

# Heckington Fen Solar Park

EN010123

## ES Transport and Access Technical Note- Assessment of Triton Knoll Access Track, Doubletwelves Drove and Bicker Drove

Applicant: Ecotricity (Heck Fen Solar) Limited

Document Reference: ExA.ESATN-Access-D5.V1

Pursuant to: APFP Regulation 5(2)(a)

Deadline 5: 13th February 2024

Document Revision: 1

February 2024





## ES TRANSPORT AND ACCESS TECHNICAL NOTE – ASSESSMENT OF TRITON KNOLL ACCESS TRACK, DOUBLETWELVES DROVE AND BICKER DROVE

<b>Document Properties</b>		
<b>Regulation Reference</b>	Regulation 5(2)(a)	
<b>Planning Inspectorate Scheme Reference</b>	EN010123	
<b>Application Document Reference</b>	ExA.ESATN-Access-D5.V1	
<b>Title</b>	ES Transport and Access Technical Note – Assessment of Triton Knoll Access Track, Doubletwelves Drive and Bicker Drive	
<b>Prepared By</b>	Heckington Fen Energy Park Project Team (ES Technical Team)	
<b>Version History</b>		
<b>Version</b>	<b>Date</b>	<b>Version Status</b>
Rev 1	February 2024	Deadline 5



# Contents.

0. Executive Summary .....	1
1. Introduction.....	2
2. Assessment Approach.....	4
3. Baseline Conditions .....	7
4. Assessment of Likely Significant Effects .....	10
5. Mitigation, Enhancement and Residual Effects.....	13
6. Summary and Conclusion.....	15

# Figures.

Figure 1.1 Site Location and Construction Traffic Routing Plan

# Appendices.

Appendix A Traffic Survey Data

## 0. Executive Summary

- 0.1. In order to avoid, as much as possible, Heavy Goods Vehicles (HGVs) associated with the construction of the Project using Cowbridge Road, the Applicant and National Grid Electricity Transmission Plc (NGET) have agreed (through the form of a private agreement, with the relevant commitment reflected in the **Outline Construction Traffic Management Plan** submitted at Deadline 5 (**document reference 7.10**)) that HGVs associated with the construction of the Bicker Fen National Grid Substation extension works (**Work No. 6A, 6B and 6C**) will be routed via the Triton Knoll access track. HGVs will also use Doubletwelves Drove, Bicker Drove (north of Vicarage Drove), and Vicarage Drove, which connect to the Triton Knoll access track. The Applicant and National Grid will not use the A52 access road, Ing Drove, Bicker Drove (south of Vicarage Drove) or Cowbridge Road for use by HGVs, otherwise than in the event of an emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track being blocked or impassable). The Triton Knoll access track is shown on **Figure 1.1**.
- 0.2. It should be noted that National Grid can utilise the Triton Knoll access track route only because it sits within the proposed DCO order limits, and only for the purposes of its construction of the substation extension works in the Order (**Work No. 6B and 6C**), and in connection with no other works or projects. All other vehicles accessing the existing Bicker Fen National Grid Substation for other operational or construction purposes (now and in the future), except for the Bicker Fen National Grid Substation extension works (**Work No. 6B and 6C**) in the proposed Order, will not benefit from the necessary access rights to utilise the Triton Knoll access track and will access the Bicker Fen National Grid Substation from the existing routes.
- 0.3. This ES Transport and Access Technical Note (TN) considers any sensitive receptors along the Triton Knoll access track and has therefore been prepared to consider, in EIA terms, the transport and access effects of a potential construction traffic route for the entirety of the HGVs associated with the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**) accessing the substation via the Triton Knoll access track.
- 0.4. It is concluded that the impacts at the transport and access assessment links eight (Triton Knoll Access Track), nine (Doubletwelves Drove) and ten (Bicker Drove – north of Vicarage Drove) that are defined within this TN (and shown on **Plate 2.1** below) during the construction period would be Negligible (i.e. Not Significant).



# 1. Introduction

- 1.1. This ES Transport and Access Technical Note (TN) Assessment of Triton Knoll Access Track, Doubletwelves Drove and Bicker Drove – that considers its use by 100% of the HGVs associated with the Bicker Fen Substation extension (**Work No. 6A, 6B and 6C**) – has been prepared by Pegasus Group on behalf of Ecotricity (Heck Fen Solar) Limited. It is prepared in relation to its application for a Development Consent Order (DCO) for a large scale ground mounted solar photovoltaic (PV) electricity generation and energy storage facility. It should be read in conjunction with **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)**.
- 1.2. The DCO includes an extension to the National Grid Bicker Fen Substation (**Work No. 6B and 6C**) and a new generation bay for the Applicant (**Work No. 6A**). Around 20% of the vehicles associated with these works are attributable to the Heckington Fen generation bay (**Work No. 6A**) and the remaining 80% is attributable to NGET's own requirements to extend the substation (**Work No. 6B and 6C**). All construction traffic movements associated with **Work No. 6A, 6B and 6C**, are considered as part of the DCO.
- 1.3. Routing for construction vehicles relating to the National Grid Bicker Fen Substation extension works was previously proposed via NGET's A52 Access Road, Ing Drive, Cowbridge Road, Bicker Drove (south of Vicarage Lane) and Vicarage Drove (referred to herein as "the previously proposed route"). This is what **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** assesses. **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** has assessed a worst case of 100% of traffic using the previously proposed route (i.e. construction traffic associated with **Work No. 6A, 6B and 6C**).
- 1.4. Further to recent engagement with NGET, in order to avoid HGV traffic associated with the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**) using Cowbridge Road, and to address representations associated with that use, the Applicant and NGET have now agreed that all HGVs associated with the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**) will use the Triton Knoll access track otherwise than in the event of an emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track becoming blocked or impassable). This route is already proposed to be used for construction vehicles associated with the Heckington Fen cable route. However, the number of vehicles associated with the cable route alone are considered to be immaterial at five vehicles equating to ten Annual Average Daily Traffic (AADT).
- 1.5. The new agreed route will be via the Triton Knoll access track (link eight), Doubletwelves Drove (link nine) and Bicker Drove (north of Vicarage Drove) (link ten) and Vicarage Drove. The new agreed route is referred to herein as "the Triton Knoll route" and is shown on **Figure 1.1**.
- 1.6. The construction traffic that was forecast to use links four (Cowbridge Road), five (Bicker Drove) and six (Vicarage Drove) at **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)**, equating to an AADT of 15 vehicles, including ten HGVs, would transfer to links eight to ten as part of the Triton Knoll route.



- 1.7. As a result of the private agreement, the Applicant considers it necessary to assess whether there are any sensitive receptors along the new agreed route. This TN has therefore been prepared to consider, in EIA terms, the transport and access effects of a potential construction traffic route for vehicles associated with the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**) accessing the substation via the Triton Knoll route. This TN now assesses 100% of construction traffic associated with **Work No. 6A, 6B and 6C** using the Triton Knoll Route.
  
- 1.8. The assessment of the A17 and the A52 (links one to three and seven in **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** and the assessment of Vicarage Drove (link six) in the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove (document reference ExA.ESATN.D3.V1)** remain valid as a worst case assessment. Similarly, whilst it is now likely that the previously proposed route (via the A52) will no longer be used by construction/HGV vehicles accessing Bicker Fen Substation, the assessment of Cowbridge Road and Bicker Drove (links four and five) contained within the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove (document reference ExA.ESATN.D3.V1)** is also valid should NGET need to use these links in the event of an emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track becoming blocked or impassable).

## 2. Assessment Approach

2.1. The same assessment criteria are applied in this TN, as per Section 14.3 of **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)**, with the exception of the paragraphs/tables below, which have been updated by the Environmental Assessment of Traffic and Movement guidance published in July 2023 (referred to herein as '2023 IEMA guidance'). The changes to the 2023 IEMA guidance are considered in full at Section 2 of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove (document reference ExA.ESATN.D3.V1)**.

- Paragraph 14.3.10 and Table 14.1 (Magnitude of Impact); and
- Paragraphs 14.3.13 to 14.3.15 and Table 14.2 (Sensitive Receptors).

2.2. This TN considers three new links which are additional to those assessed within **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** and **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove (document reference ExA.ESATN.D3.V1)**. The link references are set below and shown at **Plate 2.1**.

- Link Eight – Triton Knoll access track.
- Link Nine – Doubletwelves Drove.
- Link Ten – Bicker Drove (north of Vicarage Drove).

Plate 2.1 – Link Locations



Source: Google Maps

### Criteria for Magnitude of Impact

- 2.3. Pedestrian delay, non-motorised user amenity, and fear and intimidation are not considered on the basis that they were scoped out of the original assessment.
- 2.4. Hazardous/large loads were scoped into the original assessment. However, as set out in the Applicant's response to the ExA's question TT1.5ii (**document reference ExA.ResponseFWQ-D2.V1**), National Grid has confirmed that there will be no abnormal indivisible loads (AILs) as part of the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**). Therefore, it is not proposed that any AILs associated with the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**) will use links eight to ten.

### Sensitive Receptors

- 2.5. It is considered that, with consideration to **Table 2.2** of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove** (**document reference ExA.ESATN.D3.V1**), reproduced below as **Table 2.1**, the level of sensitivity of links eight to ten is negligible.





Table 2.1 – Criteria for Sensitivity of Receptor

Sensitivity	Description
High	Schools, colleges, playgrounds, hospitals, retirement homes. Heavily congested junctions, densely populated residential areas.
Medium	Congested junctions, shops/businesses, areas of heavy pedestrian/cycling use, areas of ecological/nature conservation, populated residential areas.
Low	Tourist/visitor sites, places of worship, residential areas set back from the highway with screening, sparsely populated residential areas.
Negligible	Those people and places located away from the affected highway link.

2.6. However, in order to provide a robust assessment, a high level of sensitivity has been applied to each of the links. This provides a similar sensitivity test to that carried out for links four to six within the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove** (document reference ExA.ESATN.D3.V1).

### 3. Baseline Conditions

#### Local Highway Network

##### Triton Knoll Access Track

- 3.1. The Triton Knoll access track, shown in green at **Plate 2.1**, is located approximately 660 metres south of Royalty Lane, to the south of the South Forty Foot Drain. It measures around 35 metres wide at the bellmouth with the A17 and tapers to around 5.5 metres wide. There are no footways located along the Triton Knoll access track.
- 3.2. The Triton Knoll access track is a private, single carriageway road which is around 4.5 kilometres long. The road was completed in 2019 to enable construction vehicles to access Triton Knoll Substation from the A17.

##### Doubletwelves Drove

- 3.3. Doubletwelves Drove, shown in pink at **Plate 2.1**, is a single carriageway road which is subject to the national speed limit (60mph). It is highway maintained at public expense. It connects the Triton Knoll access track to Bicker Drove and provides access to agricultural land. The carriageway measures around four metres wide and does not have any footways. Grass verges and ditches are located on both sides of the carriageway.

##### Bicker Drove

- 3.4. Bicker Drove, shown in blue at **Plate 2.1**, is a single carriageway road which is subject to the national speed limit (60mph). It is highway maintained at public expense. Bicker Drove varies in width but generally measures around three metres wide and does not have any footways. It provides access to agricultural land and farm buildings, and access to wind turbines forming part of the Bicker Fen Wind Farm.

##### Public Rights of Way

- 3.5. There are no Public Rights of Way (PRoW) located on or crossing links eight to ten.

#### Personal Injury Collisions

- 3.6. Personal Injury Collision (PIC) data has been obtained from CrashMap.com for the most recent five-year period for a study area comprising the Triton Knoll access track, Doubletwelves Drove and Bicker Drove (north of Vicarage Drove). This confirms that there have been no recorded incidents within the most recent five-year period at the junctions and along the route to the substation from the access road junction.
- 3.7. It is concluded that there are no obvious highway safety patterns or problems within the study area.

## Site Context

### Access to the Cable Route

- 3.8. Access for the construction of the Off-site Cable Route Corridor is proposed in two locations; one to the north and one to the south of the South Forty Foot Drain. Access from the north of the drain is proposed via an existing junction with the A17 located approximately 430 metres north of the junction with the A1121; and access to the south of the South Forty Foot Drain is proposed via the Triton Knoll access track with the A17. Localised access is also proposed via Royalty Lane. The local highway network is shown at **Figure 1.1**.

### New Agreed Access and Routing to the National Grid Bicker Fen Substation

- 3.9. In order to avoid HGV construction traffic from the Project using Cowbridge Road, the Applicant and NGET have agreed that HGVs associated with the construction of the Bicker Fen National Grid Substation extension works (**Work No. 6B and 6C**) will route via the Triton Knoll access track onto Doubletwelves Drove, Bicker Drove, and Vicarage Drove (as shown **Figure 1.1**) otherwise than in the event of an emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track being blocked or impassable). It should be noted that National Grid can utilise this route only because it sits within the DCO Order Limits and only for the purposes of the construction of the substation extension works in the Order (**Work No. 6B and 6C**). All other vehicles accessing the existing Bicker Fen National Grid Substation for other operational or construction purposes (now and in the future) in relation to any current or future development or project will not benefit from the necessary access rights to utilise the Triton Knoll access track. Any NGET vehicles, other than those associated with **Work Numbers 6B and 6C**, will use alternative routes such as the A52 and Cowbridge Road.

### **Baseline Survey Information**

- 3.10. In addition to the baseline information included in the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove** (document reference **ExA.ESATN.D3.V1**), the sources of baseline information included in this TN are summarised at **Table 3.1**.

Table 3.1 – Baseline Information

Baseline Topic	Data Source	Date
Automatic Traffic Count Surveys	Paul Castle Associates	February 2024
Personal Injury Collision Data	Crashmap.co.uk	January 2024

### Baseline Traffic Flows

- 3.11. Automatic Traffic Count (ATC) surveys were undertaken by Paul Castle Associates (an independent traffic surveyor) between Thursday 1<sup>st</sup> February 2024 to Wednesday 7<sup>th</sup> February 2024 on links eight, nine and ten, to enable the baseline Annual Average Daily Traffic (AADT) on each of the roads to be determined. The approximate ATC locations and the survey data is included at **Appendix A. Table 3.2** sets out the recorded baseline two-way flows for links eight, nine and ten.



Table 3.2 – 2024 Baseline AADT Flows – Links Eight, Nine and Ten

Link	Baseline Two-Way AADT	Baseline Number of Heavy Goods Vehicles (HGV) with Percentage of AADT
Link Eight – Triton Knoll access track	13	4 [31%]
Link Nine – Doubletwelves Drove	11	2 [18%]
Link Ten – Bicker Drove (north of Vicarage Drove)	34	10 [29%]

*NOTE: HGVs included within total traffic flow. Link flows are two-way. Counts exclude pedal cycles.*

## 4. Assessment of Likely Significant Effects

### Construction

#### Traffic Flows – National Grid Bicker Fen Substation Extension

- 4.1. Table 14.9 of **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** sets out AADT and HGV trips for the busiest times during the construction period of the Proposed Development. This includes an AADT of 15 vehicles, including ten HGVs, at links four to six (Cowbridge Road, Bicker Drove and Vicarage Drove), associated with the extension to the substation. These trips would transfer to links eight to ten as part of the proposals summarised at **paragraph 1.4**.
- 4.2. In addition to the construction traffic numbers associated with the extension of Bicker Fen Substation (**Work No. 6A, 6B and 6C**), the Triton Knoll access track will also be used by vehicles associated with the cable route. Paragraph 14.6.12 of **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** confirms that this equates to an AADT of around ten vehicles and no HGVs.
- 4.3. The impact on each of the links, with consideration to the forecast AADT and HGVs summarised at **paragraphs 4.1 and 4.2**, is set out in **Table 4.1**.

Table 4.1 – Traffic Flow Magnitude of Impact

Link		Baseline Two-Way AADT	Baseline plus Heckington Fen AADT	Additional Two-Way Traffic		Magnitude of Impact	
				Total Vehs	HGVs	Total Vehs	HGVs
Link Eight – Triton Knoll access track	AADT	13(4 HGVs)	38	25 [+192%]	10 [+250%]	High	High
Link Nine – Doubletwelves Drove		11 (2 HGVs)	26	15 [+136%]	10 [+500%]	High	High
Link Ten – Bicker Drove (north of Vicarage Drove)		34 (10 HGVs)	49	15 [+44%]	10 [+100%]	High	High

- 4.4. The magnitude of change in the number of vehicles and HGVs at links eight to ten is high when assessed against the criteria at Table 2.1 of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove (document reference ExA.ESATN.D3.V1)**.
- 4.5. If the sensitivity of links eight to ten is assessed as ‘high’ as a worst case, when this is cross referred to the significance matrix at Table 14.3 of **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)**, this confirms that the significance of effect is likely to be **Major** for total vehicles and HGVs.

- 4.6. Environmental impact will occur as a result of construction vehicular traffic associated with the construction of the Bicker Fen Substation extension works (**Work No. 6A, 6B and 6C**) and the cable route on links eight to ten. During the construction phase there will be direct, short-term, temporary, negative effects on traffic flows at links eight to ten. Overall, they are of a **Major** level of impact significance, and therefore **Significant** in EIA terms, without mitigation.
- 4.7. However, the 2023 IEMA guidance states at paragraph 3.9 that the impact of traffic and movement will vary for each type of impact and at paragraph 3.11 confirms that the assessment may depend on description and judgement rather than any commonly agreed method. It is Pegasus Group's professional judgement that the percentage increase in trips at links eight to ten is skewed by the current very low traffic flows on these roads (as shown in the 'Baseline Two-way AADT' column of **Table 4.1**).
- 4.8. The **Outline Construction Traffic Management Plan (OCTMP)** (**document reference 7.10**), which is secured by Requirement 14 of the DCO, sets out mitigation measures to be implemented during the construction phase, including HGV management, signage and a highway condition survey of links eight to ten.

#### Severance

- 4.9. The magnitude of change in severance at links eight and nine is likely to be considered high, and at link ten, low, for total vehicles when assessed against the criteria at **Table 2.1** of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drive and Vicarage Drive** (**document reference ExA.ESATN.D3.V1**). The magnitude of change in severance at links eight to ten is likely to be considered high for HGVs when assessed against the criteria at **Table 2.1** of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drive and Vicarage Drive** (**document reference ExA.ESATN.D3.V1**). When these magnitude of changes are cross referred to the significance matrix at Table 14.3 of **Chapter 14: Transport and Access** (**document reference 6.1.14/PS-073**), this confirms that the significance of effect is likely to be **Major** at links eight and nine for vehicles and HGVs, and **Moderate** for vehicles, and **Major** for HGVs, at link ten.
- 4.10. During the construction phase there will be direct, short-term, temporary, negative effects on severance at links eight to ten. Overall, the increase in HGV movements are of a **Major** level of impact significance, and therefore **Significant** in EIA terms, without mitigation. Mitigation is proposed in the form of the OCTMP, as set out at **paragraph 4.8**.

#### Driver Delay

- 4.11. The magnitude of change in driver delay at links eight to ten is likely to be considered high for total vehicles and high for HGVs when assessed against the criteria at **Table 2.1** of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drive and Vicarage Drive** (**document reference ExA.ESATN.D3.V1**). When this is cross referred to the significance matrix at Table 14.3 of **Chapter 14: Transport and Access** (**document reference 6.1.14/PS-073**), this confirms that the significance of effect is likely to be **Major** for HGVs.

- 4.12. During the construction phase there will be direct, short-term, temporary, negative effects on driver delay at links eight to ten. Overall, the increase in HGV movements are of a **Major** level of impact significance, and therefore **Significant** in EIA terms, without mitigation. Mitigation is proposed in the form of the OCTMP, as set out at **paragraph 4.8**.

#### Accidents and Safety

- 4.13. As set out at **paragraph 3.7**, there is not considered to be any underlying safety problem within the study area. The magnitude of change in accidents and safety at links eight to ten is therefore likely to be considered negligible at all links when assessed against the criteria at **Table 2.1** of the **ES Transport and Access Technical Note – Sensitivity of Cowbridge Road, Bicker Drove and Vicarage Drove (document reference ExA.ESATN.D3.V1)**. When this is cross referred to the significance matrix at Table 14.3 of **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)**, this confirms that the significance of effect is likely to be **Negligible**.
- 4.14. During the Construction Phase there will be direct, short-term, temporary, negative effects on accidents and safety at links eight to ten. Overall, they are of a **Negligible** level of impact significance, and therefore **Not Significant** in EIA terms.

#### **Operation**

- 4.15. It is assumed that operational traffic associated with the Bicker Fen Substation Extension Works will use existing routes including the A52. However, operational movements associated with the Substation are anticipated to be limited.
- 4.16. It is therefore anticipated that there will be no development traffic using links eight to ten which serve the substation during the operational phase. Therefore, there will be no environmental effects during the operational phase, and therefore **Not Significant** in EIA terms.

#### **Decommissioning**

- 4.17. Paragraph 14.6.42 of **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)** confirms that the Substation will not be removed following decommissioning.

## 5. Mitigation, Enhancement and Residual Effects

### Mitigation and Enhancement

- 5.1. No specific mitigation and enhancement measures are considered necessary, because the existing, 'Mitigation by Design' section in Chapter 14: Transport and Access (**document reference 6.1.14/PS-073**) remains adequate, and valid in light of the assessment findings in **Section 4** of this TN.
- 5.2. Mitigation measures are secured via DCO Requirement 14 within a Construction Traffic Management Plan (CTMP). The aim of the **Outline Construction Traffic Management Plan (document reference 7.10)** is to minimise the impact of the construction phase on local residents, businesses and the highway network. Construction traffic movements will be kept to agreed working hours where practicable and designed to minimise disruption to the highway network and local residents (including during the night-time).
- 5.3. The OCTMP contains a package of mitigation measures which are expected to include:
  - Provision of contractor's compounds within the site, providing an area on site for HGVs to park and manoeuvre, off the local highway network.
  - The arrival and departure of the HGVs will be strictly managed by the site manager. The drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging vehicles can be held within the compound. No HGVs will therefore be required, or permitted, to wait on the public highway.
  - Details limiting the hours of site operation and the routing of construction traffic to protect local residential areas from construction traffic, especially from HGVs where possible.
  - The introduction of (dry) wheel washing facilities, should ground conditions dictate, before allowing vehicles to return to the local highway. In addition, a road sweeping vehicle could be made available to remove any site residue upon the local roads as and when necessary.
  - It is envisaged that the construction working hours will generally be 08:00 – 18:00 Monday to Friday and 09:00 – 13:00 on Saturdays.
  - Temporary signage will be erected in the vicinity of the Energy Park and the cable route, and Bicker Fen Substation as appropriate during the construction phase to indicate that heavy construction vehicles are turning.
  - The contact details of the contractor and those of the highway department at Lincolnshire County Council will be exchanged before commencement of works on site; and
  - A highway condition survey of the Triton Knoll route and the previously proposed route.





### **Residual Cumulative Effects**

- 5.4. Including for the proposed mitigation and enhancement measures, it is considered that during the construction phase of the Proposed Development there will be direct, short-term, temporary effects on links eight to ten, with an overall **Negligible** significance, and therefore **Not Significant** in EIA terms.

## 6. Summary and Conclusion

- 6.1. This ES Transport and Access Technical Note (TN) – Assessment of Triton Knoll Access Track, Doubletwelves Drove and Bicker Drove – has been prepared by Pegasus Group on behalf of Ecotricity (Heck Fen Solar) Ltd. It is prepared in relation to its application for a Development Consent Order (DCO) for the construction, operation and maintenance of a large scale ground mounted solar photovoltaic (PV) electricity generation and energy storage facility. It should be read in conjunction with **Chapter 14: Transport and Access (document reference 6.1.14/PS-073)**.
- 6.2. It is concluded that the proposed package of mitigation will ensure that the new agreed route (the Triton Knoll route) is acceptable and that there will be no adverse Significant effects at links eight to ten (Triton Knoll Access Road, Doubletwelves Drove and Bicker Drove (north of Vicarage Drove)), even when considering the sensitivity of the links as high.
- 6.3. **Table 6.1** below provides a summary of effects, mitigation and residual effects.



Table 6.1 – Summary of Effects, Mitigation and Residual Effects on Links Eight, Nine and Ten

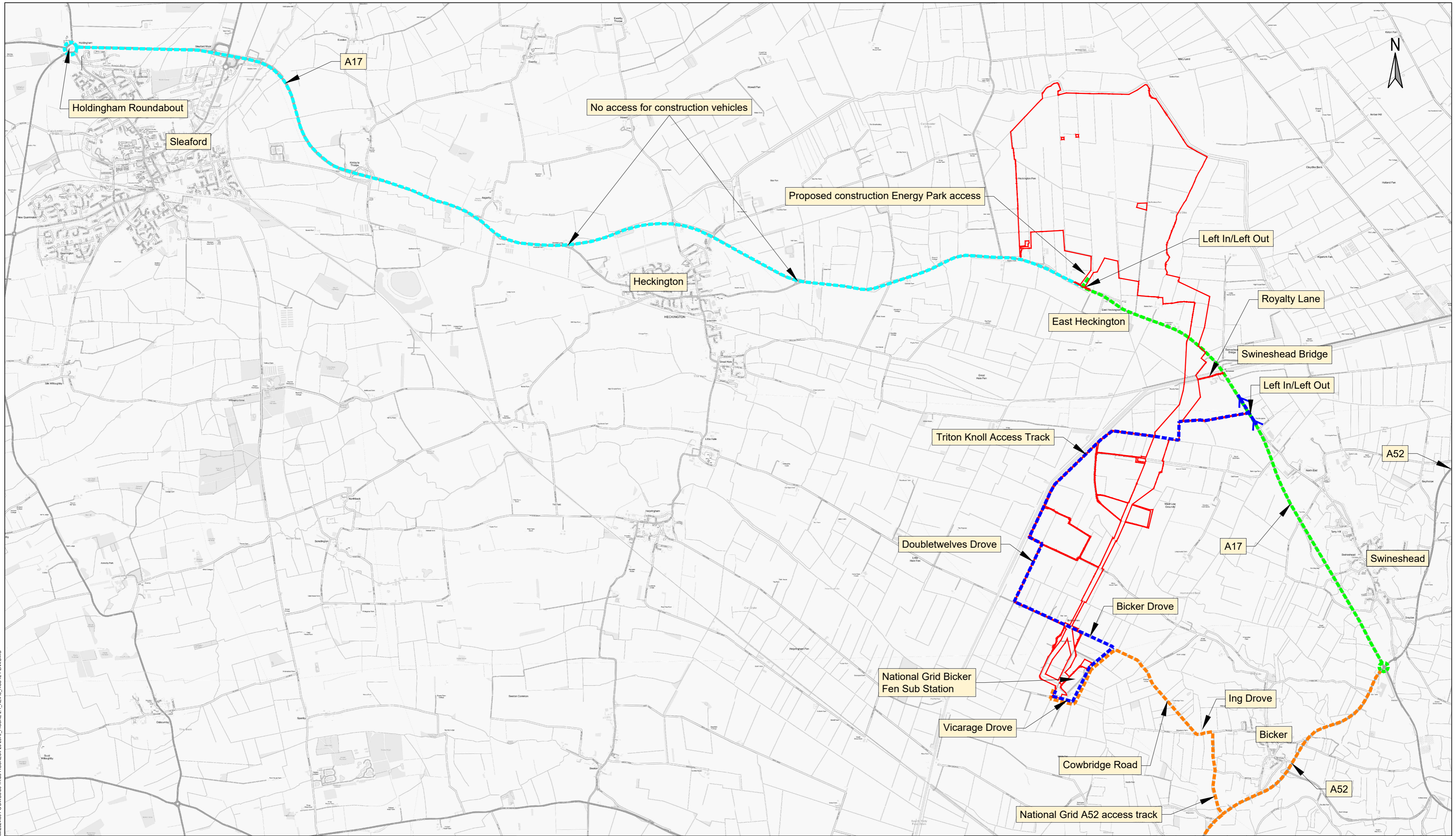
Receptor/ Receiving Environment	Description of Effect	Nature of Effect	Sensitivity Value	Magnitude of Effect	Geographical Importance	Significance of Effects	Mitigation/ Enhancement Measures	Residual Effects
<b>Construction</b>								
Links Eight, Nine and Ten	Vehicular Traffic Flows	Temporary / Direct	High	High	Local	Major	Provision of a Construction Traffic Management Plan including: <ul style="list-style-type: none"> <li>• HGV management;</li> <li>• Signage; and</li> <li>• Highway condition survey.</li> </ul>	Negligible Adverse  <b>(Not Significant)</b>
	Severance			Low - High		Moderate - Major		Negligible Adverse  <b>(Not Significant)</b>
	Driver Delay			High		Major		Negligible Adverse  <b>(Not Significant)</b>
	Accidents and Safety			Negligible		Negligible		Negligible Adverse  <b>(Not Significant)</b>
	Hazardous Loads			N/A		N/A		N/A



Receptor/ Receiving Environment	Description of Effect	Nature of Effect	Sensitivity Value	Magnitude of Effect	Geographical Importance	Significance of Effects	Mitigation/ Enhancement Measures	Residual Effects
<b>Operation</b>								
Links Eight, Nine and Ten	Vehicular Traffic Flows	Temporary / Direct	High	Negligible	Local	Negligible	N/A	Negligible Adverse  <b>(Not Significant)</b>
	Severance			Negligible		Negligible		
	Driver Delay			Negligible		Negligible		
	Accidents and Safety			Negligible		Negligible		
	Hazardous Loads			Negligible		Negligible		
	Severance			Negligible		Negligible		
	Driver Delay			Negligible		Negligible		
	Accidents and Safety			Negligible		Negligible		
	Hazardous Loads			Negligible		Negligible		



# Figure



W:\1.1.1\DATA\PROJECT\SCHEMESTER\USC\2020\F02-2370\HECKINGTON FEN SOLAR FARM\2024\09\PG DWGS\00 TRV\03 FIGURES\F02-2370\_FIGURE 1.1\_REV.C\_ROUTE PLAN.DWG

**Key:**

- DCO Application Boundary
- Energy Park Construction Traffic Route - Egress
- Energy Park Construction Traffic Route - Access
- NGET Construction Traffic route for National Grid Bicker Substation Extension (not to be used by Ecotricity)
- Cable and Substation Extension Route (to be used by NGET and Ecotricity).

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics	<b>Pegasus Group</b>												
	CLIENT: <b>ECOTRICITY (HECK FEN SOLAR) LIMITED</b>	SCALE @ A2: <b>NOT TO SCALE</b>	CHECKED: <b>LD</b>	APPROVED: <b>KSS</b>									
PROJECT: <b>HECKINGTON FEN ENERGY PARK</b>	DATE: <b>12/02/2024</b>	DESIGN-DRAWN: <b>JAN</b>	DRAWING-STATUS: <b>FOR INFO</b>										
TITLE: <b>SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTING PLAN</b>	PROJECT No: <b>P20-2370</b>	DRAWING No: <b>FIGURE 1.1</b>	REV: 										
Copyright Pegasus Planning Group Ltd. Crown copyright. All rights reserved. Ordnance Survey Copyright Licence number 100042093. Promap. Licence number 100020449. Emapsite Licence number 0100031673. Standard OS licence rights conditions apply. Pegasus accepts no liability for any use of this document other than for its original purpose, or by the original client, or following Pegasus' express agreement to such use. T 01285 641717 www.pegasuspp.co.uk													



# Appendix A



Lincs Electrical  
Contractors

Banham



Heck Fen ATC, Bicker Drove North of Vicarage Drive



Direction: Eastbound

Direction: Westbound

Direction: Total Flow

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

Paul Castle Associates

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

Paul Castle Associates

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	2	0	0	4	0	4	0	1	1
07:00	2	2	2	5	7	3	3	3	3
08:00	2	5	4	3	9	3	12	6	5
09:00	1	2	3	1	2	2	6	3	2
10:00	6	1	2	2	2	5	1	3	3
11:00	0	2	2	3	2	5	2	2	2
12:00	0	3	5	5	3	2	0	2	3
13:00	0	8	3	2	4	1	1	3	3
14:00	6	4	2	2	3	1	2	3	3
15:00	4	2	0	8	3	7	0	3	3
16:00	1	3	7	2	0	0	2	1	2
17:00	2	1	1	1	1	0	1	1	1
18:00	2	0	0	0	0	3	0	1	1
19:00	1	0	0	0	0	1	0	0	0
20:00	1	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0
<b>Total</b>	<b>26</b>	<b>33</b>	<b>31</b>	<b>34</b>	<b>36</b>	<b>32</b>	<b>30</b>	<b>31</b>	<b>32</b>
<b>12H(7-19)</b>	<b>30</b>	<b>34</b>	<b>31</b>	<b>38</b>	<b>36</b>	<b>37</b>	<b>30</b>	<b>33</b>	<b>34</b>
<b>16H(6-22)</b>	<b>32</b>	<b>35</b>	<b>31</b>	<b>38</b>	<b>36</b>	<b>37</b>	<b>30</b>	<b>34</b>	<b>34</b>
<b>18H(6-24)</b>	<b>32</b>	<b>35</b>	<b>31</b>	<b>38</b>	<b>36</b>	<b>37</b>	<b>30</b>	<b>34</b>	<b>34</b>
<b>24H(0-24)</b>	<b>32</b>	<b>35</b>	<b>31</b>	<b>38</b>	<b>36</b>	<b>37</b>	<b>30</b>	<b>34</b>	<b>34</b>
<b>AM Peak</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>PM Peak</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>	<b>15:00</b>	<b>13:00</b>	<b>15:00</b>	<b>16:00</b>	<b>14:00</b>	<b>15:00</b>

Paul Castle Associates

Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	14	9	3	2	0
Fri 2 Feb 2024	15	12	2	0	1
Sat 3 Feb 2024	16	10	6	0	0
Sun 4 Feb 2024	20	14	6	0	0
Mon 5 Feb 2024	17	11	6	0	0
Tue 6 Feb 2024	21	16	5	0	0
Wed 7 Feb 2024	16	8	8	0	0
5 Day Ave.	17	11	5	0	0
7 Day Ave.	17	11	5	0	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	18	13	5	0	0
Fri 2 Feb 2024	20	15	4	0	1
Sat 3 Feb 2024	15	11	4	0	0
Sun 4 Feb 2024	18	14	4	0	0
Mon 5 Feb 2024	19	13	6	0	0
Tue 6 Feb 2024	16	12	4	0	0
Wed 7 Feb 2024	14	6	7	1	0
5 Day Ave.	17	12	5	0	0
7 Day Ave.	17	12	5	0	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	32	22	8	2	0
Fri 2 Feb 2024	35	27	6	0	2
Sat 3 Feb 2024	31	21	10	0	0
Sun 4 Feb 2024	38	28	10	0	0
Mon 5 Feb 2024	36	24	12	0	0
Tue 6 Feb 2024	37	28	9	0	0
Wed 7 Feb 2024	30	14	15	1	0
5 Day Ave.	34	23	10	1	0
7 Day Ave.	34	23	10	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	64.3%	21.4%	14.3%	0.0%
Fri 2 Feb 2024	100.0%	80.0%	13.3%	0.0%	6.7%
Sat 3 Feb 2024	100.0%	62.5%	37.5%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	70.0%	30.0%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	64.7%	35.3%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	76.2%	23.8%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	50.0%	50.0%	0.0%	0.0%
5 Day Ave.	100.0%	67.5%	28.9%	2.4%	1.2%
7 Day Ave.	100.0%	67.2%	30.3%	1.7%	0.8%

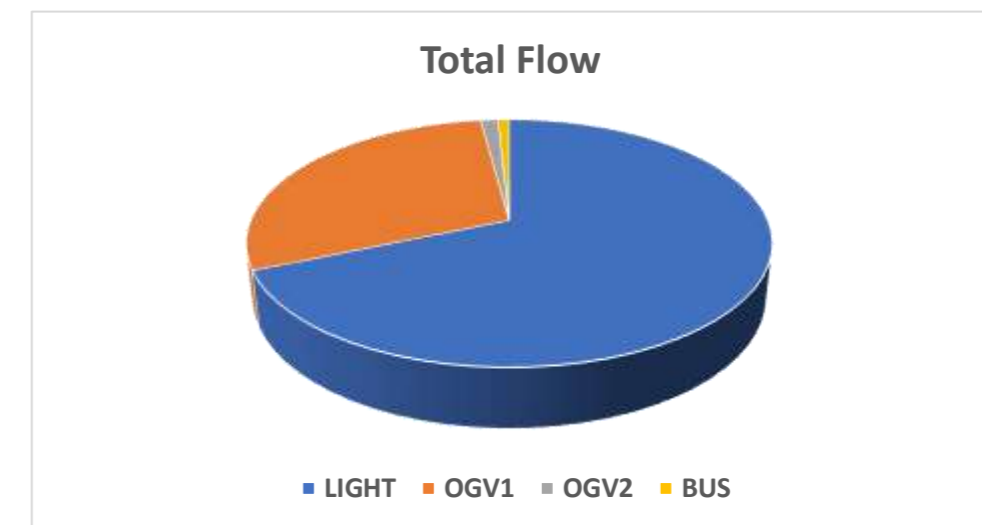
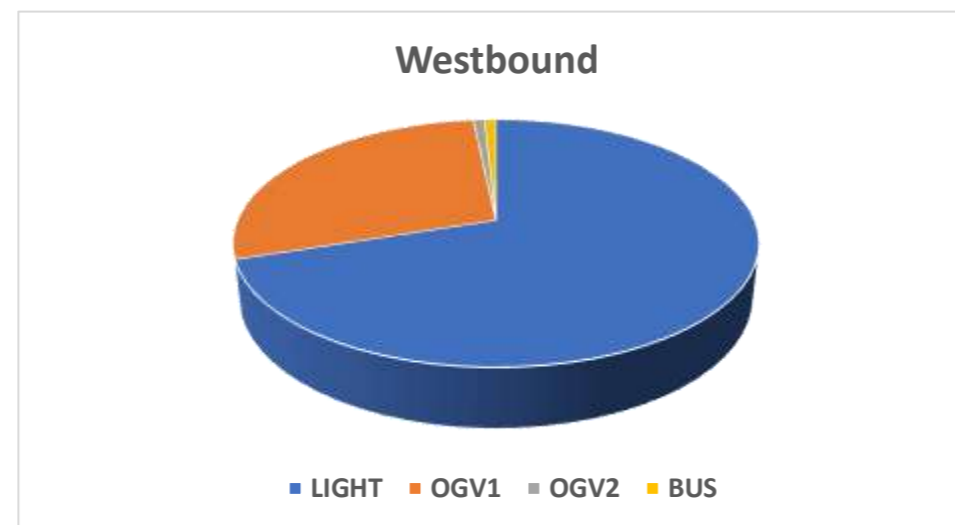
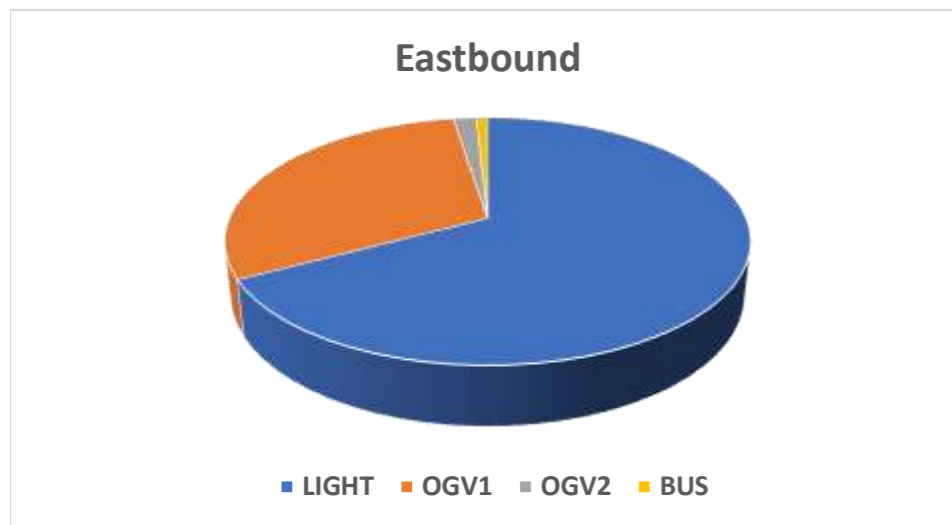
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	72.2%	27.8%	0.0%	0.0%
Fri 2 Feb 2024	100.0%	75.0%	20.0%	0.0%	5.0%
Sat 3 Feb 2024	100.0%	73.3%	26.7%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	77.8%	22.2%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	68.4%	31.6%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	75.0%	25.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	42.9%	50.0%	7.1%	0.0%
5 Day Ave.	100.0%	67.8%	29.9%	1.1%	1.1%
7 Day Ave.	100.0%	70.0%	28.3%	0.8%	0.8%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	68.8%	25.0%	6.3%	0.0%
Fri 2 Feb 2024	100.0%	77.1%	17.1%	0.0%	5.7%
Sat 3 Feb 2024	100.0%	67.7%	32.3%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	73.7%	26.3%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	66.7%	33.3%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	75.7%	24.3%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	46.7%	50.0%	3.3%	0.0%
5 Day Ave.	100.0%	67.6%	29.4%	1.8%	1.2%
7 Day Ave.	100.0%	68.6%	29.3%	1.3%	0.8%

Paul Castle Associates

Paul Castle Associates

Paul Castle Associates

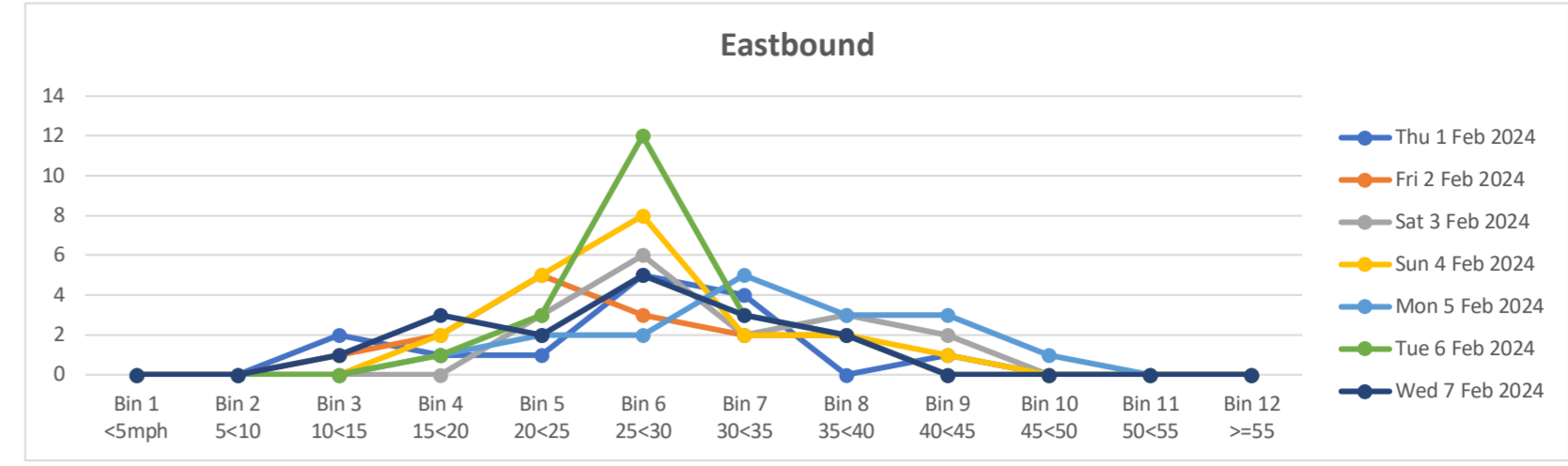


Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	14	35.4	26.8	8.3	0	0	2	1	1	5	4	0	1	0	0	0
Fri 2 Feb 2024	15	33.0	25.5	7.3	0	0	1	2	5	3	2	2	0	0	0	0
Sat 3 Feb 2024	16	37.9	30.9	6.8	0	0	0	0	3	6	2	3	2	0	0	0
Sun 4 Feb 2024	20	34.2	27.5	6.5	0	0	0	2	5	8	2	2	1	0	0	0
Mon 5 Feb 2024	17	41.8	33.4	8.1	0	0	0	1	2	2	5	3	3	1	0	0
Tue 6 Feb 2024	21	32.9	28.0	4.7	0	0	0	1	3	12	3	2	0	0	0	0
Wed 7 Feb 2024	16	33.9	26.3	7.4	0	0	1	3	2	5	3	2	0	0	0	0
5 Day Ave.	17	35.4	28.0	7.2	0	0	1	2	3	5	3	2	1	0	0	0
7 Day Ave.	17	35.6	28.3	7.0	0	0	1	1	3	6	3	2	1	0	0	0

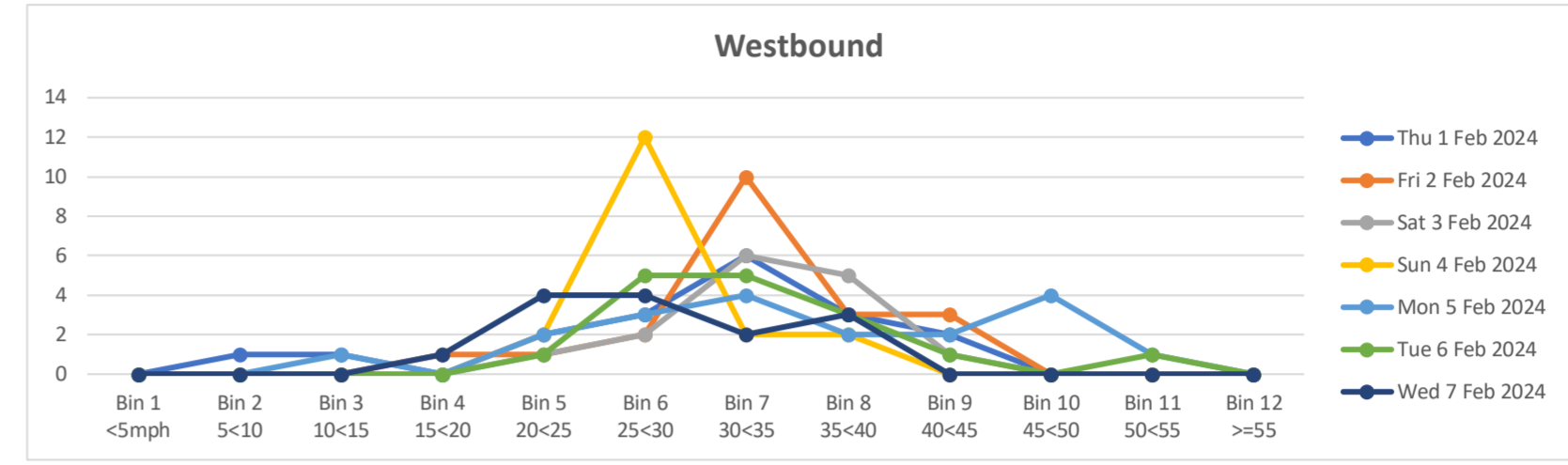
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	18	39.6	30.0	9.3	0	1	1	0	2	3	6	3	2	0	0	0
Fri 2 Feb 2024	20	39.5	33.0	6.3	0	0	0	1	1	2	10	3	3	0	0	0
Sat 3 Feb 2024	15	38.8	33.5	5.1	0	0	0	0	1	2	6	5	1	0	0	0
Sun 4 Feb 2024	18	32.8	28.6	4.0	0	0	0	0	2	12	2	2	0	0	0	0
Mon 5 Feb 2024	19	46.5	35.4	10.7	0	0	1	0	2	3	4	2	2	4	1	0
Tue 6 Feb 2024	16	40.7	33.1	7.3	0	0	0	0	1	5	5	3	1	0	1	0
Wed 7 Feb 2024	14	34.9	28.2	6.5	0	0	0	1	4	4	2	3	0	0	0	0
5 Day Ave.	17	40.2	31.9	8.0	0	0	0	0	2	3	5	3	2	1	0	0
7 Day Ave.	17	39.0	31.7	7.0	0	0	0	0	2	4	5	3	1	1	0	0

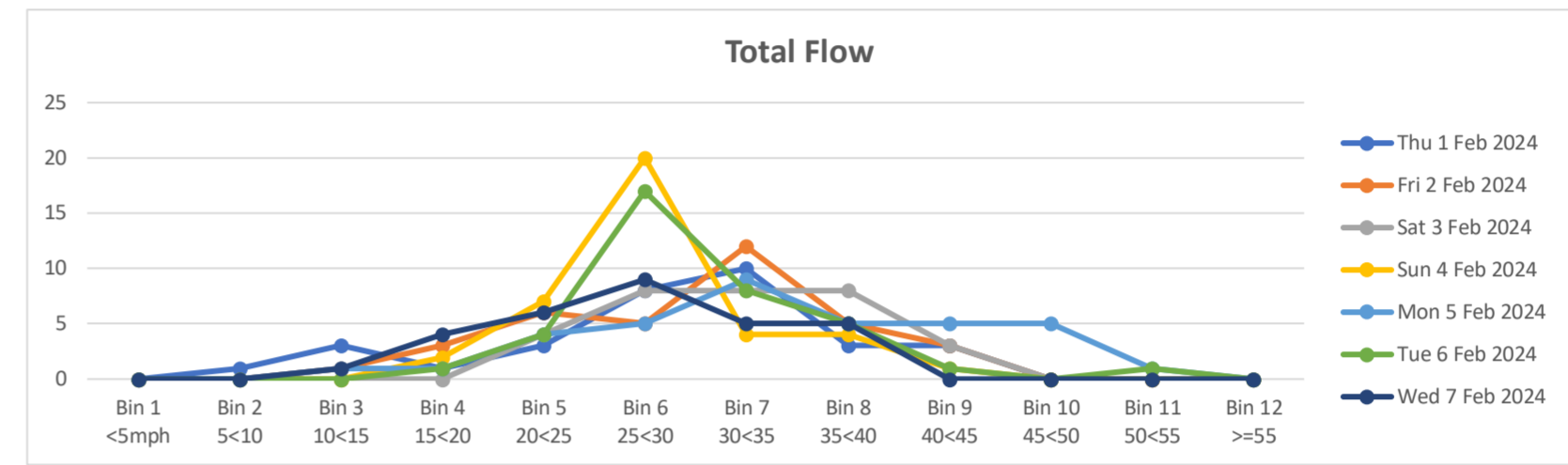
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	32	37.8	28.6	8.9	0	1	3	1	3	8	10	3	3	0	0	0
Fri 2 Feb 2024	35	37.7	29.8	7.6	0	0	1	3	6	5	12	5	3	0	0	0
Sat 3 Feb 2024	31	38.4	32.2	6.0	0	0	0	0	4	8	8	8	3	0	0	0
Sun 4 Feb 2024	38	33.7	28.0	5.4	0	0	0	2	7	20	4	4	1	0	0	0
Mon 5 Feb 2024	36	44.3	34.4	9.5	0	0	1	1	4	5	9	5	5	5	1	0
Tue 6 Feb 2024	37	36.8	30.2	6.4	0	0	0	1	4	17	8	5	1	0	1	0
Wed 7 Feb 2024	30	34.4	27.2	6.9	0	0	1	4	6	9	5	5	0	0	0	0
5 Day Ave.	34	38.2	30.0	7.9	0	0	1	2	5	9	9	5	2	1	0	0
7 Day Ave.	34	37.6	30.1	7.3	0	0	1	2	5	10	8	5	2	1	0	0

Paul Castle Associates



## Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	2	32.5	32.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
Fri 2 Feb 2024	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Sat 3 Feb 2024	2	39.8	32.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
Sun 4 Feb 2024	3	27.7	22.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
Mon 5 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 6 Feb 2024	5	28.8	26.5	2.2	0	0	0	0	1	4	0	0	0	0	0	0
Wed 7 Feb 2024	2	23.7	20.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
5 Day Ave.	2	17.0	19.3	1.2	0	0	0	0	0	1	0	0	0	0	0	0
7 Day Ave.	2	21.8	21.6	2.5	0	0	0	0	0	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	4	33.7	28.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
Fri 2 Feb 2024	2	32.5	32.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
Sat 3 Feb 2024	2	38.7	35.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
Sun 4 Feb 2024	2	27.5	27.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
Mon 5 Feb 2024	4	36.1	26.3	9.5	0	0	1	0	0	1	2	0	0	0	0	0
Tue 6 Feb 2024	5	45.3	33.5	11.4	0	0	0	0	1	1	2	0	0	0	1	0
Wed 7 Feb 2024	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
5 Day Ave.	3	29.5	29.7	5.1	0	0	0	0	0	1	2	0	0	0	0	0
7 Day Ave.	3	30.5	30.1	4.2	0	0	0	0	0	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	6	34.3	30.0	4.2	0	0	0	0	1	1	4	0	0	0	0	0
Fri 2 Feb 2024	3	36.5	27.5	8.7	0	0	0	1	0	0	2	0	0	0	0	0
Sat 3 Feb 2024	4	38.7	33.8	4.8	0	0	0	0	0	1	1	2	0	0	0	0
Sun 4 Feb 2024	5	29.1	24.5	4.5	0	0	0	1	1	3	0	0	0	0	0	0
Mon 5 Feb 2024	4	36.1	26.3	9.5	0	0	1	0	0	1	2	0	0	0	0	0
Tue 6 Feb 2024	10	38.9	30.0	8.6	0	0	0	0	2	5	2	0	0	0	1	0
Wed 7 Feb 2024	3	27.7	22.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
5 Day Ave.	5	34.7	27.3	7.2	0	0	0	0	1	2	2	0	0	0	0	0
7 Day Ave.	5	34.5	27.8	6.4	0	0	0	0	1	2	2	0	0	0	0	0

Paul Castle Associates

## Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	5	30.0	21.5	8.2	0	0	2	0	0	3	0	0	0	0	0	0
Fri 2 Feb 2024	2	28.7	25.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
Sat 3 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
Sun 4 Feb 2024	5	39.8	32.5	7.1	0	0	0	0	0	3	0	1	1	0	0	0
Mon 5 Feb 2024	4	43.7	32.5	10.8	0	0	0	1	0	0	1	1	1	0	0	0
Tue 6 Feb 2024	5	30.8	28.5	2.2	0	0	0	0	0	4	1	0	0	0	0	0
Wed 7 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	3	26.6	28.0	5.0	0	0	0	0	0	2	1	0	0	0	0	0
7 Day Ave.	3	24.7	30.0	4.6	0	0	0	0	0	2	0	0	0	0	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	5	40.4	25.5	14.4	0	1	1	0	0	0	1	2	0	0	0	0
Fri 2 Feb 2024	4	40.3	33.8	6.3	0	0	0	0	0	1	2	0	1	0	0	0
Sat 3 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
Sun 4 Feb 2024	5	34.1	29.5	4.5	0	0	0	0	0	4	0	1	0	0	0	0
Mon 5 Feb 2024	2	48.7	45.0	3.5	0	0	0	0	0	0	0	0	1	1	0	0
Tue 6 Feb 2024	3	38.8	35.8	2.9	0	0	0	0	0	0	1	2	0	0	0	0
Wed 7 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	3	33.6	34.5	5.4	0	0	0	0	0	0	1	1	0	0	0	0
7 Day Ave.	3	28.9	34.2	4.5	0	0	0	0	0	1	1	1	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	10	35.2	23.5	11.3	0	1	3	0	0	3	1	2	0	0	0	0
Fri 2 Feb 2024	6	37.9	30.8	6.8	0	0	0	0	1	2	2	0	1	0	0	0
Sat 3 Feb 2024	2	37.5	37.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
Sun 4 Feb 2024	10	37.0	31.0	5.8	0	0	0	0	0	7	0	2	1	0	0	0
Mon 5 Feb 2024	6	47.7	36.7	10.7	0	0	0	1	0	0	1	1	2	1	0	0
Tue 6 Feb 2024	8	35.8	31.3	4.4	0	0	0	0	0	4	2	2	0	0	0	0
Wed 7 Feb 2024	2	32.5	32.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
5 Day Ave.	6	37.8	31.0	6.6	0	0	1	0	0	2	2	1	1	0	0	0
7 Day Ave.	6	37.7	31.9	5.6	0	0	0	0	0	2	1	1	1	0	0	0

Paul Castle Associates

# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

01/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	1	0	1	0
07:00	2	1	1	0	0
08:00	2	2	0	0	0
09:00	1	1	0	0	0
10:00	6	3	3	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	6	5	1	0	0
15:00	4	1	3	0	0
16:00	1	0	0	1	0
17:00	2	2	0	0	0
18:00	2	2	0	0	0
19:00	1	1	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	26	17	8	1	0
16H(6-22)	30	20	8	2	0
18H(6-24)	32	22	8	2	0
24H(0-24)	32	22	8	2	0
<b>AM Peak</b>	10:00	10:00	10:00	06:00	00:00
	6	3	3	1	0
<b>PM Peak</b>	14:00	14:00	15:00	16:00	12:00
	6	5	3	1	0

Paul Castle Associates

# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

02/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	2	2	0	0	0
08:00	5	5	0	0	0
09:00	2	2	0	0	0
10:00	1	1	0	0	0
11:00	2	1	1	0	0
12:00	3	2	0	0	1
13:00	8	6	1	0	1
14:00	4	2	2	0	0
15:00	2	2	0	0	0
16:00	3	3	0	0	0
17:00	1	1	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	1	0	1	0	0
22:00	0	0	0	0	0
23:00	1	0	1	0	0
<b>Total</b>					
12H(7-19)	33	27	4	0	2
16H(6-22)	34	27	5	0	2
18H(6-24)	35	27	6	0	2
24H(0-24)	35	27	6	0	2
<b>AM Peak</b>	08:00	08:00	11:00	00:00	00:00
	5	5	1	0	0
<b>PM Peak</b>	13:00	13:00	14:00	12:00	12:00
	8	6	2	0	1

Paul Castle Associates

# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

03/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates



# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

04/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	4	2	2	0	0
07:00	5	4	1	0	0
08:00	3	2	1	0	0
09:00	1	0	1	0	0
10:00	2	2	0	0	0
11:00	3	2	1	0	0
12:00	5	3	2	0	0
13:00	2	2	0	0	0
14:00	2	2	0	0	0
15:00	8	8	0	0	0
16:00	2	1	1	0	0
17:00	1	0	1	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	34	26	8	0	0
16H(6-22)	38	28	10	0	0
18H(6-24)	38	28	10	0	0
24H(0-24)	38	28	10	0	0
<b>AM Peak</b>	07:00	07:00	06:00	00:00	00:00
	5	4	2	0	0
<b>PM Peak</b>	15:00	15:00	12:00	12:00	12:00
	8	8	2	0	0

Paul Castle Associates

# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

05/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	7	5	2	0	0
08:00	9	4	5	0	0
09:00	2	1	1	0	0
10:00	2	2	0	0	0
11:00	2	2	0	0	0
12:00	3	1	2	0	0
13:00	4	4	0	0	0
14:00	3	3	0	0	0
15:00	3	1	2	0	0
16:00	0	0	0	0	0
17:00	1	1	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	36	24	12	0	0
16H(6-22)	36	24	12	0	0
18H(6-24)	36	24	12	0	0
24H(0-24)	36	24	12	0	0
<b>AM Peak</b>	08:00	07:00	08:00	00:00	00:00
	9	5	5	0	0
<b>PM Peak</b>	13:00	13:00	12:00	12:00	12:00
	4	4	2	0	0

Paul Castle Associates

# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

06/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	4	2	2	0	0
07:00	3	3	0	0	0
08:00	3	3	0	0	0
09:00	2	1	1	0	0
10:00	5	4	1	0	0
11:00	5	4	1	0	0
12:00	2	2	0	0	0
13:00	1	1	0	0	0
14:00	1	1	0	0	0
15:00	7	3	4	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	3	3	0	0	0
19:00	1	1	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					
12H(7-19)	32	25	7	0	0
16H(6-22)	37	28	9	0	0
18H(6-24)	37	28	9	0	0
24H(0-24)	37	28	9	0	0
<b>AM Peak</b>	10:00	10:00	06:00	00:00	00:00
	5	4	2	0	0
<b>PM Peak</b>	15:00	15:00	15:00	12:00	12:00
	7	3	4	0	0

Paul Castle Associates

# Heck Fen ATC, Bicker Drove North of Vicarage Drove

Direction: Eastbound

07/02/2024

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

















Heck Fen ATC, Doubletweles Drove



Direction: Southbound

Direction: Northbound

Direction: Total Flow

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	1	0	0	0	0
08:00	1	1	1	2	1	1	1	1	1
09:00	0	0	2	2	0	0	0	0	1
10:00	1	0	1	3	1	0	1	1	1
11:00	0	0	0	1	0	0	0	0	0
12:00	0	0	3	1	0	0	0	0	1
13:00	0	1	0	1	1	1	1	1	1
14:00	1	0	0	0	1	0	0	0	0
15:00	0	0	0	2	0	0	0	0	0
16:00	1	0	1	0	0	0	0	0	0
17:00	1	1	0	0	0	1	0	1	0
18:00	0	0	0	0	0	2	0	0	0
19:00	0	1	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>6</b>
<b>12H(7-19)</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>6</b>
<b>16H(6-22)</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>6</b>
<b>18H(6-24)</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>6</b>
<b>24H(0-24)</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>6</b>
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>10:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>PM Peak</b>	<b>14:00</b>	<b>13:00</b>	<b>12:00</b>	<b>15:00</b>	<b>13:00</b>	<b>18:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>

Paul Castle Associates

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	2	0	0	0	0	0
07:00	1	0	0	1	1	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0
09:00	0	1	2	0	1	0	0	0	1
10:00	1	0	0	0	0	0	0	0	0
11:00	0	2	0	0	1	1	1	1	1
12:00	0	2	2	0	0	1	0	1	1
13:00	0	1	1	1	1	0	0	0	1
14:00	3	1	0	1	1	0	0	1	1
15:00	0	0	0	1	0	0	0	0	0
16:00	0	0	1	0	1	0	1	0	0
17:00	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0	0	0
19:00	0	1	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>5</b>
<b>12H(7-19)</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>5</b>
<b>16H(6-22)</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>5</b>
<b>18H(6-24)</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>5</b>
<b>24H(0-24)</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>5</b>
<b>AM Peak</b>	<b>07:00</b>	<b>11:00</b>	<b>09:00</b>	<b>06:00</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
<b>PM Peak</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>	<b>16:00</b>	<b>14:00</b>	<b>14:00</b>

Paul Castle Associates

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	2	0	0	0	0	0
07:00	1	0	0	1	2	1	2	0	1
08:00	1	1	2	2	1	1	1	1	1
09:00	0	1	4	2	1	0	0	0	1
10:00	2	0	1	3	1	0	1	1	1
11:00	0	2	0	1	1	1	1	1	1
12:00	0	2	5	1	0	1	0	1	1
13:00	0	2	1	2	2	1	1	1	1
14:00	4	1	0	1	2	0	0	1	1
15:00	0	0	0	3	0	0	0	0	0
16:00	1	0	2	0	1	0	1	0	1
17:00	2	1	0	0	0	1	0	1	1
18:00	0	0	0	0	0	3	0	1	0
19:00	0	2	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>11</b>	<b>10</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>11</b>
<b>12H(7-19)</b>	<b>11</b>	<b>10</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>11</b>
<b>16H(6-22)</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>11</b>
<b>18H(6-24)</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>11</b>
<b>24H(0-24)</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>11</b>
<b>AM Peak</b>	<b>10:00</b>	<b>11:00</b>	<b>09:00</b>	<b>10:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>PM Peak</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>	<b>15:00</b>	<b>13:00</b>	<b>18:00</b>	<b>13:00</b>	<b>14:00</b>	<b>12:00</b>

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drove

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	5	3	2	0	0
Fri 2 Feb 2024	4	3	1	0	0
Sat 3 Feb 2024	8	6	2	0	0
Sun 4 Feb 2024	12	10	2	0	0
Mon 5 Feb 2024	5	4	1	0	0
Tue 6 Feb 2024	5	5	0	0	0
Wed 7 Feb 2024	3	2	1	0	0
5 Day Ave.	4	3	1	0	0
7 Day Ave.	6	5	1	0	0

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	6	4	2	0	0
Fri 2 Feb 2024	8	5	3	0	0
Sat 3 Feb 2024	7	6	1	0	0
Sun 4 Feb 2024	6	6	0	0	0
Mon 5 Feb 2024	6	5	1	0	0
Tue 6 Feb 2024	3	3	0	0	0
Wed 7 Feb 2024	2	1	1	0	0
5 Day Ave.	5	4	1	0	0
7 Day Ave.	5	4	1	0	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	11	7	4	0	0
Fri 2 Feb 2024	12	8	4	0	0
Sat 3 Feb 2024	15	12	3	0	0
Sun 4 Feb 2024	18	16	2	0	0
Mon 5 Feb 2024	11	9	2	0	0
Tue 6 Feb 2024	8	8	0	0	0
Wed 7 Feb 2024	5	3	2	0	0
5 Day Ave.	9	7	2	0	0
7 Day Ave.	11	9	2	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	60.0%	40.0%	0.0%	0.0%
Fri 2 Feb 2024	100.0%	75.0%	25.0%	0.0%	0.0%
Sat 3 Feb 2024	100.0%	75.0%	25.0%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	83.3%	16.7%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	80.0%	20.0%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	66.7%	33.3%	0.0%	0.0%
5 Day Ave.	100.0%	77.3%	22.7%	0.0%	0.0%
7 Day Ave.	100.0%	78.6%	21.4%	0.0%	0.0%

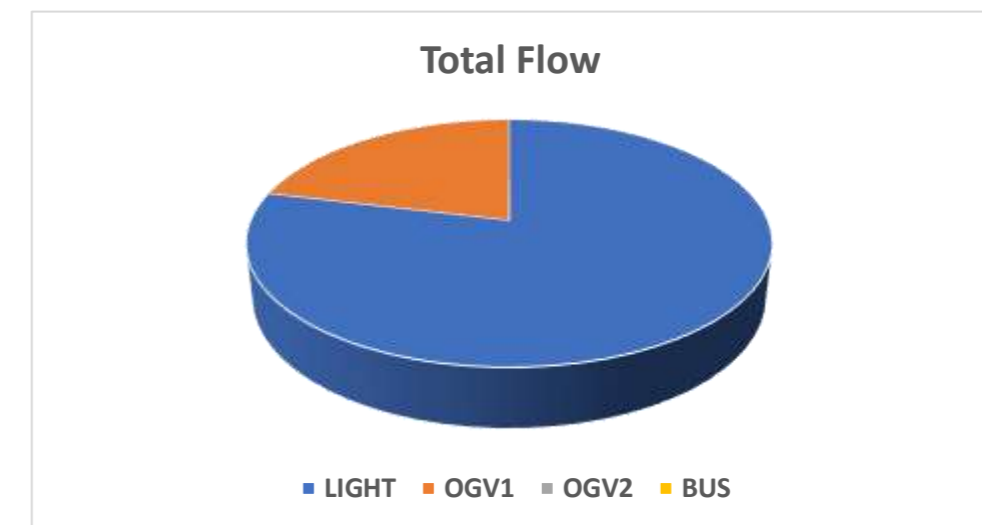
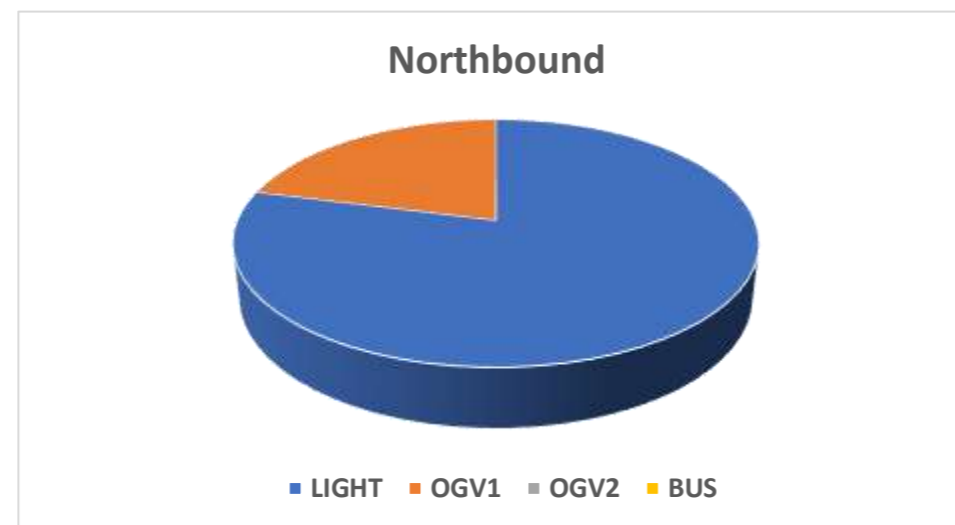
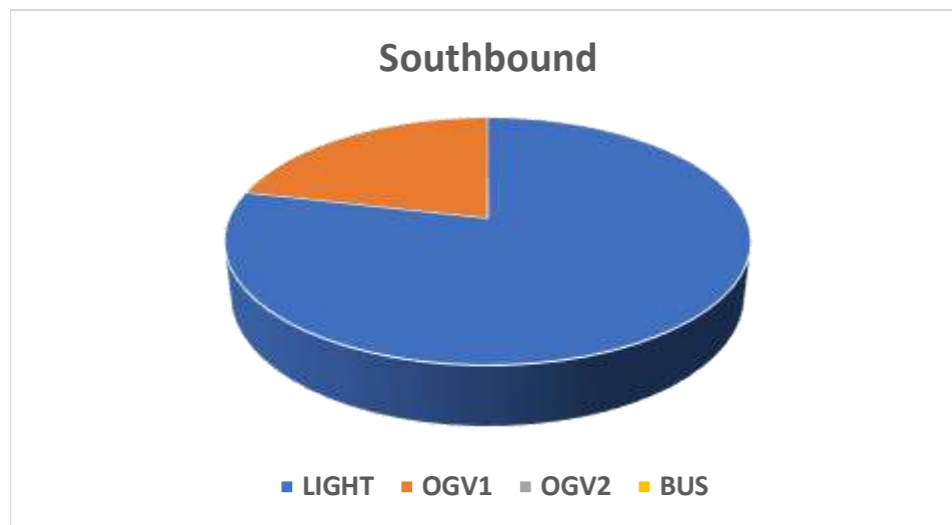
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	66.7%	33.3%	0.0%	0.0%
Fri 2 Feb 2024	100.0%	62.5%	37.5%	0.0%	0.0%
Sat 3 Feb 2024	100.0%	85.7%	14.3%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	83.3%	16.7%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	50.0%	50.0%	0.0%	0.0%
5 Day Ave.	100.0%	72.0%	28.0%	0.0%	0.0%
7 Day Ave.	100.0%	78.9%	21.1%	0.0%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	63.6%	36.4%	0.0%	0.0%
Fri 2 Feb 2024	100.0%	66.7%	33.3%	0.0%	0.0%
Sat 3 Feb 2024	100.0%	80.0%	20.0%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	88.9%	11.1%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	81.8%	18.2%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	60.0%	40.0%	0.0%	0.0%
5 Day Ave.	100.0%	74.5%	25.5%	0.0%	0.0%
7 Day Ave.	100.0%	78.8%	21.3%	0.0%	0.0%

Paul Castle Associates

Paul Castle Associates

Paul Castle Associates

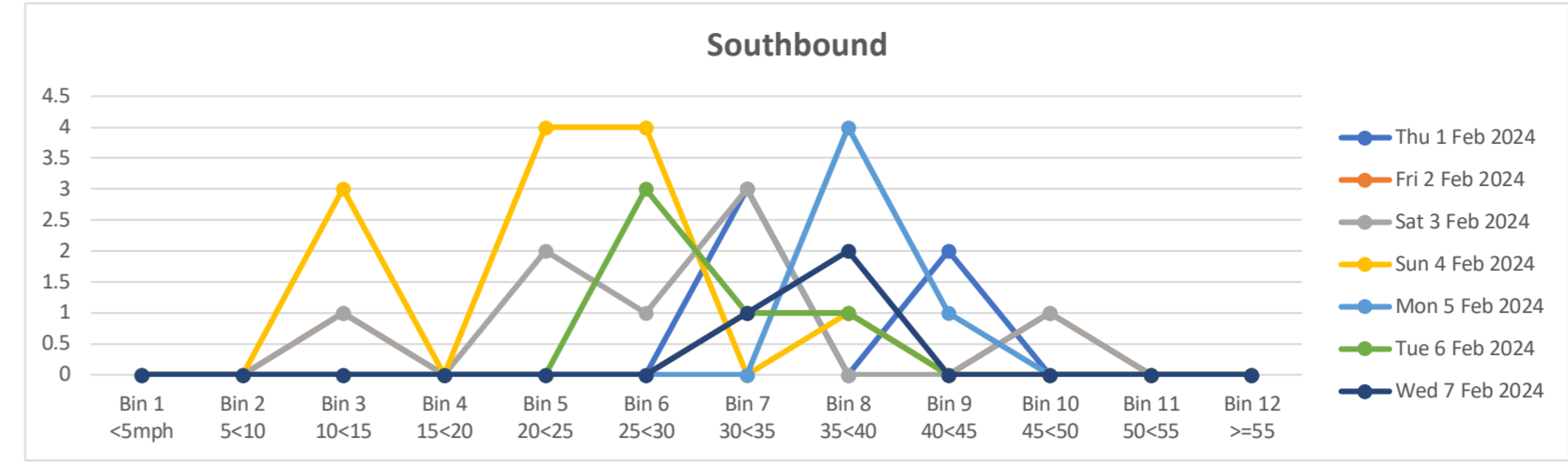


Heck Fen ATC, Doubletwelves Drove

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	5	42.2	36.5	5.5	0	0	0	0	0	0	3	0	2	0	0	0
Fri 2 Feb 2024	4	47.8	32.5	14.7	0	0	1	0	0	0	1	1	0	1	0	0
Sat 3 Feb 2024	8	39.4	28.8	10.3	0	0	1	0	2	1	3	0	0	1	0	0
Sun 4 Feb 2024	12	30.7	22.9	7.5	0	0	3	0	4	4	0	1	0	0	0	0
Mon 5 Feb 2024	5	40.8	38.5	2.2	0	0	0	0	0	0	0	4	1	0	0	0
Tue 6 Feb 2024	5	35.1	30.5	4.5	0	0	0	0	0	3	1	1	0	0	0	0
Wed 7 Feb 2024	3	38.8	35.8	2.9	0	0	0	0	0	0	1	2	0	0	0	0
5 Day Ave.	4	40.9	34.8	6.0	0	0	0	0	0	1	1	2	1	0	0	0
7 Day Ave.	6	39.3	32.2	6.8	0	0	1	0	1	1	1	1	0	0	0	0

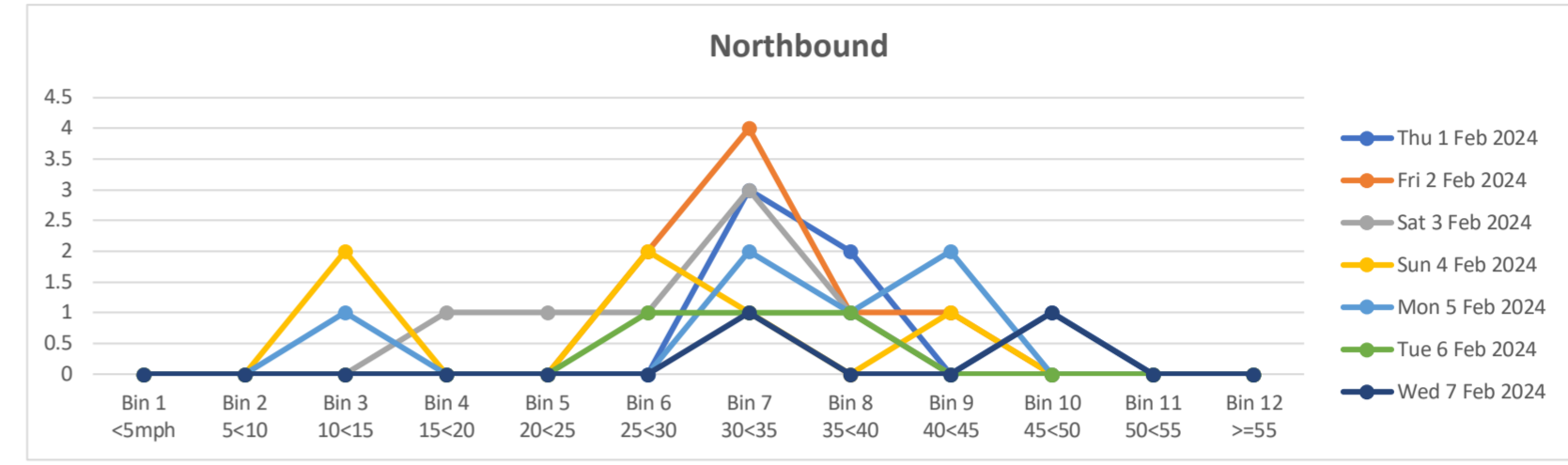
Paul Castle Associates



Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	6	42.7	36.7	5.8	0	0	0	0	0	0	3	2	0	1	0	0
Fri 2 Feb 2024	8	38.3	33.1	5.0	0	0	0	0	2	4	1	1	0	0	0	0
Sat 3 Feb 2024	7	36.1	28.9	6.9	0	0	0	1	1	3	1	0	0	0	0	0
Sun 4 Feb 2024	6	37.9	25.8	11.7	0	0	2	0	0	2	1	0	1	0	0	0
Mon 5 Feb 2024	6	44.9	33.3	11.1	0	0	1	0	0	0	2	1	2	0	0	0
Tue 6 Feb 2024	3	37.7	32.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
Wed 7 Feb 2024	2	51.0	40.0	10.6	0	0	0	0	0	0	1	0	0	1	0	0
5 Day Ave.	5	42.9	35.1	7.5	0	0	0	0	0	1	2	1	1	0	0	0
7 Day Ave.	5	41.2	32.9	8.0	0	0	0	0	0	1	2	1	1	0	0	0

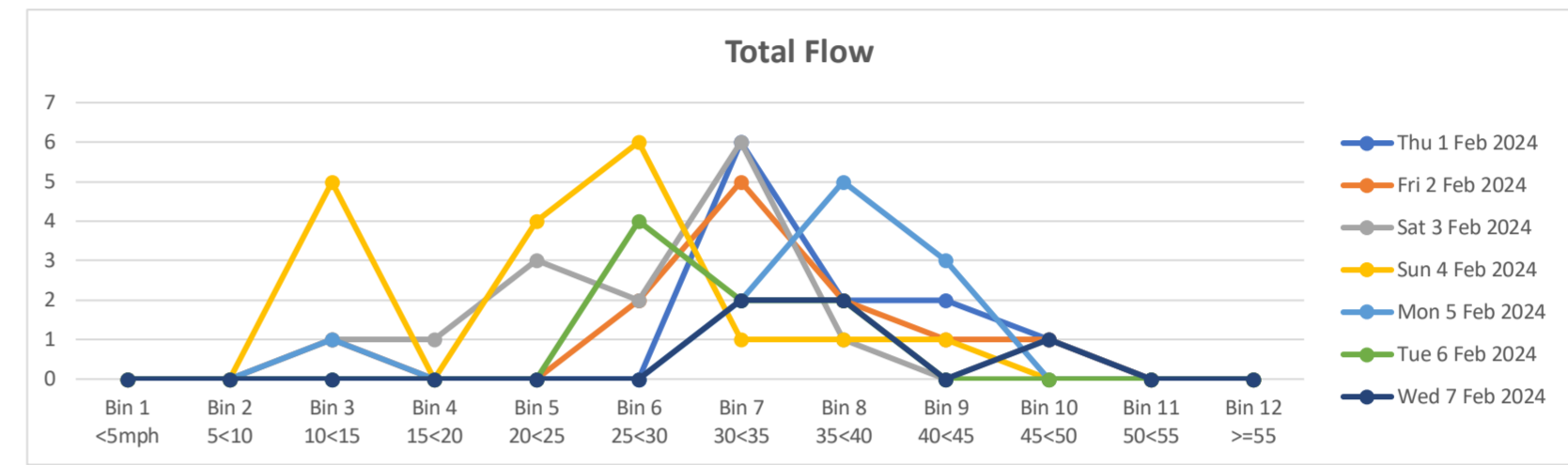
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	11	42.2	36.6	5.4	0	0	0	0	0	0	6	2	2	1	0	0
Fri 2 Feb 2024	12	41.9	32.9	8.6	0	0	1	0	0	2	5	2	1	1	0	0
Sat 3 Feb 2024	15	37.7	28.8	8.5	0	0	1	1	3	2	6	1	0	1	0	0
Sun 4 Feb 2024	18	33.1	23.9	8.9	0	0	5	0	4	6	1	1	1	0	0	0
Mon 5 Feb 2024	11	44.4	35.7	8.4	0	0	1	0	0	0	2	5	3	0	0	0
Tue 6 Feb 2024	8	35.8	31.3	4.4	0	0	0	0	0	4	2	2	0	0	0	0
Wed 7 Feb 2024	5	43.8	37.5	6.1	0	0	0	0	0	0	2	2	0	1	0	0
5 Day Ave.	9	41.6	34.8	6.6	0	0	0	0	0	1	3	3	1	1	0	0
7 Day Ave.	11	39.9	32.4	7.2	0	0	1	0	1	2	3	2	1	1	0	0

Paul Castle Associates



# Heck Fen ATC, Doubletwelves Drive

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Fri 2 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sat 3 Feb 2024	1	-	47.5	-	0	0	0	0	0	0	0	0	0	1	0	0
Sun 4 Feb 2024	4	24.0	16.3	7.5	0	0	3	0	0	1	0	0	0	0	0	0
Mon 5 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
5 Day Ave.	1	0.0	21.5	0.0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1	3.4	24.5	1.1	0	0	0	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
Fri 2 Feb 2024	2	32.5	32.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
Sat 3 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 4 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 5 Feb 2024	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Tue 6 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Wed 7 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	1	6.5	29.5	0.0	0	0	0	0	0	0	1	0	0	0	0	0
7 Day Ave.	1	4.6	21.1	0.0	0	0	0	0	0	0	1	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	2	38.7	35.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
Fri 2 Feb 2024	2	32.5	32.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
Sat 3 Feb 2024	1	-	47.5	-	0	0	0	0	0	0	0	0	0	1	0	0
Sun 4 Feb 2024	4	24.0	16.3	7.5	0	0	3	0	0	1	0	0	0	0	0	0
Mon 5 Feb 2024	2	43.3	25.0	17.7	0	0	1	0	0	0	0	1	0	0	0	0
Tue 6 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Wed 7 Feb 2024	2	38.7	35.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
5 Day Ave.	2	30.6	32.0	4.9	0	0	0	0	0	0	1	1	0	0	0	0
7 Day Ave.	2	25.3	32.0	4.6	0	0	1	0	0	0	1	0	0	0	0	0

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drive

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	1	-	42.5	-	0	0	0	0	0	0	0	0	1	0	0	0
Fri 2 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sat 3 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 4 Feb 2024	2	27.5	27.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
Mon 5 Feb 2024	1	-	42.5	-	0	0	0	0	0	0	0	0	1	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	0.0	17.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1	3.9	16.1	0.0	0	0	0	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	3	37.2	34.2	2.9	0	0	0	0	0	0	2	1	0	0	0	0
Fri 2 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Sat 3 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 4 Feb 2024	2	33.7	30.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
Mon 5 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	1	7.4	20.8	0.6	0	0	0	0	0	0	1	0	0	0	0	0
7 Day Ave.	1	10.1	19.2	0.9	0	0	0	0	0	0	1	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	4	41.2	36.3	4.8	0	0	0	0	0	0	2	1	1	0	0	0
Fri 2 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Sat 3 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 4 Feb 2024	4	31.3	28.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
Mon 5 Feb 2024	2	43.7	40.0	3.5	0	0	0	0	0	0	0	1	1	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	1	17.0	21.8	1.7	0	0	0	0	0	0	1	0	0	0	0	0
7 Day Ave.	2	16.6	19.6	1.5	0	0	0	0	0	0	1	0	0	0	0	0

Paul Castle Associates



# Heck Fen ATC, Doubletwelves Drove

Direction: Southbound

01/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drove

Direction: Southbound

02/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drove

Direction: Southbound

03/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drive

Direction: Southbound

04/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drove

Direction: Southbound

05/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drive

Direction: Southbound

06/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, Doubletwelves Drive

Direction: Southbound

07/02/2024

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

Paul Castle Associates

Direction: Northbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates



















# Heck Fen ATC, TK Access Track

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	9	4	5	0	0
Fri 2 Feb 2024	13	8	5	0	0
Sat 3 Feb 2024	6	5	1	0	0
Sun 4 Feb 2024	7	6	1	0	0
Mon 5 Feb 2024	5	3	2	0	0
Tue 6 Feb 2024	3	3	0	0	0
Wed 7 Feb 2024	5	4	1	0	0
5 Day Ave.	7	4	3	0	0
7 Day Ave.	7	5	2	0	0

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	6	4	1	1	0
Fri 2 Feb 2024	9	6	3	0	0
Sat 3 Feb 2024	4	3	1	0	0
Sun 4 Feb 2024	9	7	2	0	0
Mon 5 Feb 2024	4	2	2	0	0
Tue 6 Feb 2024	3	3	0	0	0
Wed 7 Feb 2024	7	5	2	0	0
5 Day Ave.	6	4	2	0	0
7 Day Ave.	6	4	2	0	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	15	8	6	1	0
Fri 2 Feb 2024	22	14	8	0	0
Sat 3 Feb 2024	10	8	2	0	0
Sun 4 Feb 2024	16	13	3	0	0
Mon 5 Feb 2024	9	5	4	0	0
Tue 6 Feb 2024	6	6	0	0	0
Wed 7 Feb 2024	12	9	3	0	0
5 Day Ave.	13	8	4	0	0
7 Day Ave.	13	9	4	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	44.4%	55.6%	0.0%	0.0%
Fri 2 Feb 2024	100.0%	61.5%	38.5%	0.0%	0.0%
Sat 3 Feb 2024	100.0%	83.3%	16.7%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	85.7%	14.3%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	60.0%	40.0%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	80.0%	20.0%	0.0%	0.0%
5 Day Ave.	100.0%	62.9%	37.1%	0.0%	0.0%
7 Day Ave.	100.0%	68.8%	31.3%	0.0%	0.0%

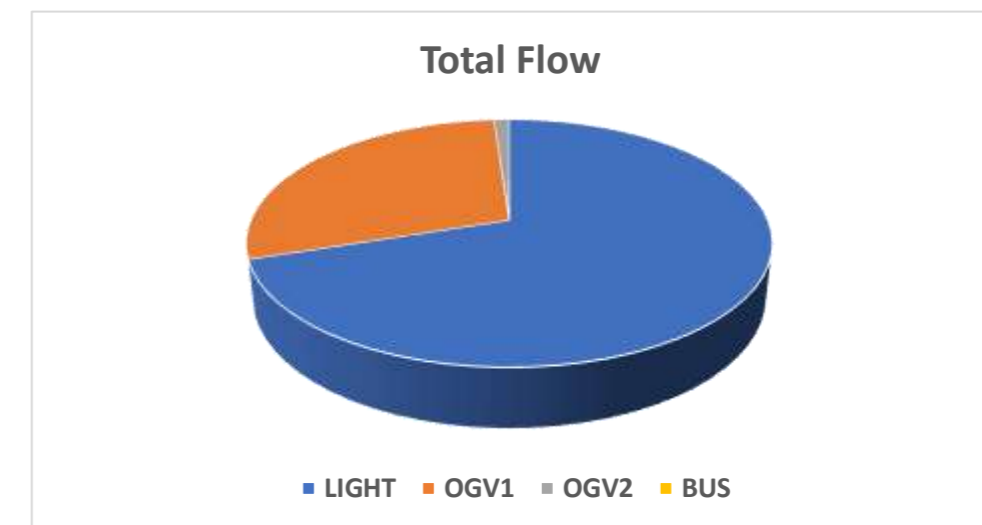
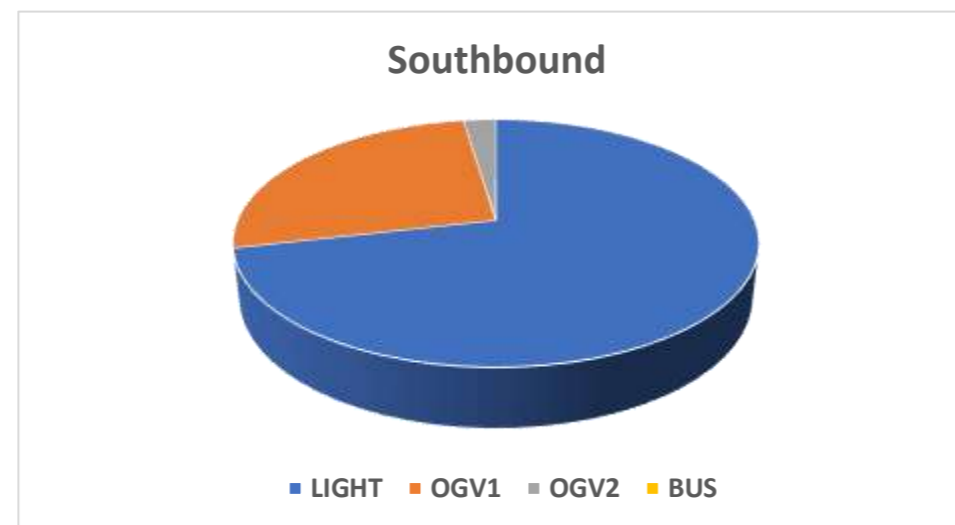
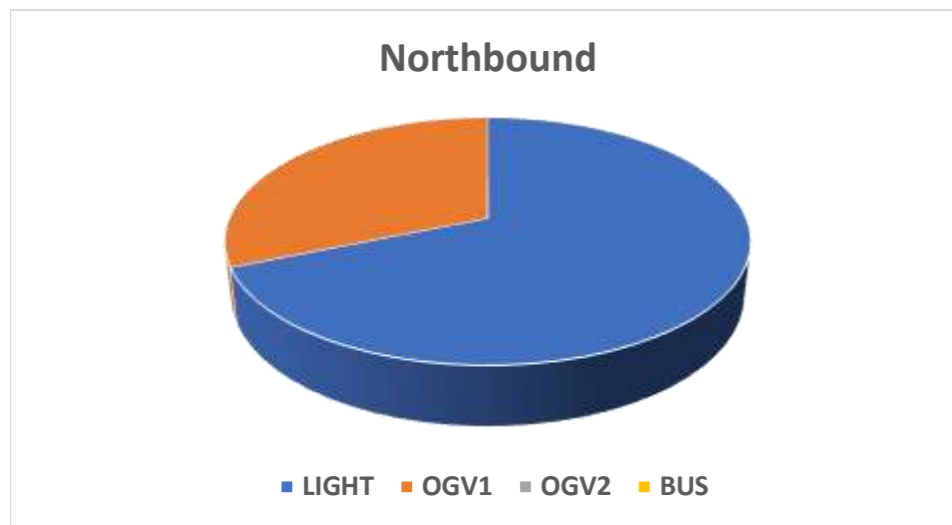
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	66.7%	16.7%	16.7%	0.0%
Fri 2 Feb 2024	100.0%	66.7%	33.3%	0.0%	0.0%
Sat 3 Feb 2024	100.0%	75.0%	25.0%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	77.8%	22.2%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	50.0%	50.0%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	71.4%	28.6%	0.0%	0.0%
5 Day Ave.	100.0%	69.0%	27.6%	3.4%	0.0%
7 Day Ave.	100.0%	71.4%	26.2%	2.4%	0.0%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	53.3%	40.0%	6.7%	0.0%
Fri 2 Feb 2024	100.0%	63.6%	36.4%	0.0%	0.0%
Sat 3 Feb 2024	100.0%	80.0%	20.0%	0.0%	0.0%
Sun 4 Feb 2024	100.0%	81.3%	18.8%	0.0%	0.0%
Mon 5 Feb 2024	100.0%	55.6%	44.4%	0.0%	0.0%
Tue 6 Feb 2024	100.0%	100.0%	0.0%	0.0%	0.0%
Wed 7 Feb 2024	100.0%	75.0%	25.0%	0.0%	0.0%
5 Day Ave.	100.0%	65.6%	32.8%	1.6%	0.0%
7 Day Ave.	100.0%	70.0%	28.9%	1.1%	0.0%

Paul Castle Associates

Paul Castle Associates

Paul Castle Associates



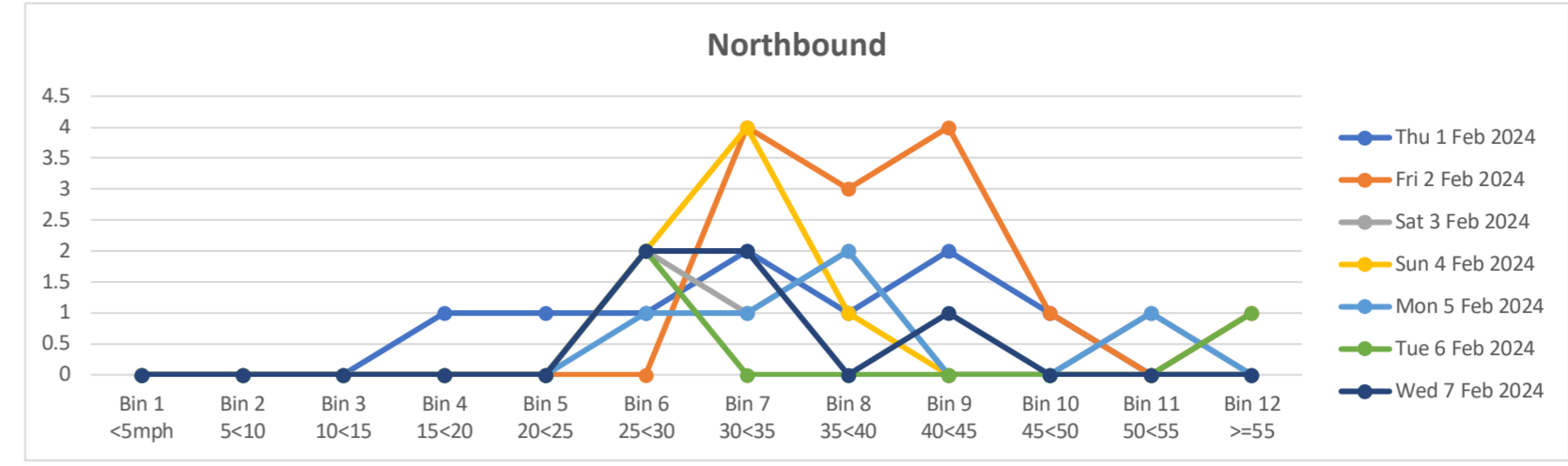


Heck Fen ATC, TK Access Track

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	9	43.9	33.6	9.9	0	0	0	1	1	1	2	1	2	1	0	0
Fri 2 Feb 2024	13	48.1	40.0	7.8	0	0	0	0	0	0	4	3	4	1	0	1
Sat 3 Feb 2024	6	45.5	35.8	9.3	0	0	0	0	0	2	1	2	0	0	1	0
Sun 4 Feb 2024	7	35.4	31.8	3.5	0	0	0	0	0	2	4	1	0	0	0	0
Mon 5 Feb 2024	5	47.2	37.5	9.4	0	0	0	0	0	1	1	2	0	0	1	0
Tue 6 Feb 2024	3	57.8	38.3	18.8	0	0	0	0	0	2	0	0	0	0	0	1
Wed 7 Feb 2024	5	38.8	32.5	6.1	0	0	0	0	0	2	2	0	1	0	0	0
5 Day Ave.	7	47.2	36.4	10.4	0	0	0	0	0	1	2	1	1	0	0	0
7 Day Ave.	7	45.2	35.7	9.2	0	0	0	0	0	1	2	1	1	0	0	0

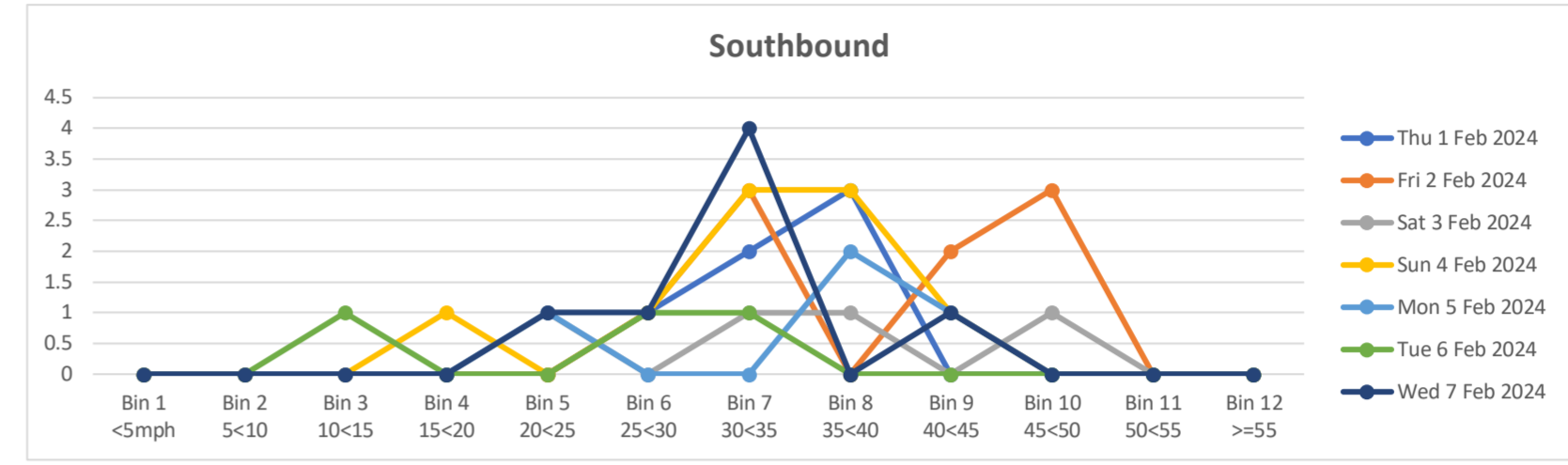
Paul Castle Associates



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	6	38.4	34.2	4.1	0	0	0	0	0	1	2	3	0	0	0	0
Fri 2 Feb 2024	9	47.4	39.2	7.9	0	0	0	0	0	1	3	0	2	3	0	0
Sat 3 Feb 2024	4	45.8	35.0	10.4	0	0	0	0	1	0	1	1	0	1	0	0
Sun 4 Feb 2024	9	40.6	33.1	7.3	0	0	0	1	0	1	3	3	1	0	0	0
Mon 5 Feb 2024	4	44.0	35.0	8.7	0	0	0	0	1	0	0	2	1	0	0	0
Tue 6 Feb 2024	3	35.0	24.2	10.4	0	0	1	0	0	1	1	0	0	0	0	0
Wed 7 Feb 2024	7	38.1	31.8	6.1	0	0	0	0	1	1	4	0	1	0	0	0
5 Day Ave.	6	40.6	32.9	7.4	0	0	0	0	0	1	2	1	1	1	0	0
7 Day Ave.	6	41.3	33.2	7.8	0	0	0	0	0	1	2	1	1	1	0	0

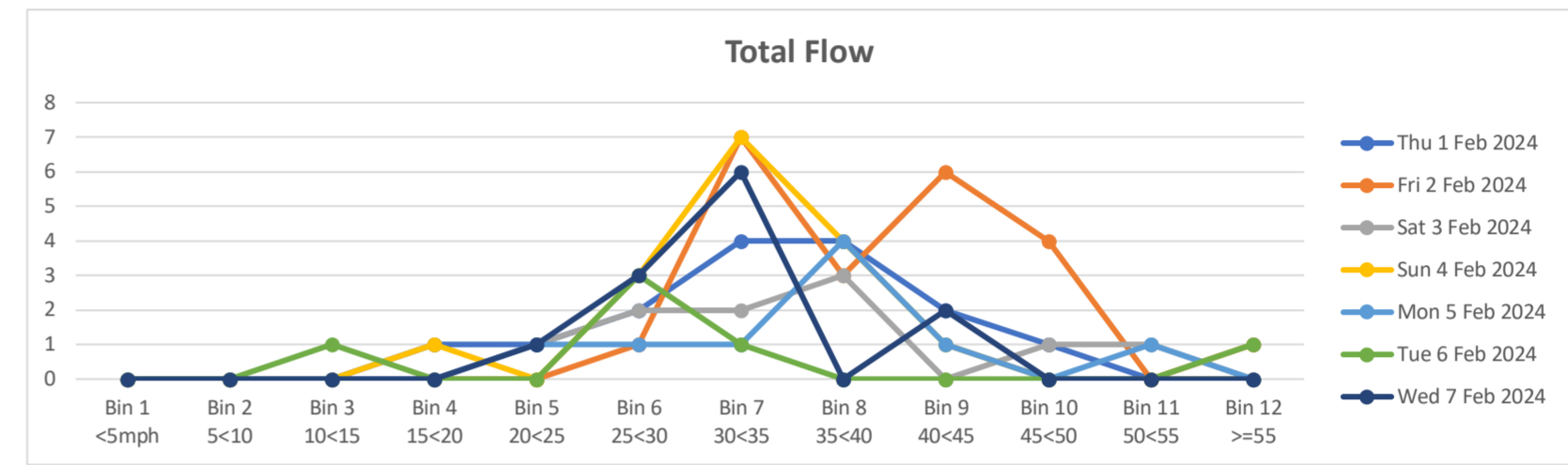
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	15	42.0	33.8	7.9	0	0	0	1	1	2	4	4	2	1	0	0
Fri 2 Feb 2024	22	47.6	39.7	7.6	0	0	0	0	0	1	7	3	6	4	0	1
Sat 3 Feb 2024	10	45.0	35.5	9.2	0	0	0	0	1	2	2	3	0	1	1	0
Sun 4 Feb 2024	16	38.5	32.5	5.8	0	0	0	1	0	3	7	4	1	0	0	0
Mon 5 Feb 2024	9	45.3	36.4	8.6	0	0	0	0	1	1	1	4	1	0	1	0
Tue 6 Feb 2024	6	47.5	31.3	15.6	0	0	1	0	0	3	1	0	0	0	0	1
Wed 7 Feb 2024	12	38.1	32.1	5.8	0	0	0	0	1	3	6	0	2	0	0	0
5 Day Ave.	13	44.1	34.6	9.1	0	0	0	0	1	2	4	2	2	1	0	0
7 Day Ave.	13	43.4	34.5	8.6	0	0	0	0	1	2	4	3	2	1	0	0

Paul Castle Associates



# Heck Fen ATC, TK Access Track

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Fri 2 Feb 2024	2	42.5	42.5	0.0	0	0	0	0	0	0	0	0	2	0	0	0
Sat 3 Feb 2024	2	33.7	30.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
Sun 4 Feb 2024	3	37.7	32.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
Mon 5 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Tue 6 Feb 2024	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Wed 7 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	1	8.5	32.5	0.0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	2	16.3	32.1	1.2	0	0	0	0	0	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	1	-	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0
Fri 2 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Sat 3 Feb 2024	2	53.3	35.0	17.7	0	0	0	0	1	0	0	0	0	1	0	0
Sun 4 Feb 2024	3	42.8	30.8	11.5	0	0	0	1	0	0	0	2	0	0	0	0
Mon 5 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	1	-	42.5	-	0	0	0	0	0	0	0	0	1	0	0	0
5 Day Ave.	1	0.0	22.5	0.0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1	13.7	25.5	4.2	0	0	0	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	2	39.8	32.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
Fri 2 Feb 2024	3	45.2	39.2	5.8	0	0	0	0	0	0	1	0	2	0	0	0
Sat 3 Feb 2024	4	43.7	32.5	10.8	0	0	0	0	1	1	1	0	0	1	0	0
Sun 4 Feb 2024	6	40.0	31.7	8.0	0	0	0	1	0	1	1	3	0	0	0	0
Mon 5 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Tue 6 Feb 2024	1	-	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Wed 7 Feb 2024	2	44.8	37.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
5 Day Ave.	2	26.0	33.8	4.0	0	0	0	0	0	0	1	0	1	0	0	0
7 Day Ave.	3	30.5	33.3	5.5	0	0	0	0	0	1	1	1	0	0	0	0

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	4	43.7	32.5	10.8	0	0	0	1	0	0	1	1	1	0	0	0
Fri 2 Feb 2024	4	55.5	43.1	12.0	0	0	0	0	0	0	1	1	1	0	0	1
Sat 3 Feb 2024	2	56.0	45.0	10.6	0	0	0	0	0	0	0	1	0	0	1	0
Sun 4 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 5 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2	19.8	15.1	4.6	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1	22.2	17.2	4.8	0	0	0	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	2	38.7	35.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
Fri 2 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sat 3 Feb 2024	2	38.7	35.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
Sun 4 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 5 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	1	7.7	13.5	0.7	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1	11.0	14.6	1.0	0	0	0	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 1 Feb 2024	6	42.3	33.3	8.6	0	0	0	1	0	0	2	2	1	0	0	0
Fri 2 Feb 2024	4	55.5	43.1	12.0	0	0	0	0	0	0	1	1	1	0	0	1
Sat 3 Feb 2024	4	49.0	40.0	8.7	0	0	0	0	0	0	1	2	0	0	1	0
Sun 4 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 5 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 6 Feb 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 7 Feb 2024	1	-	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	2	19.6	21.8	4.1	0	0	0	0	0	0	1	1	0	0	0	0
7 Day Ave.	2	21.0	21.3	4.2	0	0	0	0	0	0	1	1	0	0	0	0

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

01/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

02/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

03/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

04/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

05/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates



# Heck Fen ATC, TK Access Track

Direction: Northbound

06/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

# Heck Fen ATC, TK Access Track

Direction: Northbound

07/02/2024

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

















**Bristol**

First Floor, South Wing, Equinox North,  
Great Park Road, Almondsbury, Bristol, BS32 4QL  
T 01454 625945  
E Bristol@pegasusgroup.co.uk  
Offices throughout the UK & Ireland

# Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: 33 Sheep Street, Cirencester, GL7 1RQ

We are ISO certified 9001, 14001, 45001



Pegasus\_Group



pegasusgroup



Pegasus\_Group

**PEGASUSGROUP.CO.UK**