 2          | 2          | 2          | 2          | 3          | 1          | 10         | 4     | 3     |
| 17:00    | 0          | 0          | 0          | 0          | 1          | 1          | 18         | 4     | 3     |
| 18:00    | 1          | 2          | 0          | 0          | 0          | 0          | 3          | 1     | 1     |
| 19:00    | 0          | 1          | 0          | 0          | 0          | 2          | 0          | 0     | 0     |
| 20:00    | 0          | 3          | 0          | 0          | 0          | 0          | 6          | 1     | 1     |
| 21:00    | 0          | 4          | 0          | 0          | 0          | 0          | 10         | 2     | 2     |
| 22:00    | 0          | 5          | 0          | 0          | 0          | 0          | 9          | 2     | 2     |
| 23:00    | 0          | 10         | 0          | 0          | 0          | 0          | 8          | 2     | 3     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 19         | 85         | 21         | 11         | 6          | 14         | 98         | 30    | 36    |
| 16H,6-22 | 19         | 93         | 21         | 11         | 6          | 16         | 114        | 33    | 40    |
| 18H,6-24 | 19         | 108        | 21         | 11         | 6          | 16         | 131        | 37    | 45    |
| 24H,0-24 | 19         | 108        | 31         | 11         | 6          | 16         | 131        | 37    | 46    |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 11:00      | 11:00      | 00:00      | 09:00      | 11:00      | 11:00      | 10:00 -    | -     |       |
| Peak     | 1          | 10         | 10         | 2          | 1          | 1          | 6          | 2     | 4     |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 13:00      | 13:00      | 14:00      | 13:00      | 16:00      | 15:00      | 15:00 -    | -     |       |
| Peak     | 5          | 50         | 3          | 3          | 3          | 3          | 40         | 11    | 15    |

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 27-Sep-19

Channel: Northeastbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 27/09/2019 | 28/09/2019 | 29/09/2019 | 30/09/2019 | 01/10/2019 | 02/10/2019 | 03/10/2019 | Av    | Av    |
| 00:00    | 1          | 0          | 8          | 0          | 0          | 0          | 0          | 0     | 0     |
| 01:00    | 1          | 0          | 2          | 0          | 0          | 0          | 0          | 0     | 0     |
| 02:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 04:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 05:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 06:00    | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 07:00    | 4          | 1          | 0          | 2          | 0          | 0          | 0          | 0     | 1     |
| 08:00    | 1          | 1          | 1          | 0          | 0          | 0          | 0          | 0     | 0     |
| 09:00    | 2          | 4          | 3          | 2          | 2          | 1          | 0          | 1     | 2     |
| 10:00    | 1          | 3          | 2          | 0          | 2          | 1          | 3          | 1     | 2     |
| 11:00    | 4          | 3          | 2          | 0          | 0          | 0          | 0          | 1     | 1     |
| 12:00    | 3          | 3          | 2          | 1          | 1          | 0          | 2          | 1     | 2     |
| 13:00    | 2          | 3          | 1          | 1          | 2          | 2          | 1          | 2     | 2     |
| 14:00    | 1          | 4          | 2          | 0          | 0          | 1          | 0          | 0     | 1     |
| 15:00    | 1          | 32         | 0          | 0          | 1          | 2          | 2          | 1     | 5     |
| 16:00    | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 17:00    | 0          | 1          | 0          | 0          | 0          | 0          | 1          | 0     | 0     |
| 18:00    | 0          | 2          | 0          | 0          | 1          | 1          | 0          | 0     | 1     |
| 19:00    | 0          | 23         | 0          | 0          | 0          | 0          | 0          | 0     | 3     |
| 20:00    | 0          | 14         | 0          | 0          | 0          | 0          | 0          | 0     | 2     |
| 21:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 22:00    | 0          | 6          | 0          | 0          | 0          | 0          | 0          | 0     | 1     |
| 23:00    | 0          | 11         | 0          | 0          | 0          | 0          | 0          | 0     | 2     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 20         | 58         | 13         | 6          | 9          | 8          | 9          | 10    | 18    |
| 16H,6-22 | 21         | 95         | 13         | 6          | 9          | 8          | 9          | 11    | 23    |
| 18H,6-24 | 21         | 112        | 13         | 6          | 9          | 8          | 9          | 11    | 25    |
| 24H,0-24 | 23         | 112        | 23         | 6          | 9          | 8          | 9          | 11    | 27    |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 11:00      | 09:00      | 00:00      | 09:00      | 10:00      | 10:00      | 10:00      | -     | -     |
| Peak     | 4          | 4          | 8          | 2          | 2          | 1          | 3          | 2     | 3     |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 12:00      | 15:00      | 14:00      | 13:00      | 13:00      | 15:00      | 15:00      | -     | -     |
| Peak     | 3          | 32         | 2          | 1          | 2          | 2          | 2          | 2     | 6     |

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 04-Oct-19

Channel: Northeastbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 04/10/2019 | 05/10/2019 | 06/10/2019 | 07/10/2019 | 08/10/2019 | 09/10/2019 | 10/10/2019 | Av    | Av    |
| 00:00    | 0          | 0          | 3          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 01:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 02:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 04:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 05:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 06:00    | 0          | 0          | 1          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 07:00    | 1          | 1          | 1          | 0          | 1          | 1 -        | -          | 1     | 1     |
| 08:00    | 0          | 2          | 2          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 09:00    | 0          | 3          | 5          | 1          | 1          | 1 -        | -          | 1     | 2     |
| 10:00    | 0          | 4          | 2          | 1          | 1          | 1 -        | -          | 1     | 1     |
| 11:00    | 1          | 4          | 0          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 12:00    | 1          | 12         | 1          | 2          | 0          | 0 -        | -          | 1     | 3     |
| 13:00    | 0          | 5          | 0          | 3          | 2          | 2 -        | -          | 2     | 2     |
| 14:00    | 2          | 0          | 0          | 0          | 1          | 1 -        | -          | 1     | 1     |
| 15:00    | 0          | 1          | 0          | 0          | 1          | 1 -        | -          | 0     | 0     |
| 16:00    | 2          | 2          | 0          | 0          | 1          | 1 -        | -          | 1     | 1     |
| 17:00    | 0          | 3          | 1          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 18:00    | 0          | 6          | 0          | 1          | 0          | 0 -        | -          | 0     | 1     |
| 19:00    | 0          | 20         | 0          | 0          | 0          | 0 -        | -          | 0     | 3     |
| 20:00    | 0          | 10         | 0          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 21:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 22:00    | 0          | 4          | 0          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 23:00    | 0          | 3          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 7          | 43         | 12         | 8          | 8          | 8 -        | -          | 8     | 13    |
| 16H,6-22 | 7          | 73         | 13         | 8          | 8          | 8 -        | -          | 8     | 18    |
| 18H,6-24 | 7          | 80         | 13         | 8          | 8          | 8 -        | -          | 8     | 19    |
| 24H,0-24 | 7          | 80         | 16         | 8          | 8          | 8 -        | -          | 8     | 19    |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 11:00      | 11:00      | 09:00      | 10:00      | 10:00      | -          | -          | -     | -     |
| Peak     | 1          | 4          | 5          | 1          | 1          | 1 -        | -          | 1     | 2     |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 16:00      | 19:00      | 17:00      | 13:00      | 13:00      | -          | -          | -     | -     |
| Peak     | 2          | 20         | 1          | 3          | 2          | 2 -        | -          | 2     | 5     |

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 20-Sep-19

Channel: Southwestbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 20/09/2019 | 21/09/2019 | 22/09/2019 | 23/09/2019 | 24/09/2019 | 25/09/2019 | 26/09/2019 | Av    | Av    |
| 00:00    | 0          | 0          | 15         | 0          | 0          | 0          | 0          | 0     | 0     |
| 01:00    | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0     | 0     |
| 02:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 04:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 05:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 06:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 07:00    | 0          | 0          | 0          | 1          | 1          | 0          | 1          | 1     | 0     |
| 08:00    | 1          | 2          | 6          | 1          | 0          | 0          | 1          | 1     | 2     |
| 09:00    | 0          | 2          | 4          | 0          | 0          | 0          | 0          | 0     | 1     |
| 10:00    | 1          | 0          | 7          | 0          | 0          | 0          | 1          | 0     | 1     |
| 11:00    | 0          | 4          | 5          | 2          | 0          | 1          | 1          | 1     | 2     |
| 12:00    | 2          | 4          | 1          | 0          | 1          | 1          | 0          | 1     | 1     |
| 13:00    | 3          | 24         | 3          | 1          | 0          | 0          | 1          | 1     | 5     |
| 14:00    | 1          | 5          | 0          | 0          | 0          | 1          | 7          | 2     | 2     |
| 15:00    | 2          | 1          | 0          | 0          | 0          | 2          | 14         | 4     | 3     |
| 16:00    | 1          | 6          | 5          | 1          | 1          | 1          | 3          | 1     | 3     |
| 17:00    | 2          | 0          | 3          | 0          | 2          | 2          | 9          | 3     | 3     |
| 18:00    | 6          | 3          | 1          | 1          | 1          | 2          | 6          | 3     | 3     |
| 19:00    | 0          | 2          | 0          | 0          | 0          | 2          | 6          | 2     | 1     |
| 20:00    | 0          | 8          | 0          | 0          | 0          | 0          | 17         | 3     | 4     |
| 21:00    | 0          | 9          | 0          | 0          | 0          | 0          | 27         | 5     | 5     |
| 22:00    | 0          | 13         | 0          | 0          | 0          | 0          | 12         | 2     | 4     |
| 23:00    | 0          | 16         | 0          | 0          | 0          | 0          | 20         | 4     | 5     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 19         | 51         | 35         | 7          | 6          | 10         | 44         | 17    | 25    |
| 16H,6-22 | 19         | 70         | 35         | 7          | 6          | 12         | 94         | 28    | 35    |
| 18H,6-24 | 19         | 99         | 35         | 7          | 6          | 12         | 126        | 34    | 43    |
| 24H,0-24 | 19         | 99         | 53         | 7          | 6          | 12         | 126        | 34    | 46    |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 10:00      | 11:00      | 00:00      | 11:00      | 07:00      | 11:00      | 11:00 -    | -     |       |
| Peak     | 1          | 4          | 15         | 2          | 1          | 1          | 1          | 1     | 4     |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 18:00      | 13:00      | 16:00      | 18:00      | 17:00      | 19:00      | 21:00 -    | -     |       |
| Peak     | 6          | 24         | 5          | 1          | 2          | 2          | 27         | 8     | 10    |

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 27-Sep-19

Channel: Southwestbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 27/09/2019 | 28/09/2019 | 29/09/2019 | 30/09/2019 | 01/10/2019 | 02/10/2019 | 03/10/2019 | Av    | Av    |
| 00:00    | 1          | 0          | 11         | 0          | 0          | 0          | 0          | 0     | 0     |
| 01:00    | 3          | 0          | 6          | 0          | 0          | 0          | 0          | 0     | 1     |
| 02:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 04:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 05:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 06:00    | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 07:00    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     | 0     |
| 08:00    | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0     | 0     |
| 09:00    | 4          | 3          | 3          | 0          | 0          | 0          | 0          | 0     | 1     |
| 10:00    | 0          | 2          | 2          | 2          | 1          | 1          | 1          | 1     | 1     |
| 11:00    | 5          | 1          | 7          | 0          | 2          | 1          | 0          | 2     | 2     |
| 12:00    | 3          | 2          | 2          | 0          | 0          | 2          | 1          | 1     | 1     |
| 13:00    | 0          | 1          | 2          | 1          | 0          | 0          | 3          | 1     | 1     |
| 14:00    | 2          | 0          | 1          | 0          | 1          | 1          | 0          | 1     | 1     |
| 15:00    | 2          | 3          | 2          | 0          | 1          | 2          | 2          | 1     | 2     |
| 16:00    | 0          | 6          | 0          | 0          | 0          | 1          | 2          | 1     | 1     |
| 17:00    | 1          | 3          | 0          | 0          | 0          | 1          | 0          | 0     | 1     |
| 18:00    | 0          | 3          | 0          | 0          | 0          | 1          | 1          | 0     | 1     |
| 19:00    | 0          | 15         | 0          | 0          | 0          | 0          | 0          | 0     | 2     |
| 20:00    | 0          | 12         | 0          | 0          | 0          | 0          | 0          | 0     | 2     |
| 21:00    | 0          | 10         | 0          | 0          | 0          | 0          | 0          | 0     | 1     |
| 22:00    | 0          | 18         | 0          | 0          | 0          | 0          | 0          | 0     | 3     |
| 23:00    | 0          | 18         | 0          | 0          | 0          | 0          | 0          | 0     | 3     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 17         | 24         | 19         | 4          | 5          | 10         | 10         | 9     | 13    |
| 16H,6-22 | 18         | 61         | 19         | 4          | 5          | 10         | 10         | 9     | 18    |
| 18H,6-24 | 18         | 97         | 19         | 4          | 5          | 10         | 10         | 9     | 23    |
| 24H,0-24 | 22         | 97         | 36         | 4          | 5          | 10         | 10         | 10    | 26    |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 11:00      | 09:00      | 00:00      | 10:00      | 11:00      | 11:00      | 10:00 -    | -     |       |
| Peak     | 5          | 3          | 11         | 2          | 2          | 1          | 1          | 2     | 4     |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 12:00      | 23:00      | 15:00      | 13:00      | 15:00      | 15:00      | 13:00 -    | -     |       |
| Peak     | 3          | 18         | 2          | 1          | 1          | 2          | 3          | 2     | 4     |

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019

Site No: 24607003

Grid Reference: SZ73182,99730

Site 3, Private Access, Hayling Island (Tree)

Vehicle Count Report

Week Begin: 04-Oct-19

Channel: Southwestbound

| Time     | Fri        | Sat        | Sun        | Mon        | Tue        | Wed        | Thu        | 5-Day | 7-Day |
|----------|------------|------------|------------|------------|------------|------------|------------|-------|-------|
| Begin    | 04/10/2019 | 05/10/2019 | 06/10/2019 | 07/10/2019 | 08/10/2019 | 09/10/2019 | 10/10/2019 | Av    | Av    |
| 00:00    | 0          | 0          | 6          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 01:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 02:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 03:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 04:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 05:00    | 0          | 0          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 06:00    | 0          | 0          | 1          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 07:00    | 0          | 0          | 1          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 08:00    | 0          | 1          | 2          | 0          | 1          | 1 -        | -          | 0     | 1     |
| 09:00    | 0          | 1          | 4          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 10:00    | 0          | 4          | 8          | 0          | 0          | 0 -        | -          | 0     | 2     |
| 11:00    | 0          | 2          | 0          | 1          | 2          | 2 -        | -          | 1     | 1     |
| 12:00    | 2          | 3          | 0          | 2          | 0          | 0 -        | -          | 1     | 1     |
| 13:00    | 0          | 3          | 1          | 1          | 0          | 0 -        | -          | 0     | 1     |
| 14:00    | 0          | 0          | 0          | 2          | 2          | 2 -        | -          | 1     | 1     |
| 15:00    | 0          | 1          | 0          | 0          | 1          | 1 -        | -          | 0     | 0     |
| 16:00    | 2          | 2          | 0          | 0          | 2          | 2 -        | -          | 1     | 1     |
| 17:00    | 1          | 4          | 0          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 18:00    | 0          | 2          | 1          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 19:00    | 0          | 6          | 0          | 1          | 0          | 0 -        | -          | 0     | 1     |
| 20:00    | 0          | 3          | 0          | 0          | 0          | 0 -        | -          | 0     | 0     |
| 21:00    | 0          | 5          | 0          | 0          | 0          | 0 -        | -          | 0     | 1     |
| 22:00    | 0          | 23         | 0          | 0          | 0          | 0 -        | -          | 0     | 3     |
| 23:00    | 0          | 12         | 0          | 0          | 0          | 0 -        | -          | 0     | 2     |
|          |            |            |            |            |            |            |            |       |       |
| 12H,7-19 | 5          | 23         | 17         | 6          | 8          | 8 -        | -          | 6     | 10    |
| 16H,6-22 | 5          | 37         | 18         | 7          | 8          | 8 -        | -          | 7     | 13    |
| 18H,6-24 | 5          | 72         | 18         | 7          | 8          | 8 -        | -          | 7     | 18    |
| 24H,0-24 | 5          | 72         | 24         | 7          | 8          | 8 -        | -          | 7     | 18    |
|          |            |            |            |            |            |            |            |       |       |
| Am       | 05:00      | 10:00      | 10:00      | 11:00      | 11:00      | -          | -          | -     | -     |
| Peak     | 0          | 4          | 8          | 1          | 2          | -          | -          | 1     | 2     |
|          |            |            |            |            |            |            |            |       |       |
| Pm       | 16:00      | 22:00      | 18:00      | 14:00      | 16:00      | -          | -          | -     | -     |
| Peak     | 2          | 23         | 1          | 2          | 2          | -          | -          | 2     | 5     |

K & M TRAFFIC SURVEYS

Created at 14:39:32 on 10 Oct 2019