Transport Planning Associates

A Transport Assessment for

HINGHAM TOWN COUNCIL

In respect of

Town Community Centre, HINGHAM

Transport Assessment

December 2024

Document Management

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	GM	AW	IB	14/10/24
	Issue	GM	AW	IB	06/12/24

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1 Introduction

1.1 Transport Planning Associates has been instructed by Hingham Town Council to provide transport planning consultancy services for the potential development of a Community Centre on Lady's Meadow, Hingham ("potential development").

1.2 'Lady's Meadow' is land located off Attleborough Road, Hingham. The land is bordered by residential properties to the north, with Attleborough Road forming the eastern boundary. The southern edge adjoins Higham cemetery, while the western side is bordered by agricultural land.

1.3 The land is allocated within the emerging Hingham Neighbourhood Plan 2023-2043 (**HNP**), specifically within Policy HING9 'Allocation of land for community uses'. These uses would include a community centre, an extension to the existing cemetery, an area for open space and a public car park.

1.4 The site was previously submitted for inclusion in the Greater Norfolk Local Plan (**GNLP**) for residential use (GNLP0395) but was not allocated into the plan as the site was considered not suitable for residential use, due to Attleborough Road being too constrained.

1.5 Concerns related to the allocation of the site into the HNP were also raised within the Reg 16 consultee comments that were received on the submission version of the HNP. These concerns were also raised within the Site Allocation Report for the HNP, prepared by AECOM, which indicated that "*existing site assessment evidence and site visit indicate the site is not suitable for development with access from Attleborough Road including the community uses sought due to potential vehicular access constraints.*". This conclusion has been made due to the lack of evidence within the Neighbourhood Plan submissions to overcome the existing constraints in relation to access to the site by all modes of transport.

1.6 The conclusion to the Reg 16 response is that "*Should evidence not be available to justify the allocation of land for a specific use, that is defined with sufficient precision, then it may be appropriate to amend the allocation to a criteria-based policy that would allow for the delivery of the uses the Neighbourhood Plan wishes to achieve outside of the defined settlement boundary, should a demonstrably suitable and deliverable site be able to be identified in the future*".

1.7 The examiner's comments associated with the submission also indicates that the AECOM comments need to be addressed and that a feasibility study is being carried out, which is looking to overcome the issues which have been identified in the Site Assessment. The examiner also notes that NCC have not objected to the HING9 allocation for car park and community uses and that a reduction of the speed limit on Attleborough Road would improve safety of the access/egress to/from the existing cemetery.

1.8 It should also be noted that Norfolk County Council have conducted a Feasibility Study which looks at issues such as the highway safety of the Attleborough Road/B1108/Dereham Road crossroad (the Fairlands crossroads), parking on the Fairlands, Market Place and Bond Street and a pedestrian crossing of Market Place and Church Street.

1.9 Policy HING10 of the HNP relates to town centre parking and looks to provide safe and easily accessible parking in the town centre for public use, which could take the form of a public car park.

1.10 March 2023 AECOM completed a Parking Technical Note for Hingham looking at potential sites that could facilitate adequate parking for users of the town centre. It concluded that only Lady's Meadow was within desirable walking distance from the town centre and thus would be appropriate for development that includes a car park.

1.11 The HING9 and HING10 allocation seeks to include:

- A Town car park;
- A location for a new community centre building including community centre, town council office, storage, archive centre and possible library;
- An extension to the existing cemetery;
- Other community uses, such as community orchard, allotments, green spaces.

1.12 This Transport Assessment has been produced to provide the necessary highways evidence to support the allocation of the Lady's Meadow site within the HNP for the community uses proposed. Although Policy HING9 does not specifically mention a community building on the site, it has been assumed that a new community centre style building would be provided, together with the car parking, extension to the cemetery and the open space mentioned with in the policy.

1.13 This evidence will include

- Preliminary designs of the access arrangement to demonstrate that vehicular access can be achieved,
- A preliminary alignment of a proposed pedestrian connection to the site;
- Analysis of vehicle speeds and volumes on Attleborough Road ;
- A review of highway safety at the Fairlands crossroads; and.
- A review of highway capacity at the Fairlands crossroads.

1.14 The Transport Assessment will also establish the existing highways context of the Lady's Meadow site and provide information regarding walking distances to local facilities from the proposed car park.

Report Structure

1.15 The following structure is applied to the remainder of this report:

- Chapter 2: National and Local Planning Policy
- Chapter 3: Existing Highway and Transport Infrastructure Context and Accessibility
- Chapter 4: Allocation Proposal
- Chapter 5: Trip Generation
- Chapter 6: Future Traffic Scenarios
- Chapter 7: Junction Capacity Analysis
- Chapter 8: Summary

2 National and Local Planning Policy

2.1 This chapter of the Transport Assessment identifies the national and local planning policies that relate to the allocation Site insofar as they concern transport matters.

National Planning Policy Framework

2.2 The Government's revised National Planning Policy Framework ('**NPPF**'), which was last updated in December 2023, retains the core principles local authorities and developers rely on when making decisions regarding future developments.

2.3 The NPPF states in Paragraph 117 that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment of that the likely impacts of the proposal can be assessed."*

2.4 Additionally in Paragraph 115,

> *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be serve."*

2.5 The NPPF also states in Paragraph 111 that for residential and non-residential development, policies should consider the following:

> a. *"The accessibility of the development;*
>
> b. *The type, mix and use of development;*
>
> c. *The availability of and opportunities for public transport;*
>
> d. *Local car ownership levels; and*
>
> e. *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles"*

2.6 Specifically in paragraph 112, the NPPF states:

> *"In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

2.7 It is concluded that the potential development on Lady's Meadow, which includes a Community Centre with car parking, a cemetery extension and open spaces, would be in accordance with the NPPF.

Safe, Sustainable Development: Aims and Guidance notes for Local Highway Authority requirements in Development Management

2.8 The Guidance provided by Norfolk County Council, revised July 2022, lays out what the Local Highway Authority deems to be acceptable for the highway aspects of development. Local authorities and developers use this general guidance to improve the safety and quality of places across Norfolk.

2.9 Aim 8 'To ensure development conforms to parking policies and standards which take into account strategic and local objectives' recognises that "*car parking is a key factor in determining travel choices*" (page 15).

2.10 Aim 8 also notes that:

> *"Limiting parking availability at trip origins does not necessarily discourage car ownership and can push vehicle parking onto the adjacent public highway, potentially obstructing the free flow of emergency and passenger service transport vehicles."*

2.11 Thus:

> *"Parking provision needs to meet the operational needs of the development and overcome the need for inappropriate on-street parking, whilst at the same time avoiding providing large amounts of parking for non-essential users that would encourage car use.*
>
> *New development needs to be provided with parking that avoids hazardous manoeuvring on the highway to obtain access to and from the site. No part of a vehicle parked within the development may project onto or over the highway. The vehicle access crossing may not be used as a parking area and no part of it is exempted for the purpose of footway parking.*
>
> *All parking/servicing areas to be available for use at all times and in all weather conditions. Provision should also be provided for the accessibility needs of users"*

Hingham Neighbourhood Plan

2.12 In February 2024, the Hingham Neighbourhood Submission Plan ('**HNP**') was submitted to South Norfolk Council, and it is the first statutory planning policy to be released specifically for the parish of Hingham. The HNP is a community-led document that provides guidance on future development of the parish between 2023 and 2034.

2.13 Twenty-two policies have been created covering:

- Development and Design
- Community Infrastructure
- Access and Parking
- Business and Employment
- Environment and Landscape

2.14 Policies HING9 within Community Infrastructure and HING10 and HING12 within Access and Parking are applicable to the site.

2.15 HING9 'Allocation of land for community uses' is for development of Lady's Meadow. The policy states that:

> *"Proposals for development on this site should:*
>
> *a. Ensure that the layout of the car park takes account of any flood risk so that there are no adverse impacts upon surface water drainage and that greenfield run off rates are not increased.*
>
> *b. Provide details of the layout of the car park including measures to potential pollution impacts caused by surface water run-off.*
>
> *c. Make provision for safe pedestrian and cycle connections to the town centre and other areas of the town.*
>
> *d. Provide for adequate biodiversity enhancements and landscaping of the site boundaries with landscaping within the site to ensure its assimilation into the surrounding area.*
>
> *e. Provide safe access, turning and egress for vehicles."*

2.16 Additionally, HING10 'Town centre car parking' notes that:

"Proposals that would provide safe and accessible off-street, car parking in the town centre available for public use will be supported in principle'. This would then provide a "realistic, attractive and viable alternative to on street parking".

2.17 The HING10 policy proposes that a public car park in Hingham should meet the following criteria:

a. Be located within reasonable walking distance from the town centre.

b. Have easy, safe pedestrian connections to the town centre.

c. Have safe access from the road network.

d. Be laid out to enable safe turning and manoeuvring.

e. Have permeable surface to ensure that issues of floodrisk are mitigated and that increased floodrisk is not caused elsewhere.

f. Include provision for electrical charging points.

g. Make appropriate provision for safe and secure lighting.

h. Include soft site boundaries to enable assimilation of the car park to the streetscape/landscape.

i. Include provision for disabled drivers and passengers.

j. Include appropriate levels of cycle parking and storage.

k. Include appropriate, well-designed signage.

l. Include provision of 10 percent biodiversity net gain through the incorporation of wildlife friendly measures."

2.18 Hingham Neighbourhood Plan notes that "*adequate and well-maintained parking provision is an important element of new development*" (9.12). Although the Neighbourhood Plan aims to encourage sustainable transport, it appreciates that "*private cars will be used to access services and employment within or beyond the town*".

2.19 Finally, within Policy HING12 'Improving access and safety':

"Proposals for new development should give high priority to pedestrian safety thought the provision of designated pavements".

2.20 It is considered that the potential development of a community uses on Lady's Meadow aligns with the polices mentioned within this chapter of the Transport Assessment. All policies have a particular focus on pedestrian safety, so this should be an important focus for any potential developments.

3 Existing Highway and Transport Infrastructure Context and Accessibility

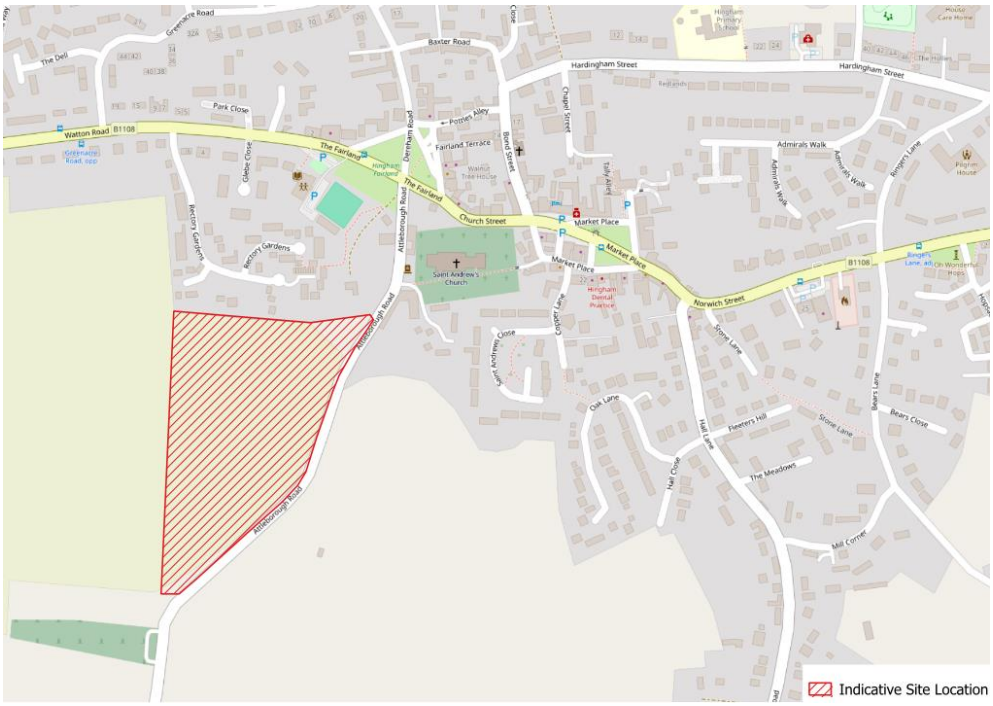
3.1 This chapter of the Transport Assessment sets out the Lady's Meadow's site, in the context of the local highway network and describes infrastructure and opportunities for pedestrians, cyclists and public transport users in relation to it. The location of the site and its relationship to other land uses is presented to determine the baseline highways position before any development may come forward or any improvements are made. This allows for the proposed allocation to then be deemed acceptable in highways terms.

Site Location

3.2 The Lady's Meadow's site is located off Attleborough Road, Hingham and is currently in agricultural use. The north of Lady's Meadow is bound by residential dwellings, with Attleborough Road forming the eastern boundary. The southern border is shared with Hingham cemetery whilst the west borders agricultural land.

3.3 **Figure 3.1** below shows the location of Lady's Meadow.

Figure 3.1 – Lady's Meadow – Site Location



3.4 Lady's Meadow has vehicular access via a farm access onto Attleborough Road located towards the northern extent of the site, this is presented in **Figure 3.2**.

Figure 3.2 – Existing Access into Lady's Meadow

3.5 The location of the existing access is such that it intersects with Attleborough Road at an angle and therefore the access would not be perpendicular to Attleborough Road, as may be required by current design standards. The existing access is located within the existing 30mph speed limit.

Walking and Cycling Accessibility

Pedestrians

3.6 To the north of the existing access into Lady's Meadow, a narrow pavement is provided on the west side of Attleborough road heading north into the town centre of Hingham. This footway is constrained in width and approximately 1m in width at its widest point, with other sections of the footway being further reduced due to vegetation creep.

3.7 In this section of Attleborough Road the carriageway width is constrained by the presence of the buildings on the eastern side of the road, meaning that no footway is present on that side of the road.

3.8 Approximately 110 metres north of the site entrance, the footway on the western side of the road terminates and moves to the eastern side of Attleborough Road as indicated in **Figure 3.3**.

Figure 3.3 – Pedestrian Footways on Attleborough Road

3.9 At this point there are no dropped kerbs or tactile paving to aid crossing of the road. The footway remains narrow as it continues towards the north until the Fairlands crossroads, where it continues on the southern side of the B1108 towards the east.

3.10 To the west of the Fairlands crossroads there are no footways present on the southern side of the B1108, although an access driveway into Rectory Lodge facilitates pedestrian access to a footpath that links to Rectory Gardens alongside the south-western side of Hingham Rectory Bowls Club. Whilst the access driveway is wide, the entrance to the footpath is less obvious, with the entrance being partially concealed by the wall that surrounds Rectory Lodge as presented in **Figure 3.4**.

Figure 3.4 – Entrance to the Existing Footpath

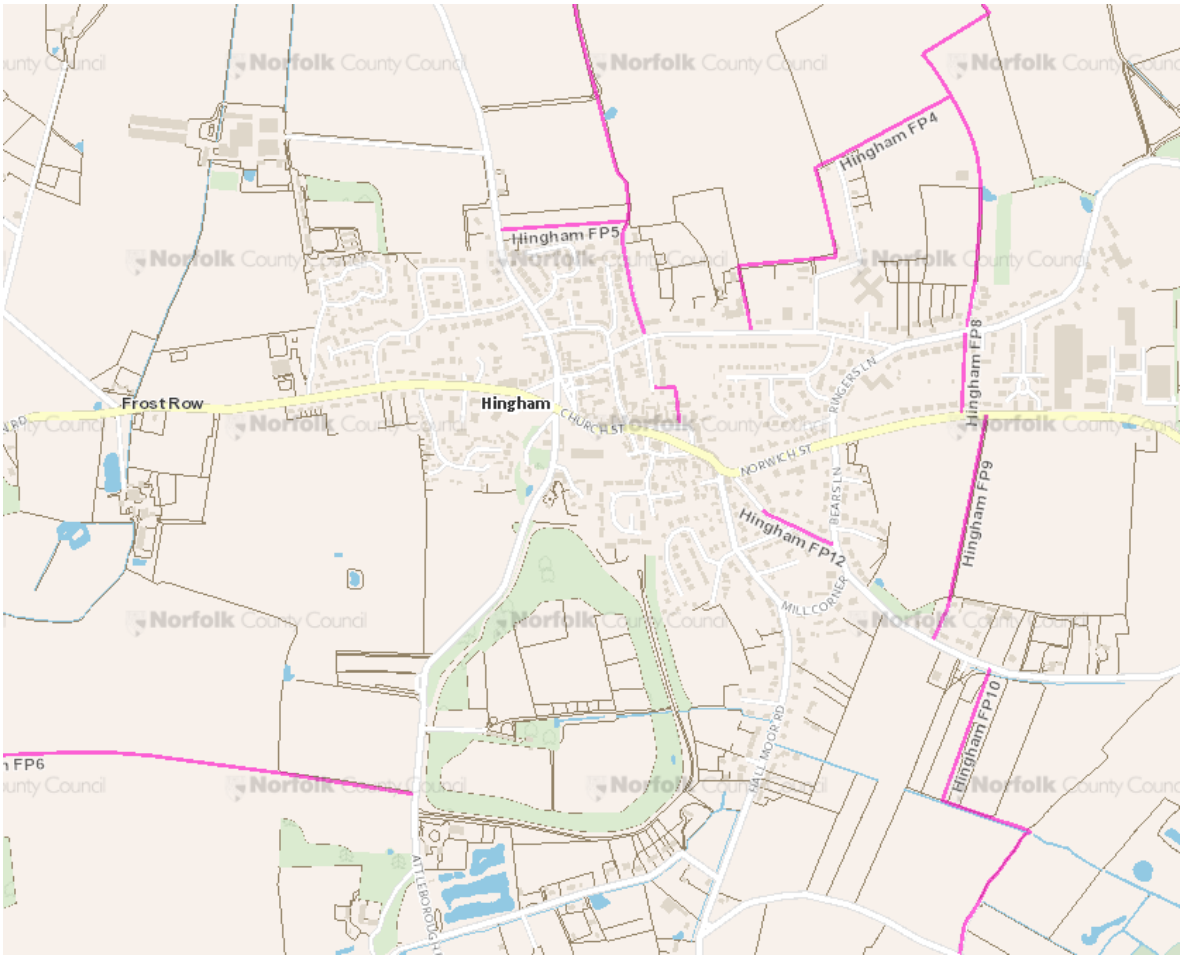
3.11 In the vicinity of the Fairlands crossroads, there are footways present on the northern side of the B1108, these are around 1m in width and cross Dereham Road at a drop kerb crossing within the bellmouth of the junction, immediately adjacent to the stopline. No tactile paving is present at this crossing point. Currently, there are no crossing of the B1108 in the vicinity of the crossroads junction.

3.12 North of the crossroads, the footway extents across the green to link to the roadways within the Fairlands area, where pedestrian share the carriageway with vehicles. Within this area is an abundance of parked cars directly outside the shops, comprising the ease of access for pedestrians.

Public Rights of Way

3.13 There are several Public Rights of Way (PRoW) around Hingham, all of which are footpath which are displayed in **Figure 3.5** below.

Figure 3.5 Public Rights of Way



Source: Norfolk County Council

3.14 In addition to the public rights of way, the previously mentioned footpath to Rectory Gardens helps to facilitate pedestrian movements to the town centre.

Cyclists

3.15 There are no designated cycle routes within the town centre of Hingham, this would be typical of rural villages and towns of similar size. In these cases, cyclists are required to share the carriageway with vehicles. Further analysis of the environment for cyclists on Attleborough Road will be presented later in this report.

3.16 Although, some leisure cycling on Attleborough Road was observed during our site visit, it would be considered that the volume of traffic and the geometry of Attleborough Road may deter inexperienced cyclist form using the section of Attleborough Road.

Public Transport Provision

Bus Services

3.17 The closest bus stop, 'The Fairland', located on the B1108 is just over 400 metres from the centre of the site. The bus stop for services heading east includes a bus shelter with a bench, flagpole and bus service information. This stop facilitates bus services 3, 3B, 3C, 6, 13, and 17.

3.18 A summary of the services is presented in Table 3.1:

Table 3.1 Summary of Local Bus Services

Type of Service	Service	Route	Frequency
Public	3	Hingham – N&N U Hospital – Norwich	Up to every 60 minutes (Monday – Saturday)
	3B	Hingham – N&N U Hospital – Norwich	Multiple per day
	3C	Hingham – N&N U Hospital – Norwich	Multiple per day
	6	Hingham – Wymondham – Norwich	Up to every 60 minutes (Monday – Saturday)
School	13	Watton – Eastern College	Twice a day (Monday – Friday) AM: 07:45 PM: 17:43
Market Day	17	Hingham Dereham	Tuesday and Friday

Local Amenities

3.19 As part of the proposed allocation of Lady's Meadow, car parking would be provided which would act as a town centre car park. It would therefore be important that the facilities within the town would be within a reasonable walking distance of the car park. Within the Greater Norwich Local Plan ('GNLP') (Adopted 2024) Hingham is identified as a Key Service Centre. The GNLP defines these as having:

"A relatively good range of services, access to public transport and employment opportunities and play a vital role in serving the rural areas."

3.20 The Institute for Highways and Transportation's (IHT) 'Guidelines for Providing *Journeys on Foot, 2000*' suggests that journey purpose determines variations on walking distance. The specific acceptable walking distances applicable for the proposed site are displayed in Table 3.2 below.

Table 3.2 IHT Guidance for Acceptable Journeys to be Made on Foot

	Town Centres (m)	**Elsewhere (m)**
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Source: Adapted from Table 3.2 of the Institute of Highways & Transportation publication 'Providing for Journey's on foot, 2000'.

3.21 Table 3.3 below displays the distance of these amenities from the centre of the potential site whilst also providing an approximate walking and cycle time based on average speeds of 3mph and 12mph respectively.

Table 3.3 Summary of Local Services and Facilities

Facility Type	Name	Approximate Distance from the site (metres)	Approximate Travel Time	
			Walking	Cycling
Hospitality/Retail	Poppy's Courtyard Boutique	440	6	1
	Courtyard Antiques	400	5	1
	Harrods of Hingham	410	5	1
	Dionnes News	570	7	2
	Mongers Architectural Salvage	620	8	2
	Little London Gallery	600	8	2
	Hingham Rectory Bowls Club	440	6	1
	Lincoln Hall	450	6	2
	Lincoln's of Hingham	400	5	1
	The White Hart	510	6	2
	Hingham Fish Bar and Kebab House	550	7	2
	Chalfonts Tea Room	520	7	2
Beauty	Hingham Hairdressers	430	5	1
	The Beauty Studio	550	7	2
	Carmicheal Hair and Beauty	400	5	1
	The Mens Room	400	5	1
Food Store	Bond Street Greengrocers	520	7	2
	Hingham Butchers	510	6	2
	Hingham Bakery	570	7	2
Health	Boots Pharmacy	530	7	2
	Hingham Dental Practice	590	7	2

3.22 Table 3.3 indicates that the majority of the facilities within Hingham would be located with the maximum walking distance of 800m as identified by the IHT.

Local Highway Network

3.23 The potential allocation would access onto Attleborough Road. Access is currently facilitated by the farm access which is located toward the northern extent of the site. At this location Attleborough Road is subject to 30mph, with the speed limit increasing to the national speed limit of 60 mph just to the south of the location of the existing site access.

3.24 At the northern end of Attleborough Road, the B1108, Attleborough Road and Dereham Road meet at the Fairlands crossroads. The B1108 runs west and east through Hingham, Dereham Road enters Hingham from the north and provides access to several villages, before extending to Dereham. Attleborough Road to the south provides access to the village of Great Ellingham, before intersecting with the A11 trunk road and then extending to the town of Attleborough.

3.25 To the south of the site, the speed limit on Attleborough Road reduces to 20mph. The 20mph zone is in place around the town centre of Hingham and spans between:

- B1108 east: before Stone Lane.
- Attleborough Road: in line with the church.
- Dereham Road: before Potters Alley.
- B1108 west: before Lonsdale Crescent.

3.26 A town green is located to the north of the B1108, with the Fairlands area containing small through roads. These roads have no parking or waiting restrictions assigned to them so are regularly heavily parked. This limits access through these roads, making them difficult for emergency vehicles, pedestrians and cyclists to navigate.

3.27 When travelling towards the crossroads, Dereham Road has no assigned parking restrictions, so parked cars are also present upon the approach.

Highway Safety

3.28 To determine the highway safety record of the local highway network, information regarding the Personal Injury Accidents (PIAs) that have occurred within the vicinity of the site in the most recent five-year period has been obtained from Norfolk County Council.

3.29 The data provided by Norfolk County Council is contained in **Appendix A**.

3.30 The data identifies that in the most recently available five-year period (2019-2024), there has been a total of 8 accidents, these are displayed in Table 3.4 below.

Table 3.4 Summary of Accident Data within the Vicinity of the Site

Accident Reference	Category	Location	Number of Vehicles Involved	Number of Casualties	Additional Information
1279 303	Slight	Attleborough Road	3	1	Accident occurred just before the crossroads
1458 925	Serious	Dereham Road near junction with B1108	1	1	Collison with cyclist
1260 278	Slight	B1108 at junction with Attleborough Road	2	3	
1140 108	Slight	B1108 at junction with Attleborough Road	2	1	
1277 471	Slight	B1108	2	1	
1235 363	Serious	Attleborough Road, 74 metres from junction	1	1	Animal in carriage way
9278 96	Slight	Attleborough Road	1	1	
1325 437	Slight	Attleborough Road	2	1	

Source: Norfolk County Council Accident Data

3.31 Of the eight accidents that have occurred in the vicinity of the site within the last five years, five occurred at the crossroads and three on Attleborough Road.

3.32 Upon inspection, four of the accidents at the crossroads occurred due a vehicle pulling out on to the B1108 or failing to stop at the crossroads resulting in a 'T-bone' accident. The other accident that occurred was categorised as 'Serious' and involved a vehicle and a cyclist travelling along the B1108.

3.33 On Attleborough Road, three accidents occurred between 2019 and 2024 within the 60mph speed limit in the vicinity of the site. Two of the accidents involved a vehicle colliding with a verge on Attleborough Road causing the vehicle to flip. The third accident does not have a description.

3.34 Only one of the accidents involved a more vulnerable road user. This accident occurred at the Fairlands crossroads. The accident record indicates that the cyclist was under the influence of alcohol at the time of the collision.

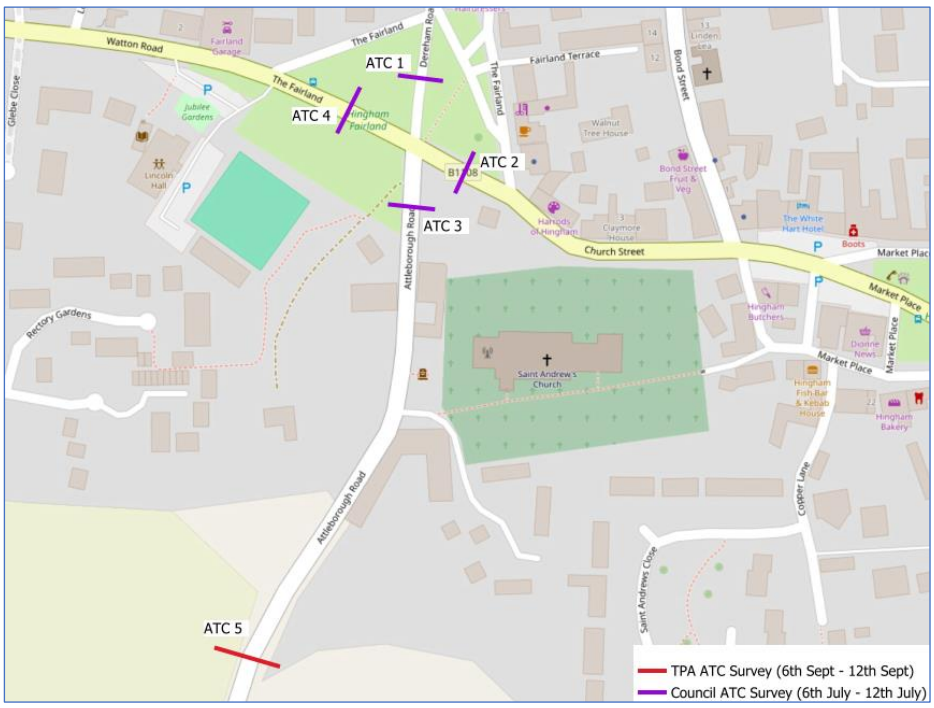
3.35 The accident records indicate that although the pedestrian and cycle facilities on Attleborough Road are considered to be substandard, no personal injury accidents involving pedestrians or cyclists (other than when alcohol was a mitigating factor) have been reported.

Existing Traffic Flows

3.36 To understand the operational characteristics of the local highway network, traffic surveys have been carried out in the vicinity of the Lady's Meadow site. These traffic surveys are a combination of Automatic Traffic Count (ATC) data collected over a week long period by Norfolk County Council in July 2024 and by TPA in September 2024 and Manual Classified Count (MCC) surveys at the Fairlands crossroads which Tuesday 10th September 2024 between the hours of 07:00 and 10:00 and between 15:00 and 19:00.

3.37 The full MCC survey results are contained in **Appendix B**, with the ATC data contained in **Appendix C**. The location of the ATC surveys is presented in **Figure 3.6.**

Figure 3.6 – ATC Survey Locations



Turning Counts and Traffic Flows

3.38 Analysis of the MCC survey data indicated that the peak hours for the morning and evening traffic flows were 08:00-09:00 and 17:00-18:00 respectively.

3.39 **Figure 3.7** and **Figure 3.8**, which are contained within the Figures Appendix, illustrate the peak hour surveyed (2024) traffic flows on at the Fairlands crossroads network for the morning and evenings respectively.

3.40 To provide an indication of the pattern of traffic flows throughout the day, the ATC's on Attleborough Road have been examined. The two-way traffic flows recorded in the July 2024 County Council Surveys and the September 2024 TPA surveys are presented in Table 3.5.

Table 3.5 Volume of Traffic on Attleborough Road

Hour Beginning	County Council Survey - July 2024		TPA Survey - September 2024	
	7 Day Average	5 Day Average	7 Day Average	5 Day Average
0000	12	9	8	5
0100	5	4	6	6
0200	5	7	3	3
0300	5	6	5	6
0400	15	18	21	27
0500	45	54	51	61
0600	104	125	137	173
0700	205	256	251	321
0800	214	253	268	322
0900	190	188	227	247
1000	185	175	201	203
1100	181	156	207	199
1200	178	162	204	206
1300	171	162	212	217
1400	187	191	238	254
1500	225	245	254	275
1600	259	287	316	358
1700	246	277	311	359
1800	162	168	195	211
1900	105	114	129	134
2000	78	74	87	87
2100	62	61	62	65
2200	39	38	35	33
2300	20	19	17	16

3.41 The traffic flows recorded indicate that the in the weekday morning peak hour, two-way traffic flows on Attleborough Road are recorded at 322 vehicles per hour in the September surveys and 268 vehicles per hour in the July survey. In the weekday evening peak the flows peak hour flows are 311 vehicles per hour in the July survey and 359 vehicles per hour in the September survey.

3.42 Off-peak traffic flows reduce considerably from those recorded in the peak hour, with two-way flows recorded at between 200 and 250 vehicles per hour in the off-peak periods.

3.43 It should be noted that the proposed community uses would not attract a large number of vehicles during the traditional peak hours. However, the cars that would be parking in the car park would likely be on the highway network already as they would be most likely parking in the town centre.

Vehicle Speeds

3.44 The average and 85th percentile speeds recorded from the ATC locations are presented in Table 3.6.

Table 3.6 ATC Surveys – Recorded Speeds

ATC Number	Road	Direction	Average Speed (mph)	85%ile Speed (mph)
1	Dereham Road	Northbound	19.5	23.1
		Southbound	19.4	24.1
2	B1108 (east)	Eastbound	21.5	24.7
		Westbound	20.1	23.5
3	Attleborough Road within 20 mph	Northbound	20.0	24.2
		Southbound	21.4	24.9
4	B1108 (west)	Eastbound	23.2	27.1
		Westbound	22.3	25.8
5	Attleborough Road (close to site)	Northbound	31.9	37.1
		Southbound	34.5	40.0

3.45 The recorded speeds indicate that the average speed of vehicles close to the Fairlands crossroads is close to the speed limit of 20mph, but there would be a proportion of traffic that is travelling higher than the speed limit, with 85th percentile speeds being between 23.1mph and 25.8mph.

3.46 ATC 5 was located at the transition of the speed limit from 60 mph to 30 mph, which would indicate that vehicles have not slowed to the 30mph speed limit at that point. However, the speeds recorded indicate that vehicles are travelling considerably slower than the 60mph speed limit as they enter the built-up area of the town. The 85th percentile speeds clearly show that vehicles are not moving at a high speed on approach to the current farm access of Lady's Meadow.

Existing Junction Capacity

3.47 To understand the existing operational capacity of the junction, the crossroad has been modelled under the loading of the surveyed traffic flows using Junctions 10.

3.48 The modelling parameters that have been utilised are presented in drawing 2405-037/MP01, which is contained as **Appendix D**.

3.49 The model has been initially run under the loading of the surveyed traffic flows recorded in the September 2024 surveys. The Junction 10 model then calculates queues and delays, and the Ratio of Flow Capacity ("**RFC**"), which is a measure of capacity.

3.50 If the Junctions 10 model forecasts an RFC value that is less than 1, then the junction is operating within capacity. If this is the case, proposed development impacts are added on top of the forecast operational capacity to see if the proposed development would cause the junction capacity to exceed.

3.51 A junction is considered to be operating within normal free flow conditions when the lane of a junction is operating with a maximum RFC value of less than 0.85. When the RFC value is between 0.85 and 1, the lane may still be considered to be operating within capacity, but the approach may be more sensitive to a further increase in vehicles. The results of the existing traffic flow modelling are presented in Table 3.7 below.

Table 3.7 Existing Junction Capacity

Approach	Morning Peak (08:00-09:00)			Afternoon Peak (17:00-18:00)		
	RFC	Modelled Queue	Average Surveyed Queue*	RFC	Modelled Queue	Average Surveyed Queue*
Attleborough Road	0.47	1	0	0.70	2	1
B1008 East	0.10	0	0	0.22	1	0
Dereham Road	0.47	1	0	0.35	1	2
B1108 West	0.09	0	0	0.05	0	0

**Average queue across all lanes of the approach*

Existing Junction Capacity Summary

3.52 The surveyed modelling results indicate that the crossroads junction operates well within theoretical capacity during both the morning and afternoon peak periods. The model provides a reasonable comparison to the existing queues recorded in the survey and therefore the model is considered to be suitable to assess the possible impact of the proposed allocation on the local highway network.

4 Allocation Proposal

4.1 As previously indicated, the proposed allocation would be for community use, with the following land-uses assumed on the site:

- A Town car park;
- A location for a new community centre building including community centre, town council office, storage, archive centre and possible library;
- An extension to the existing cemetery;
- Other community uses, such as community orchard, allotments, green spaces.

4.2 A preliminary sketch layout of the site has been provided, which is presented in **Figure 4.1**.

Figure 4.1 – Indicative Sketch Layout

4.3 Although there have been no definitive plans derived for the proposals at present, it is understood that the community centre building would have an area of between 8,500sq.ft and 12,500sq.ft (790sq.m to 1,161sq.m).

4.4 There would not appear to be any car parking standards for community uses that are proposed within the allocation in the Norfolk Parking Standards, in these instances parking provision would be determined on a case-by-case basis.

4.5 To give an initial indication of the number of spaces that would be required for the community centre, a ratio of 1 space per 30m^2 has been assumed which would equate for the provision associated with a library. This would total to 40 spaces. The provision of around 40 spaces would seem appropriate, given that the car park will also serve as a town centre car park. Additional car parking could be provided for the cemetery as indicated on the indicative plan.

Vehicular Access

4.6 One of the main issues previously identified for the site was that safe access could not be achieved. We have reviewed the access options in relation to the design guidance contained in the Design Manual for Roads and Bridges - CD 123 - Geometric design of at-grade priority and signal-controlled junctions and in accordance with the visibility requirements associated with the Design Manual for Roads and Bridges and Manual for Streets (2007).

4.7 Vehicular access would be provided via a priority junction on the west side of Attleborough Road. The access road, which will be 5.5 metres wide, will provide access to the public car park proposed. Additionally on either side of the access road, 2 metre footways will be provided.

4.8 There are two options for the preliminary access options, both of which have been designed with appropriate corner kerb radii and carriageway width to ensure manoeuvrability for servicing and emergency vehicles. The two options are:

1. Access located at the site of the existing farm access into the Lady's Meadow site, and
2. Access located further to the south.

4.9 These options are presented in Transport Planning Associates drawing **2405-037/SK01**, which is provided in within the Drawing Appendix.

4.10 The location of the southern access would be flexible to accommodate the overall scheme layout, but we would recommend that if the southern access is progressed then the existing 30 mph speed

limit be extended to beyond the new access point. This would require a Traffic Regulation Order (TRO) to alter the speed limit on Attleborough Road.

4.11 To aid cyclists, who may be accessing the site from Attleborough Road, it may also be beneficial to extend the existing 20 mph speed limit on Attleborough Road to the northern extent of the site. This would allow cyclists to access the site via the vehicular access (if the northern option was progressed) or via a new pedestrian/cycle access at the northern extent of the site (if the southern access was progressed) within the 20mph speed limit. This would improve safety for cyclists approaching the site from within the town.

4.12 Both access options are considered to provide suitable access, however the northern access option requires the access road not be perpendicular to Attleborough Road, which would ideally be required under design guidance.

Proposed Site Access Visibility

4.13 2.4m x 43m visibility splays can be provided at both access locations. This corresponds with the Manual for Streets visibility requirement for a 30mph road. For the southern access for the 43m visibility splay to be appropriate the 30mph speed limit would need to be extended as previously mentioned.

4.14 As indicated on drawing 2405-037/SK01, the maximum visibility splay to the north that can be achieved from the southern would be 88.8m. The September 2024 ATC survey was attached to the speed limit signs where the speed increases from 30mph to 60mph. The 85th percentile speeds recorded at this location were 40mph southbound and 37.1mph northbound. This would correspond to a visibility requirement of 91.6m to the south and 103.4m to the north, using the more onerous Design Manual for Roads and Bridges visibility calculation. However, it would be expected that the speed of vehicles exiting Hingham would be increasing as they exit the 30mph speed limit. Therefore, the speed of southbound vehicles at the northern extent of the visibility splay would be lower than the 40 mph recorded in the survey and therefore the 88.8m available visibility would be considered acceptable.

4.15 It should be noted that if the 20mph speed limit were extended to the site access location, the visibility requirement to the north would be considerably reduced as vehicle speeds would be lowered accordingly.

Access Conclusion

4.16 It is evident that access into the Lady's Meadows site can be achieved, either at the location of the existing farm access or further to the south. It would be recommended that consideration should be

made into extending the existing 30mph speed limit to beyond the access location and also extending the existing 20mph speed limit to the northern extent of the site to improve the environment for cyclists along this section of Attleborough Road.

Pedestrian and Cycle Access

4.17 Previous studies have identified that the footway provision between the Lady's Meadow site and the town centre would be substandard by modern standards. The existing footways are narrow and the lack of available road width means that there is no opportunity to widen the footways on Attleborough Road. The footways is also not continuous, with pedestrians required to cross the road to the north of the war memorial, without the presence of the a crossing.

4.18 It is therefore considered that pedestrian access to the Lady's Meadows site would be best achieved by utilising an extension to existing footpath that runs between the Fairfield crossroads and Rectory Gardens. This extension would require land currently under the ownership of the diocese to the rear of the Old Rectory. The alignment of the proposed route is presented in TPA drawing **2405-037/SK02**.

4.19 This extension to the existing footway would provide an off-road pedestrian route connecting the Lady's Meadows site to the town centre and Rectory Gardens. It is considered that lighting should be provided along this route to ensure that it is usable at night. This lighting could be provided at low level if necessary through bollard lighting positions along the route.

4.20 A pedestrian connection within the site could also be provided to connect to the site access junction, which would allow pedestrians to continue onto the footway on Attleborough Road to the south of the proposed access junction.

4.21 To enhance connections, a new footway would need to be provided on the southern side of the B1108 to link to the existing access to the path, which is located inside the wall of Rectory Lodge. This path could be located adjacent to the existing driveway or a new path could be provided across the grass to the south of the B1108, which is presented in TPA drawing **2405-037/SK03**. This path should be provided with a minimum width of 2m and would be connected to a new un-controlled crossing of the B1108 to the west of the Fairlands crossroads, which would allow pedestrians to cross to the northern side of the road.

4.22 Further drop kerb crossings, with tactile paving, would be provided to allow pedestrians to cross Dereham Road as indicated in drawing **2405-037/SK03**.

4.23 The new pedestrian route would need to be more visible than the existing footpath. This would be helped by the new connection from the B1108, but we would recommend that wayfinding signs are

provided within the town centre and at the crossing point of the B1108 to ensure that the pedestrian route is clearly legible from the town centre. Similar signage should also be provided within the site.

4.24 Whilst the new pedestrian route would provide a safe route for pedestrians to access the proposed community uses and car park on the Lady's Meadows site, some pedestrians may still choose to utilise the existing footways on Attleborough Road, especially at night. To improve the connectivity of this route, it would be beneficial to provide an additional drop kerb crossing of the B1108 to the east of the Fairlands crossroads and a second crossing of Attleborough Road to the north of the war memorial to link the footways on both sides of the road. This together with the extension of the speed limit to 20mph would improve pedestrian amenity along this section of Attleborough Road. The location of these crossing are also presented in drawing **2405-037/SK03**.

Parking Congestion and Safety Improvements

4.25 One of the intensions of the proposed allocation would be to provide alternative parking for the town centre. A feasibility study related to the parking issues and possible safety improvements at the Fairlands crossroads has been undertaken by Norfolk County Council and was dated August 2023.

4.26 We have reviewed this report, and we would agree that Option 1A – Haunching to Improve Visibility (Preferred Option) would be the most appropriate solution to increase visibility at the Fairlands junction and to improve highway safety at the junction.

4.27 In relation to parking restrictions, clearly there is a balance between relocating parked vehicles to improve highway safety and pedestrian amenity and the impact on the local shops businesses of cars being unable to park close to them. We would therefore favour a combination of double yellow lines and restricted parking bays as presented in Option 2D.

4.28 The proposed village car park would need to clearly signed from the town centre and at the Fairlands crossroads, so that those wishing to park could be directed to the car park.

EV Parking

4.29 EV charging points would be provided in the car park which could partially powered by a solar panel within the car park.

5 Trip Generation

5.1 The evidence base of the GNLP indicated that the capacity of the Fairlands crossroad may also be a factor in the allocation of the Lady's Meadow's site. However, it should be noted that this observation related to a residential development of 200 homes, which would have a much higher trip generation in relation to the community use now proposed. It would also generate a large number of trips in the traditional morning and evening peak periods, where highway congestion would be greatest.

5.2 To determine the impact of the proposed allocation on the Fairlands crossroads the likely trip generation of the site has been determined. It should be noted at this time the relocation of vehicles that currently park in the town centre into the Lady's Meadows site has not been considered, as these vehicles would already be on the local highway network and already pass through the Fairland crossroads.

5.3 This chapter of the Transport Assessment will outline the forecast vehicle trips that may be generated by the proposed development and the impact it will have on the local highway network.

Proposed Trip Generation

5.4 The land for the proposed site is undeveloped, agricultural land meaning no trip generation of the existing site has been assumed.

5.5 By using the Trip Rate Information Computer System v.7.10.4, also known as TRICS, survey information from sites of similar land use and size can has been used to provide a forecast of the number of vehicles that may be attracted to the allocation site.

5.6 For this site, land use class '07 – Leisure' and sub land use 'Q – Community Centre' was the land-sue utilised to find applicable sites between 2010 and 2022. A total of 21 sites were produced by TRICS from these criteria.

5.7 A closer inspection of the sites was conducted based on car parking availability and presence of sports facilities. 13 sites were eliminated from the site selection based on features of pedestrian access only, limited car parking, and presence of sports facilities.

5.8 The full TRICS report is contained in **Appendix E**.

5.9 Table 5.1 below presents the total vehicle trip rates for the local highway network peak morning (08:00-09:00) and peak afternoon (17:00-18:00) periods. To determine the forecast trip generation of

the proposed development, an indicative area of the potential community centre of 0.25 hectares has been assumed. This would be larger than the proposed size of the community centre building, which would provide some allowance for trips to the other land uses on the site, such as the cemetery and open space uses.

Table 5.1 TRICS Forecast Vehicle Trip Rates

	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	Arrive	**Depart**	**Comb.**	**Arrive**	**Depart**	**Comb.**	**Arrive**	**Depart**	**Comb.**
Total Vehicle Trip Rates per Hectare	21.340	7.940	29.28	21.588	21.092	42.680	186.407	184.161	370.568
Total Trip Generation for 0.25 Hectares (Indicative Area)	5	2	7	5	5	10	47	46	93

Source: TRICS version 7.10.4

5.10 As evidenced in above in Table 5.1, the potential site is likely to generate 7 two-way trips during the morning peak During the afternoon peak, 10 two-way vehicle movements are anticipated.

5.11 As the trip generation indicates, it would be unlikely that trip generation of the proposed community uses would have a significant impact on traffic flows or delay on the local highway network. However, to demonstrate this the Fairlands crossroads has been modelled to assess the highway capacity of the junction once the proposed allocation site has been constructed.

Development Traffic Flows

5.12 The trips forecast for the allocation site have been distributed onto the local highway network, with reference to existing turning proportions and are presented in **Figure 5.1** and in **Figure 5.2** contained in the Figures Appendix.

6 Future Traffic Scenarios

6.1 This chapter of the Transport Assessment considers the future year scenarios for which the capacity of the local highway network will be assessed.

Background Traffic Growth

6.2 To determine the background growth that is anticipated in the area, the TEMPro 8.1 software has been used to derive growth factors for the morning and evening peaks of the local area.

6.3 As there has been no confirmed completion date for the site, the future traffic scenarios have been produced for 2030.

6.4 Due to the nature of this site, production – attraction growth factors for the 'South Norfolk 004' super output area have been derived for car drivers only. These local factors have been adjusted using the Nation Traffic Model ("NTM") (NRTP 2022 Core) for 'Minor' road types. Table 6.1 details the growth factors derived from TEMPro.

Table 6.1 TEMPro Growth Factors 2024-2030

	Local Growth		NTM Adjusted
	Production	Attraction	
Weekday Morning Peak	1.0494	1.0327	1.0537
Weekday Afternoon Peak	1.0434	1.0397	1.0542

Committed Development

6.5 There are currently no committed developments within the vicinity of the site that can be included in this Transport Assessment.

Total Forecast Base Traffic Flows

6.6 The 2030 total forecast base traffic flows are presented in **Figure 6.1** and in **Figure 6.2** within the Figures Appendix. These flows include the impact of traffic growth on the surveyed traffic flows only.

Total Forecast Traffic Flows

6.7 The 2030 total forecast traffic flows introduce the traffic flows associated with the proposed allocation site and comprise the sum of the total forecast base traffic flows and the development traffic flows. These are presented in **Figure 6.3** and in **Figure 6.4** within the Figures Appendix.

7 Junction Capacity Analysis

7.1 This chapter of the Transport Assessment summarises the results of the future year capacity analysis to understand the impact on the proposed development on the operation of the local highway network.

7.2 The junction has been modelled under the loading of the following future year traffic flows:

- Total Forecast Base (2030) traffic flows
- Total Forecast (2030) traffic flows

7.3 The total forecast base traffic flows demonstrate the future year without any development on the allocation site whilst the total forecast traffic flows demonstrate the future year with development scenarios. By using these two forecast traffic flows, a comparison can be made between the two to determine the impact on the highway network associated directly from the development of Lady's Meadow.

7.4 The summary of results presented for the junction portrays the worst 15-minute period during each peak hour.

7.5 Table 7.1 presents a summary of the results of the modelling for the total forecast base and total forecast modelling results for 2030, with the full results presented in **Appendix D**.

Table 7.1 Future Year Modelling Results (2030)

Approach	Total Forecast Base				Total Forecast			
	Morning Peak		Evening Peak		Morning Peak		Evening Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Attleborough Road	0.50	1	0.74	3	0.50	1	0.76	3
B1108 East	0.11	0	0.27	1	0.11	0	0.27	1
Dereham Road	0.50	1	0.41	1	0.51	1	0.41	1
B1108 West	0.10	0	0.05	0	0.10	0	0.05	0

7.6 The results indicate that the Fairlands crossroads would have sufficient capacity to cater for development on the allocation site, with the impact of the proposed community centre having a maximum impact of 0.02 on the RFC of Attleborough. It would also be expected that any safety improvements to the junction would improve visibility from Attleborough Road and therefore increase the highway capacity of that arm of the junction.

7.7 Minimal change to the total forecast base is expected when a development scenario is introduced, thus indicating minimal capacity impacts on the local highway network if development was to occur within the vicinity of the junction.

Summary

7.8 The junction capacity analysis indicates that potential development on Lady's Meadow would have a negligible impact on the operation of the local highway network, and that highway capacity would not be a reason to deny the allocation of the site for the community uses proposed. No capacity improvements on the local highway network would be necessary to accommodate the development.

8 Summary

8.1 Transport Planning Associates has been commissioned by Hingham Town Council to provide a transport planning consultancy service in regard to the proposed allocation of the Lady's Meadow site in Hingham, into the emerging Neighbourhood Plan.

8.2 Lady's Meadow is located off Attleborough Road in south-west of Hingham. To the north, Lady's Meadow is bound by residential dwellings, with Attleborough Road forming the eastern boundary. The southern border is shared with Hingham cemetery whilst the west borders agricultural land.

8.3 Lady's Meadow has been allocated within the submission version Hingham Neighbourhood Plan, specifically within policy 'HING9'.

- A Town car park;
- A location for a new community centre building including community centre, town council office, storage, archive centre and possible library;
- An extension to the existing cemetery; and
- Other community uses, such as community orchard, allotments, green spaces.

8.4 Concerns related the allocation has been made by the Reg 6 consultees and the examiner of the Neighbourhood Plan and that a feasibility study should conducted, to demonstrate that the allocation site can be delivered within the plan period.

8.5 This Transport Assessment has been produced to review three highways concerns raised during the review of the Neighbourhood Plan, namely:

- That access into the site could be achieved from Attleborough Road;
- That safe pedestrian and cycle access form the town centre could be achieved; and,
- That the local highway network has sufficient capacity to accommodate the additional traffic associated with the allocation site.

8.6 Access options have been presented, which demonstrate that suitable access onto Attleborough Road can be achieved in accordance with the guidance contained in the "CD123 - Geometric design of at-grade priority and signal-controlled junctions" and in accordance with the visibility requirements associated with the Design Manual for Roads and Bridges and Manual for Streets (2007).

8.7 It would be recommended that the existing 30mph speed limit on Attleborough Road be extended to beyond the visibility splay of the proposed access junction, with the 20mph limit extended to

beyond the northern extent of the site. This would reduce vehicle speeds close to the proposed access and also improve the environment for cyclists between the town centre and the allocation site.

8.8 Pedestrian access to Lady's Meadow can be achieved via an extension to the existing footpath that runs from the Fairlands crossroads to Rectory Meadow. This extension would require land which is currently part of the Old Rectory, but would be retained once the Old Rectory site was closed. This footpath would need to be suitably lit, but would provide a safe route for pedestrians accessing the Lady's Meadow site. Further pedestrian improvements would allow safe crossing of the B1107 and Dereham Road.

8.9 Wayfinding signs would be required to direct pedestrians onto the new footpath link.

8.10 Highway impact analysis of the Fairlands crossroads has identified that there would be no highway capacity constraints that would prevent the Lady's Meadows site from being allocated within the Neighbourhood Plan. Any safety improvements to the junction which come forward associated with Norfolk County Council's feasibility study would also increase the capacity of the junction.

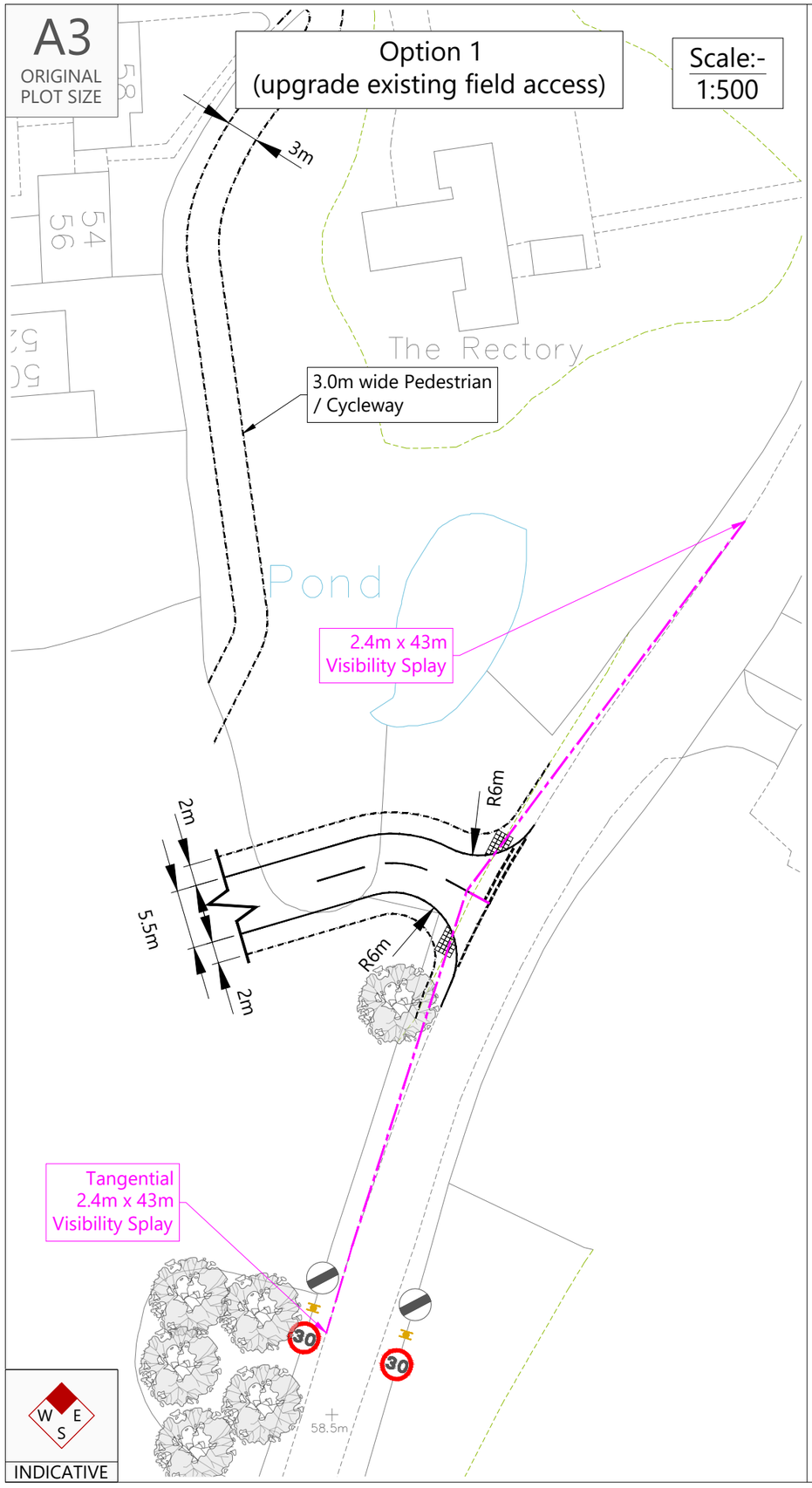
8.11 This Transport Assessment demonstrates that the Lady's Meadow site would be deliverable for the community uses and town car park that are proposed in the submission Neighbourhood Plan and the site could be bought forward in relation to highways matters.

DRAWINGS

A3
ORIGINAL PLOT SIZE

Option 1 (upgrade existing field access)

Scale:- 1:500



INDICATIVE

Option 2

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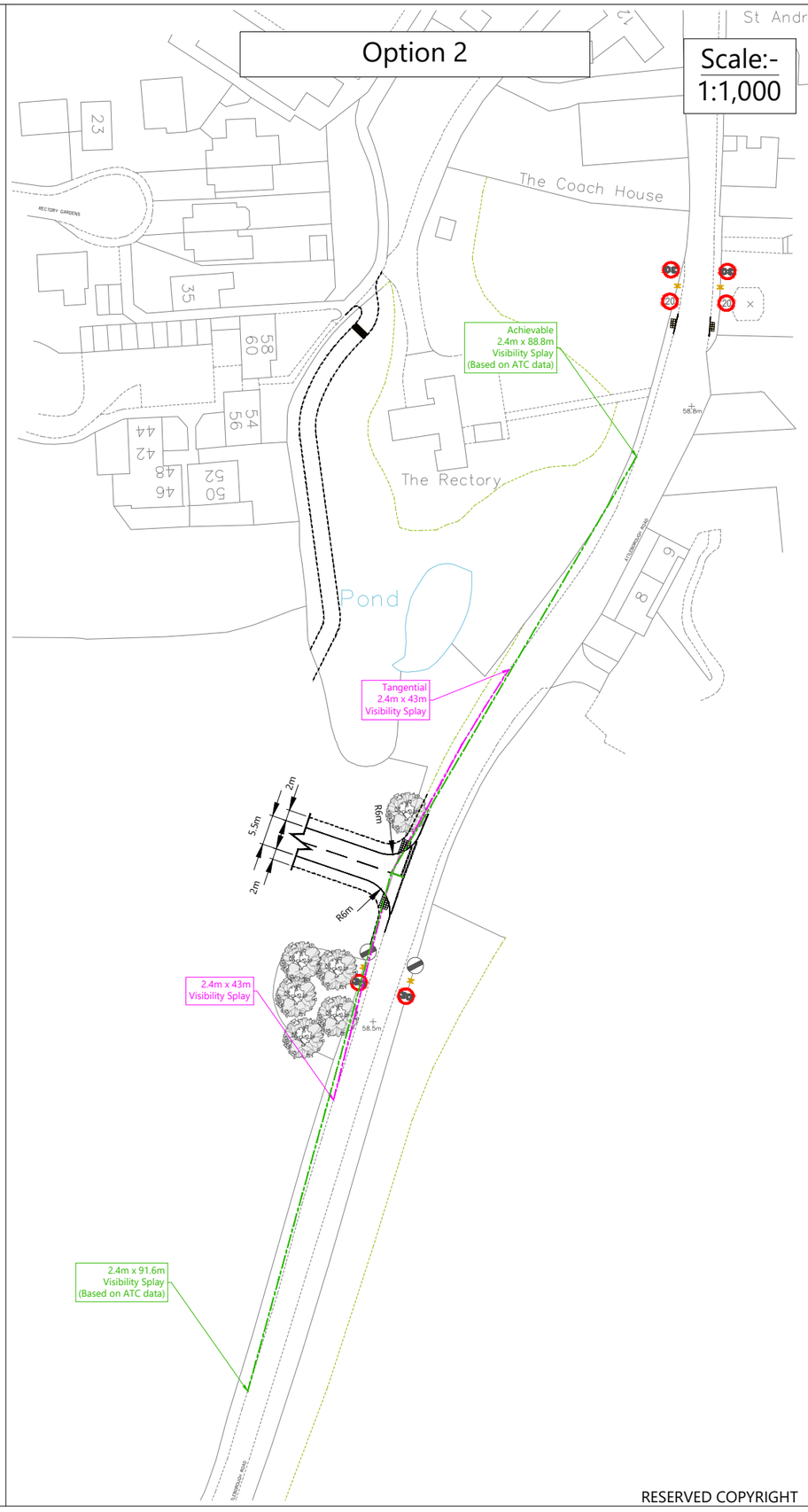

NOTES:
1. Based on OS Mapping Data.
2. Indicative un-surveyed existing road markings.
3. Indicative un-surveyed tree locations.
4. Subject to confirmation of Highway Boundary.
5. Subject to topographical survey.
6. Visibility splays based on ATC data from surveys conducted by Paul Castle Associates from 06.09.24 to 12.09.24.

KEY
- 2.4m x 43m Visibility Splays.
- ATC Visibility Splays .

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
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Welwyn Garden City

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CLIENT:
Hingham Town Council

PROJECT:
Town Community Centre,
Hingham,
NR9 4RG

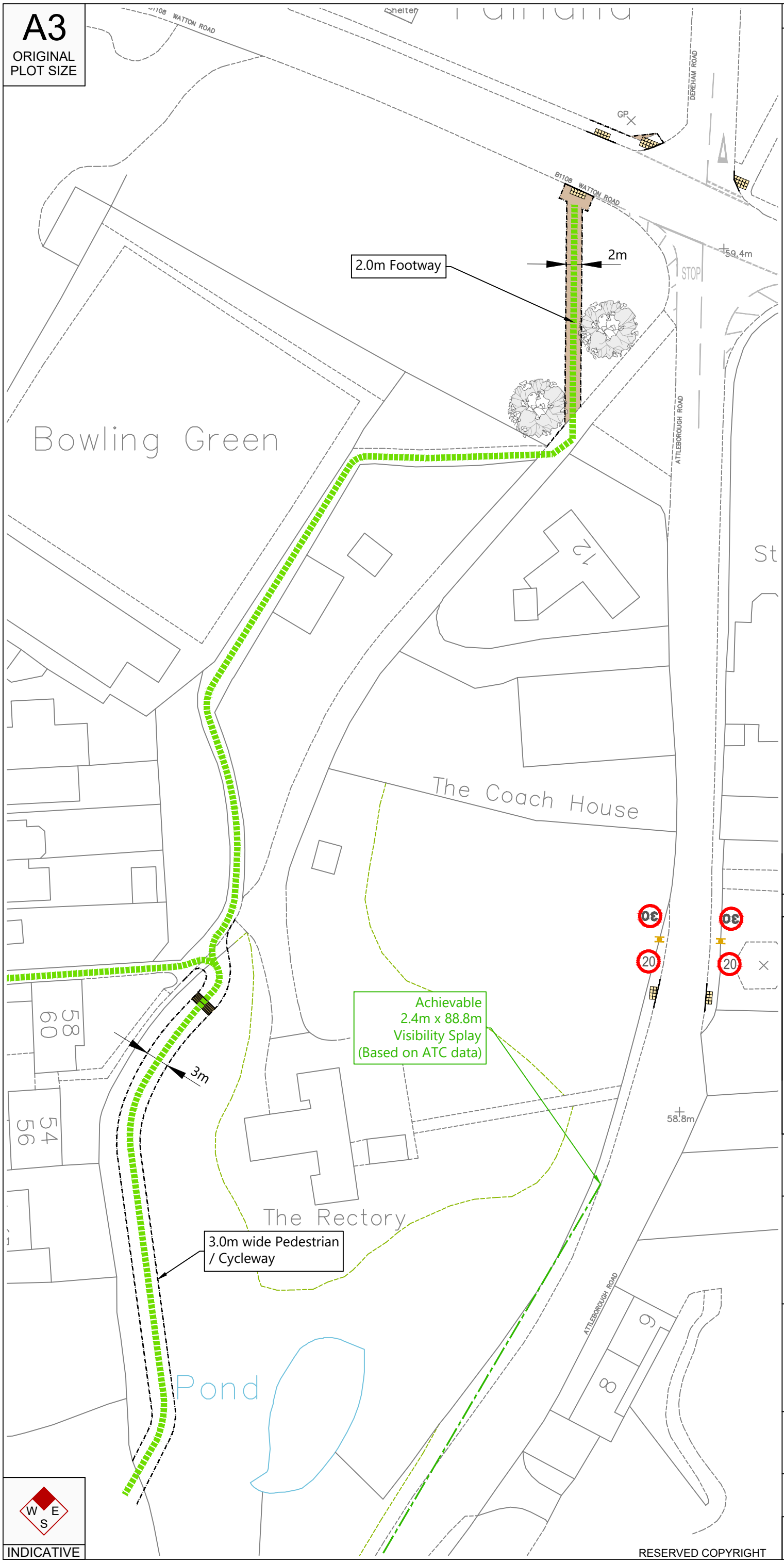
TITLE:
Preliminary
Access Options

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	25.09.24	JA	GM	JC

JOB NO:	DRAWING NO:	REVISION:
2405-037	SK01	-

A3
ORIGINAL
PLOT SIZE



NOTES:
1. Based on OS Mapping Data.
2. Indicative un-surveyed existing road markings.
3. Indicative un-surveyed tree locations.
4. Subject to confirmation of Highway Boundary.
5. Subject to topographical survey.

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
Hingham Town Council

PROJECT:
Town Community Centre,
Hingham,
NR9 4RG

TITLE:
Preliminary
Pedestrian Access Route

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	25.09.24	JA	GM	JC

JOB NO:	DRAWING NO:	REVISION:
2405-037	SK02	-

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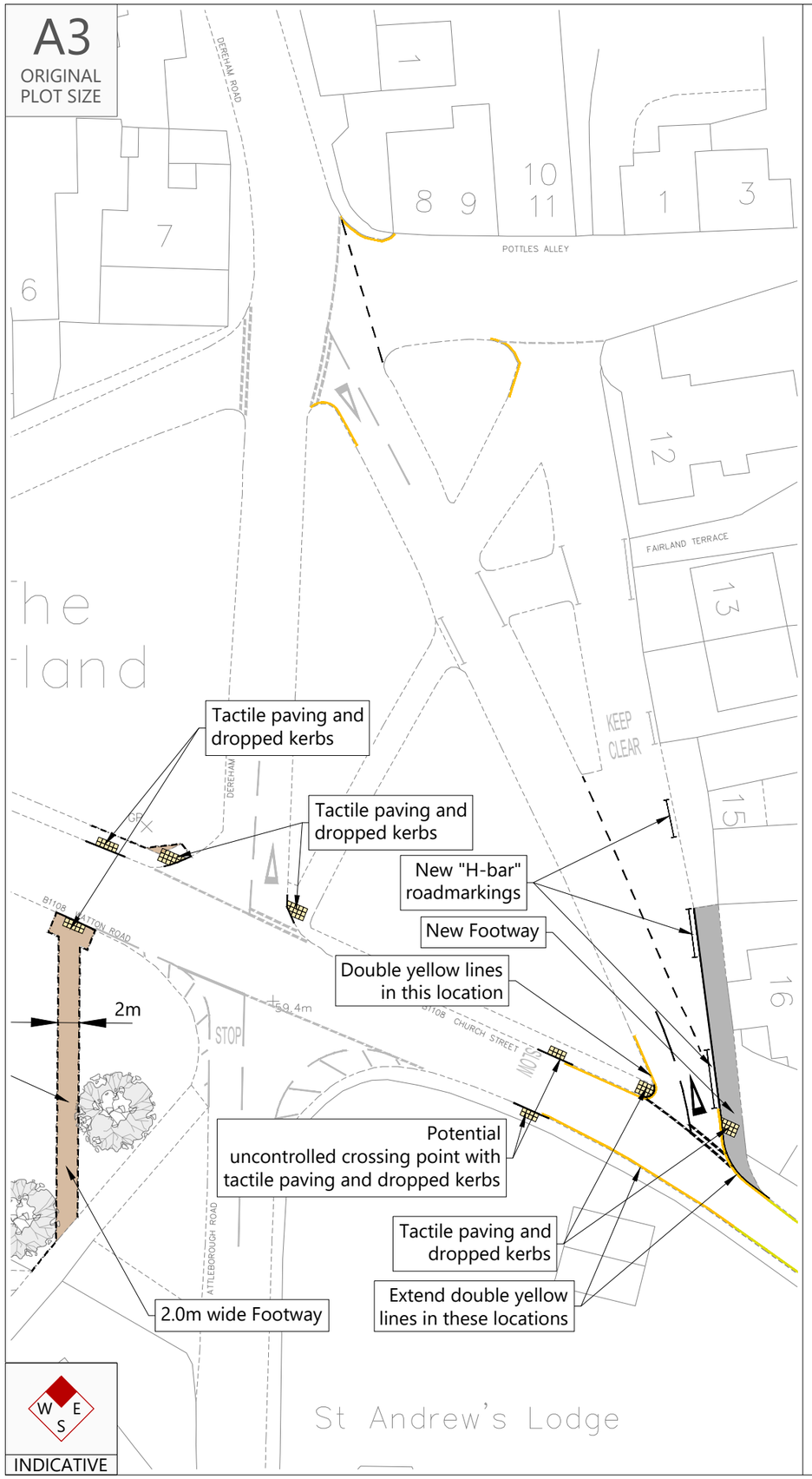

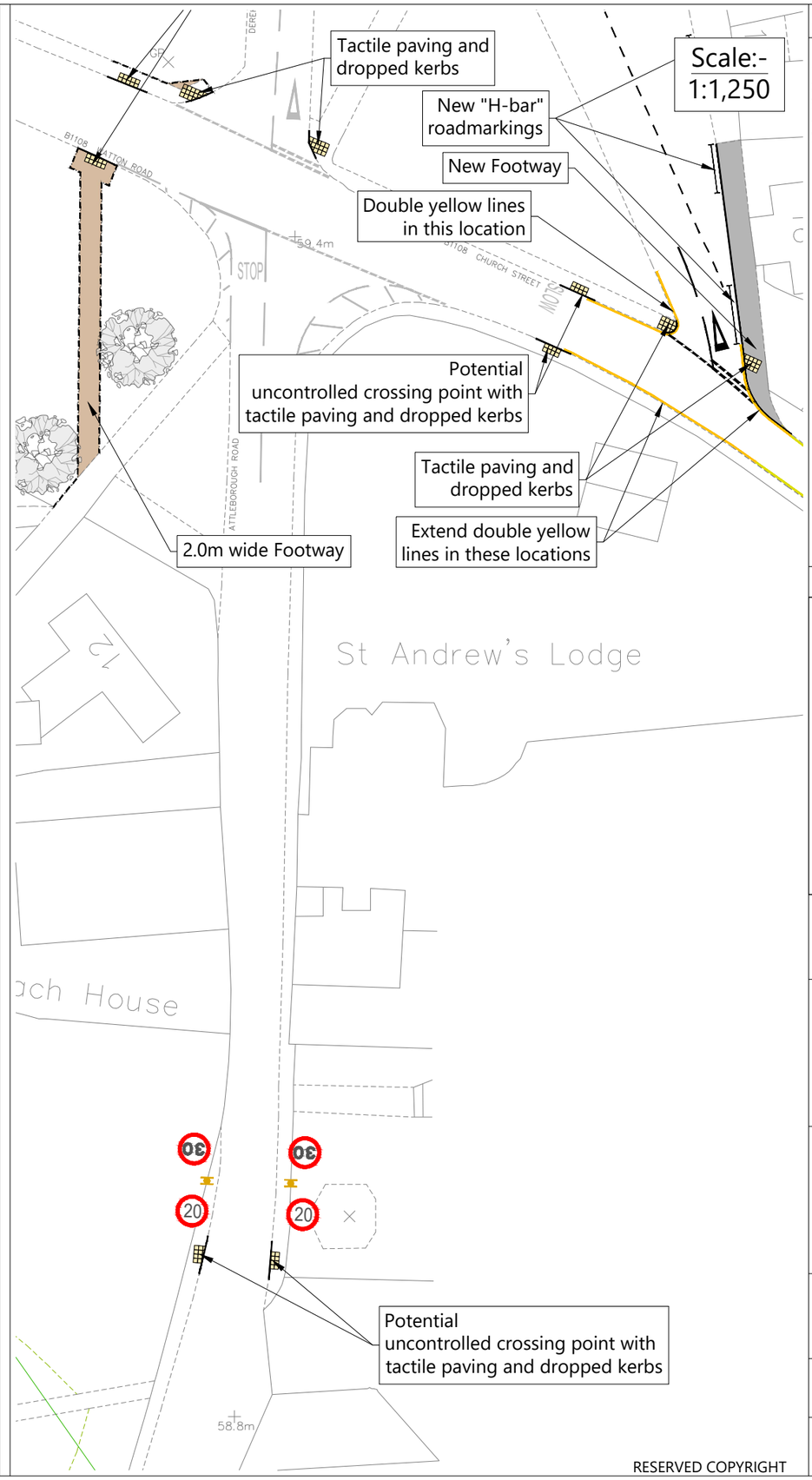

Scale:-
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NOTES:
1. Based on OS Mapping Data.
2. Indicative un-surveyed existing road markings.
3. Indicative un-surveyed tree locations.
4. Subject to confirmation of Highway Boundary.
5. Subject to topographical survey.

KEY
- Existing carriageway to be constructed as footway.
- Existing verge to be constructed as footway.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
Hingham Town Council

PROJECT:
Town Community Centre,
Hingham,
NR9 4RG

TITLE:
Preliminary
Pedestrian Improvements

STATUS:
PRELIMINARY

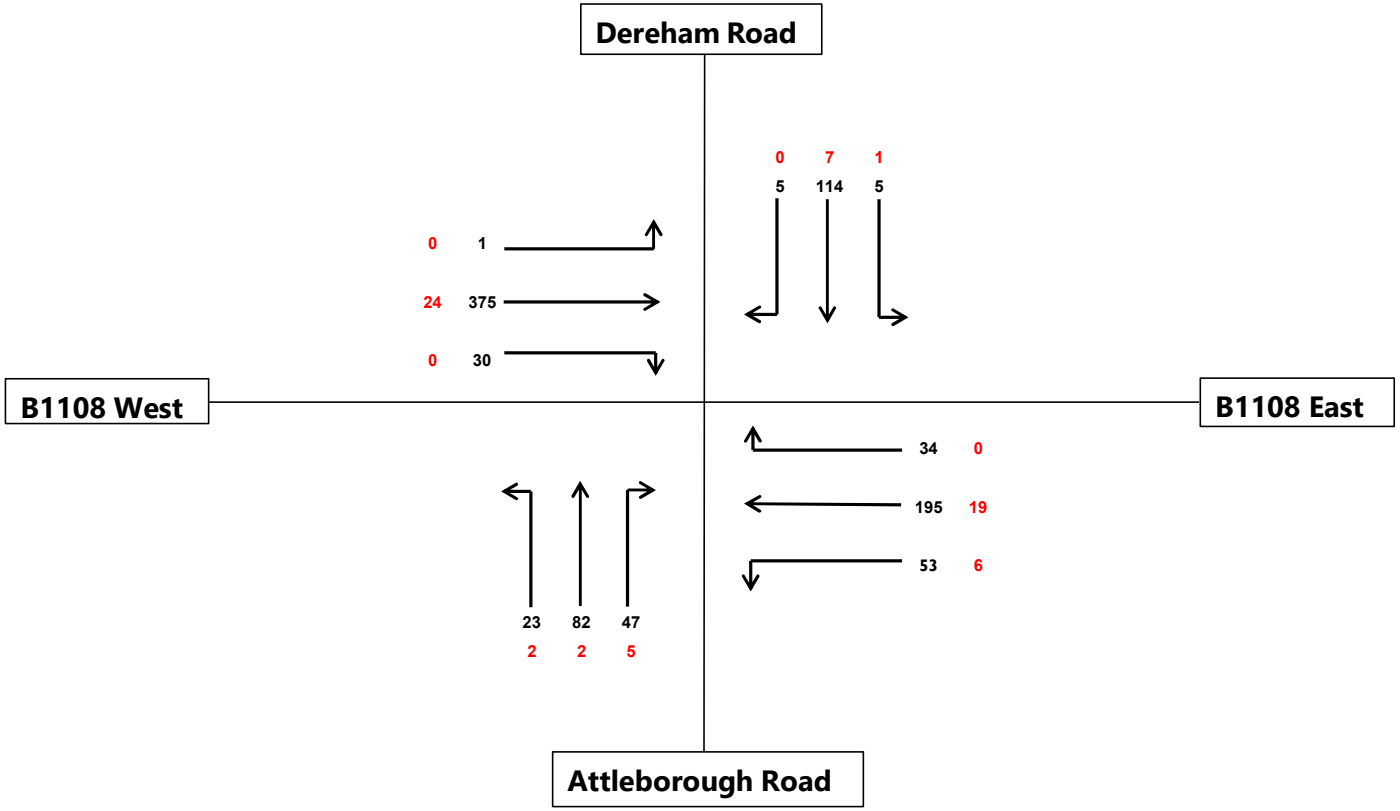
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	11.10.24	JA	GM	IB

JOB NO:	DRAWING NO:	REVISION:
2405-037	SK03	-

FIGURES

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

Bristol
Cambridge
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Manchester
Oxford
Welwyn Garden City

Sheraton House
Castle Park
Cambridge
CB3 0AX

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Surveyed (2024) Traffic Flows - Morning Peak - 08:00 to 09:00

Hingham Community Centre

Hingham Town Council

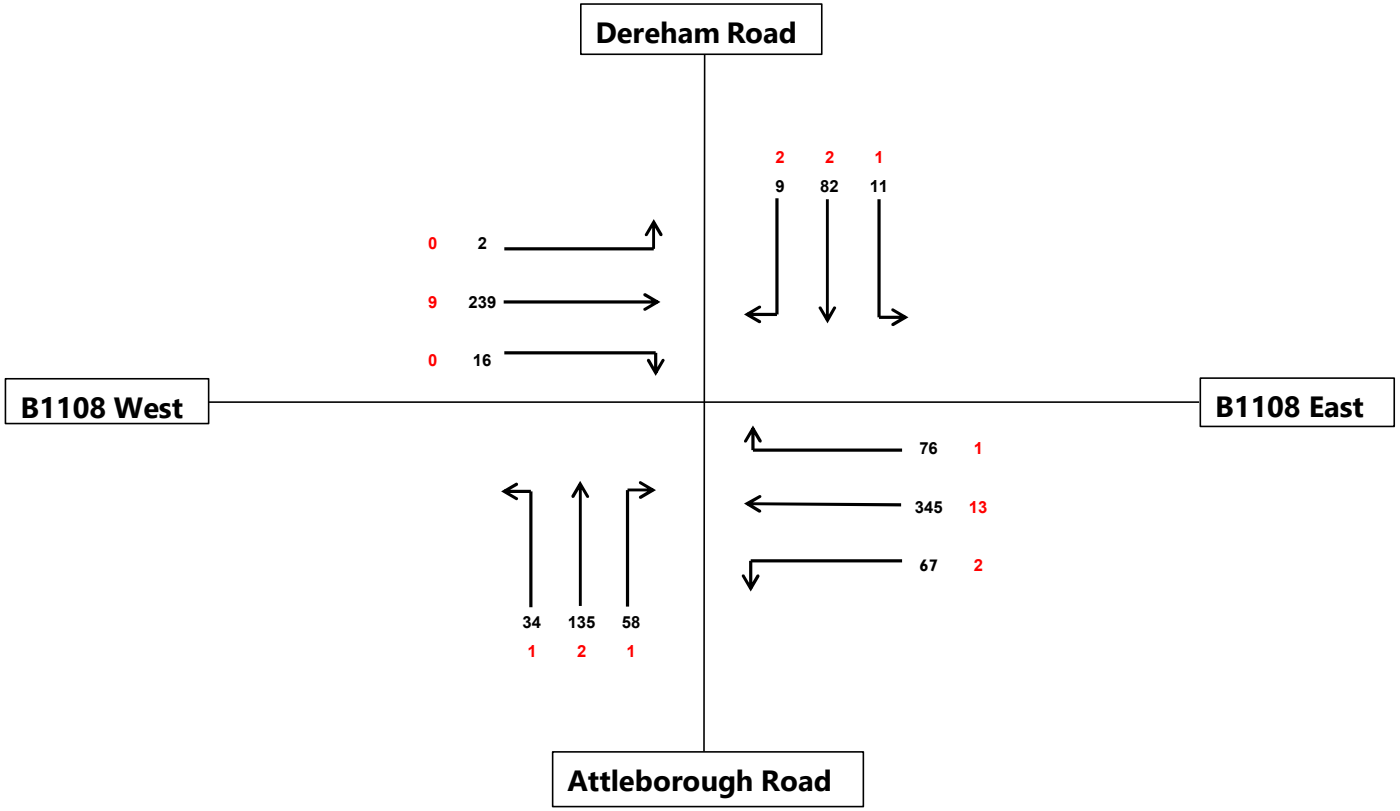
Date:	Status:	Scale:
14/10/24	INFORMATION	NTS

Prepared By:	Checked By:	Approved By:
GM	IB	IB

Project No:	Figure No:	Revision:
2405-037	3.7	-

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

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Oxford
Welwyn Garden City

Sheraton House
Castle Park
Cambridge
CB3 0AX

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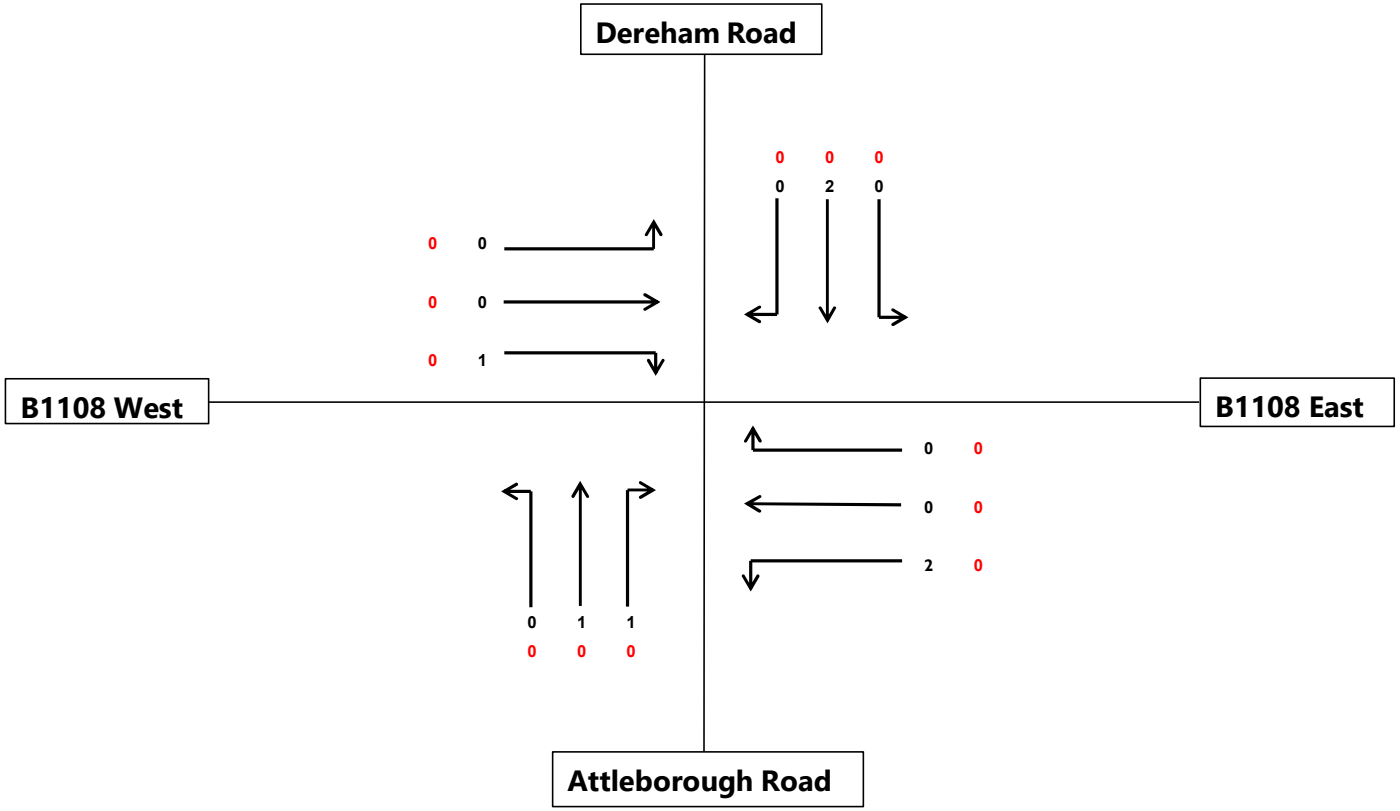
Surveyed (2024) Traffic Flows - Evening Peak - 17:00 to 18:00	Date: **14/10/24**	Status: **INFORMATION**	Scale: **NTS**
Hingham Community Centre	Prepared By: **GM**	Checked By: **IB**	Approved By: **IB**
Hingham Town Council	Project No: **2405-037**	Figure No: **3.8**	Revision: **-**

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

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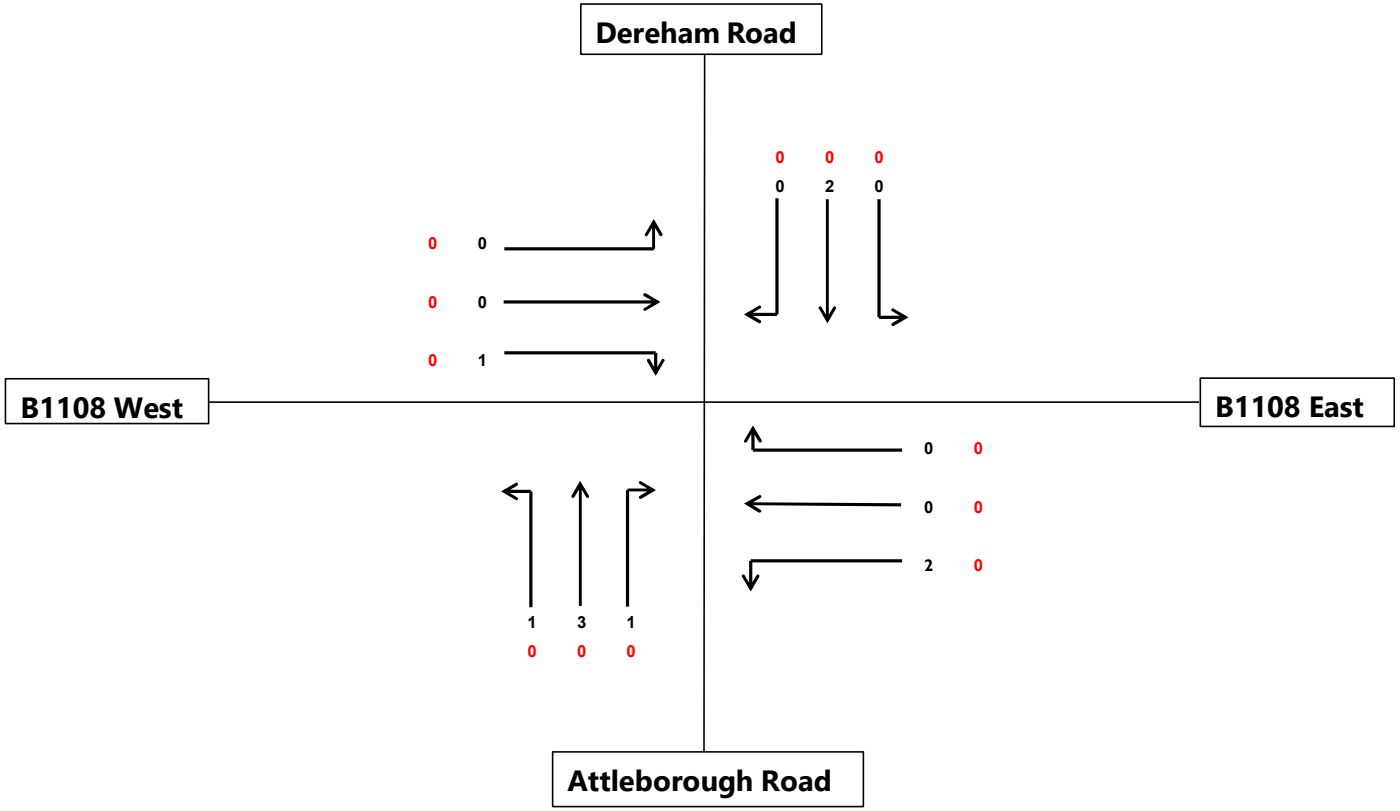
Allocated Traffic Flows - Morning Peak - 08:00 to 09:00	Date: **14/10/24**	Status: **INFORMATION**	Scale: **NTS**
Hingham Community Centre	Prepared By: **GM**	Checked By: **IB**	Approved By: **IB**
Hingham Town Council	Project No: **2405-037**	Figure No: **5.1**	Revision: **-**

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

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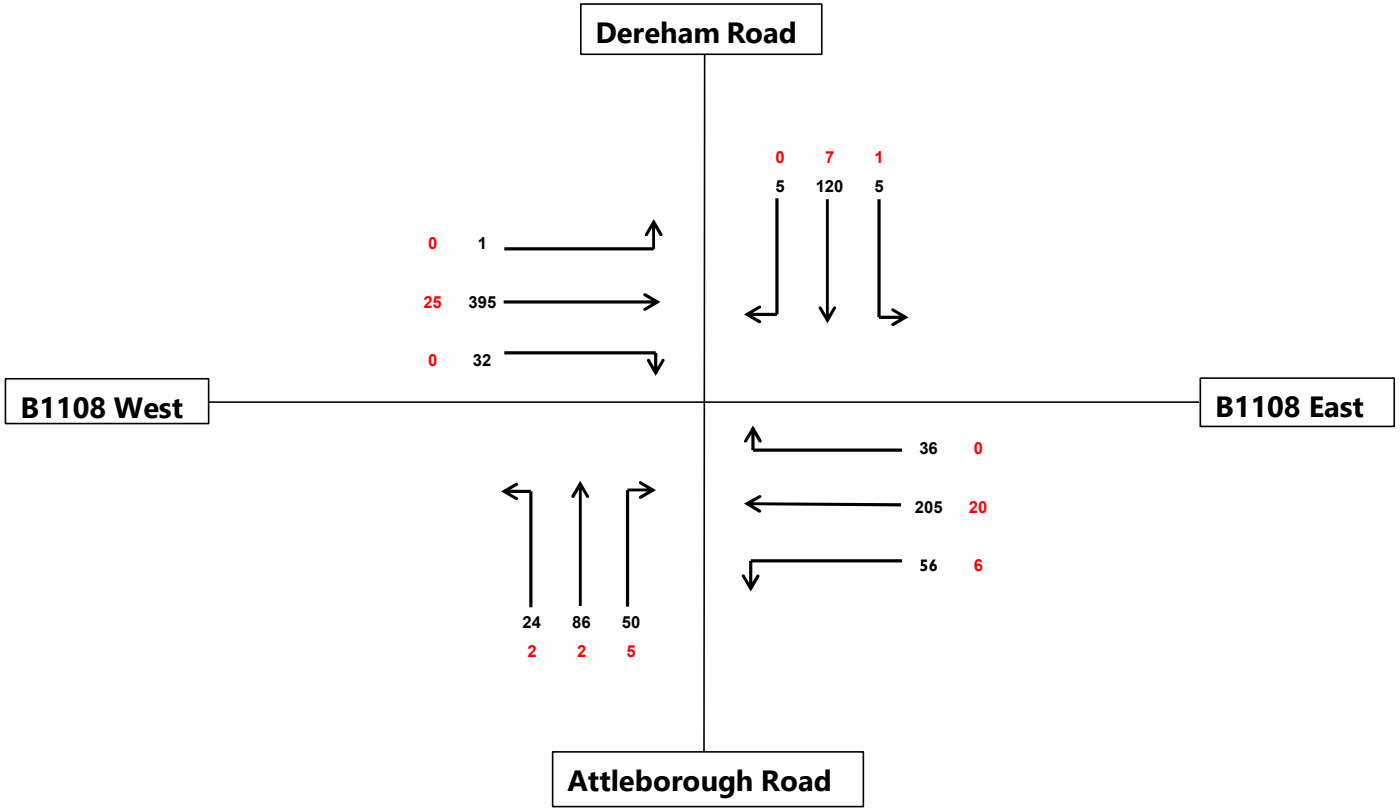
tpa Transport Planning Associates

Allocated Traffic Flows - Evening Peak - 17:00 to 18:00	Date: **14/10/24**	Status: **INFORMATION**	Scale: **NTS**	
Hingham Community Centre	Prepared By: **GM**	Checked By: **IB**	Approved By: **IB**	
Hingham Town Council	Project No: **2405-037**	Figure No: **5.2**	Revision: **-**	

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Sheraton House
Castle Park
Cambridge
CB3 0AX

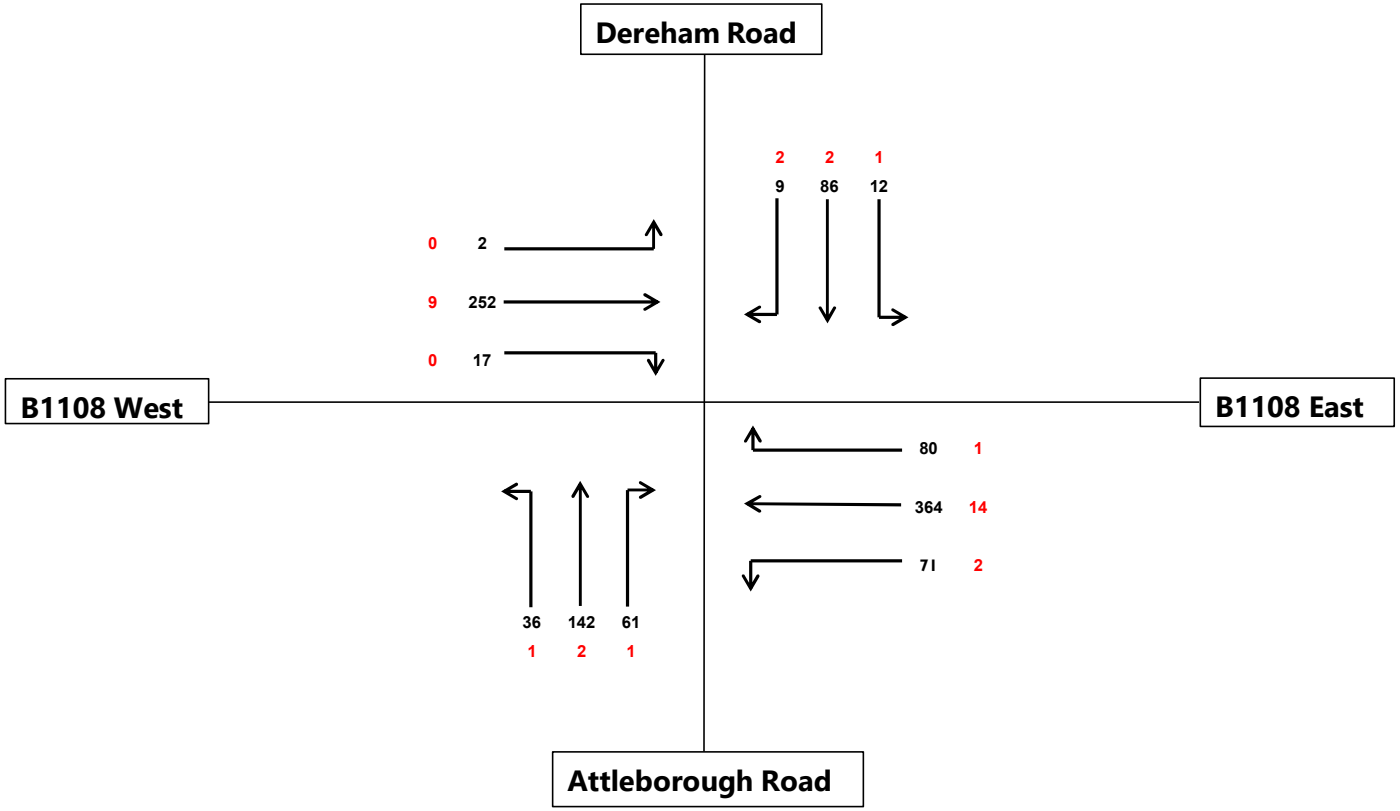
01223 370135
www.tpa.uk.com

tpa Transport Planning Associates

Total Forecast Base (2030) Traffic Flows - Morning Peak - 08:00 to 09:00	Date: 14/10/24	Status: INFORMATION	Scale: NTS
Hingham Community Centre	Prepared By: GM	Checked By: IB	Approved By: IB
Hingham Town Council	Project No: 2405-037	Figure No: 6.1	Revision: -

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Sheraton House
Castle Park
Cambridge
CB3 0AX

01223 370135
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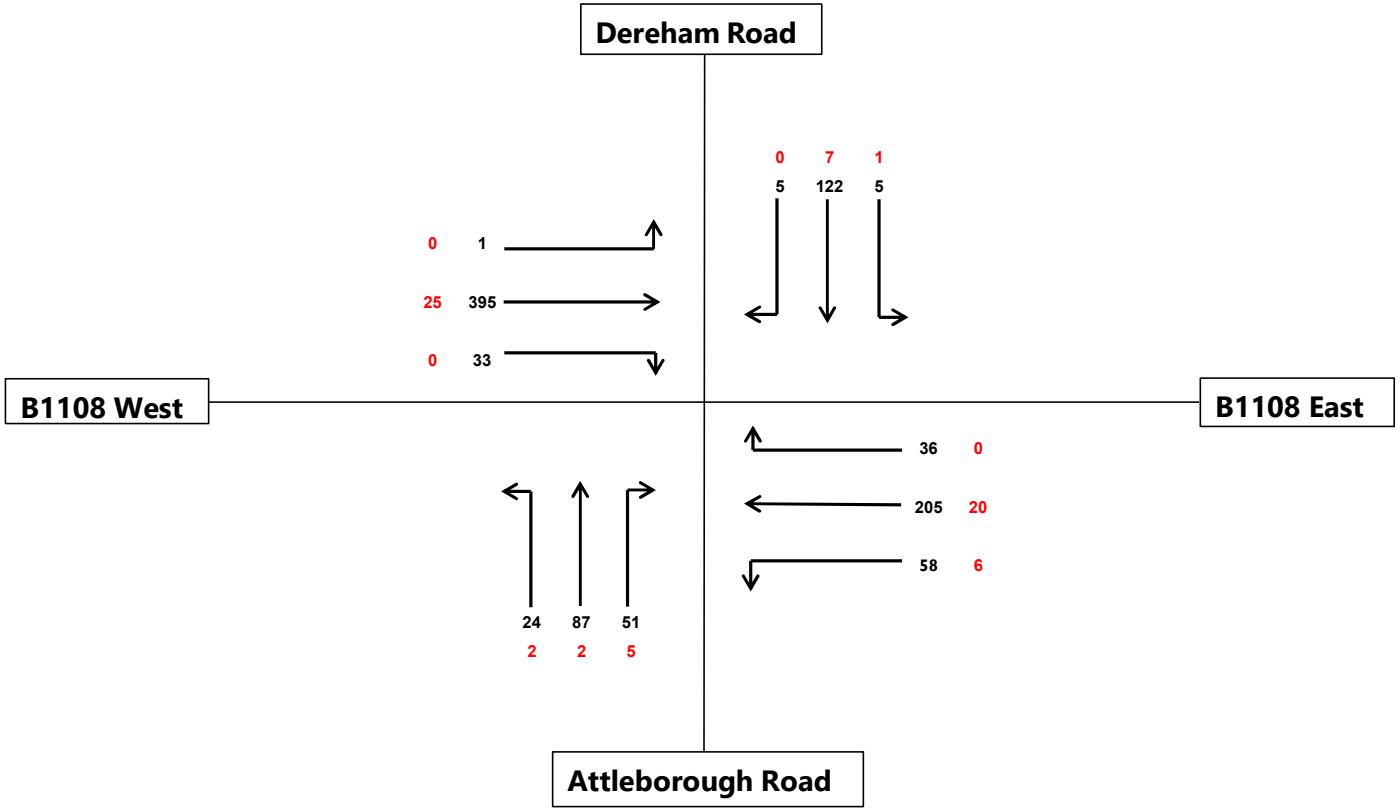
Total Forecast Base (2030) Traffic Flows - Evening Peak - 17:00 to 18:00	Date: **14/10/24**	Status: **INFORMATION**	Scale: **NTS**	
Hingham Community Centre	Prepared By: **GM**	Checked By: **IB**	Approved By: **IB**	
Hingham Town Council	Project No: **2405-037**	Figure No: **6.2**	Revision: **-**	

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Sheraton House
Castle Park
Cambridge
CB3 0AX

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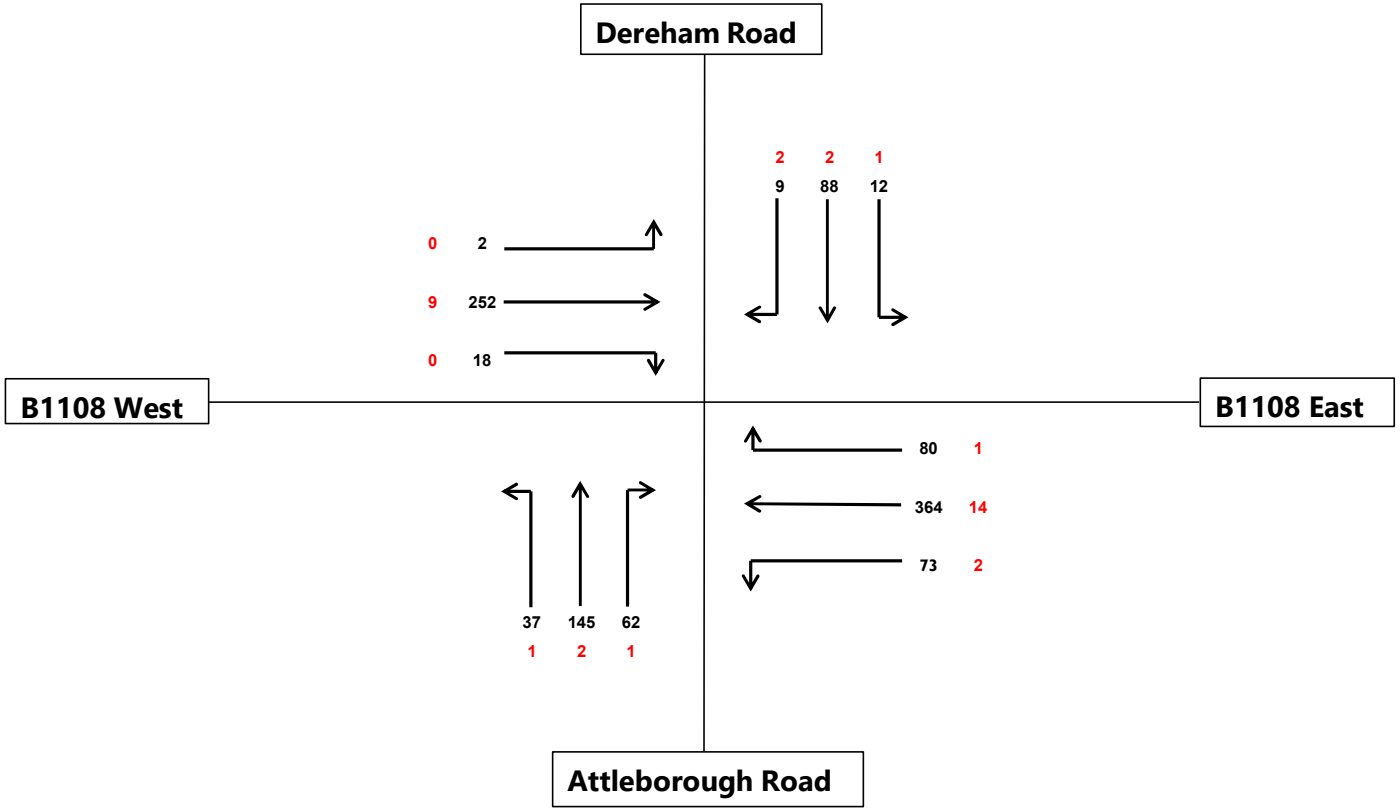
Total Forecast (2030) Traffic Flows - Morning Peak - 08:00 to 09:00	Date: 14/10/24	Status: INFORMATION	Scale: NTS
Hingham Community Centre	Prepared By: GM	Checked By: IB	Approved By: IB
Hingham Town Council	Project No: 2405-037	Figure No: 6.3	Revision: -

A4
ORIGINAL
PLOT SIZE

INDICATIVE



KEY:

000 Total Vehicles
000 HGVs

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Sheraton House
Castle Park
Cambridge
CB3 0AX

01223 370135
www.tpa.uk.com

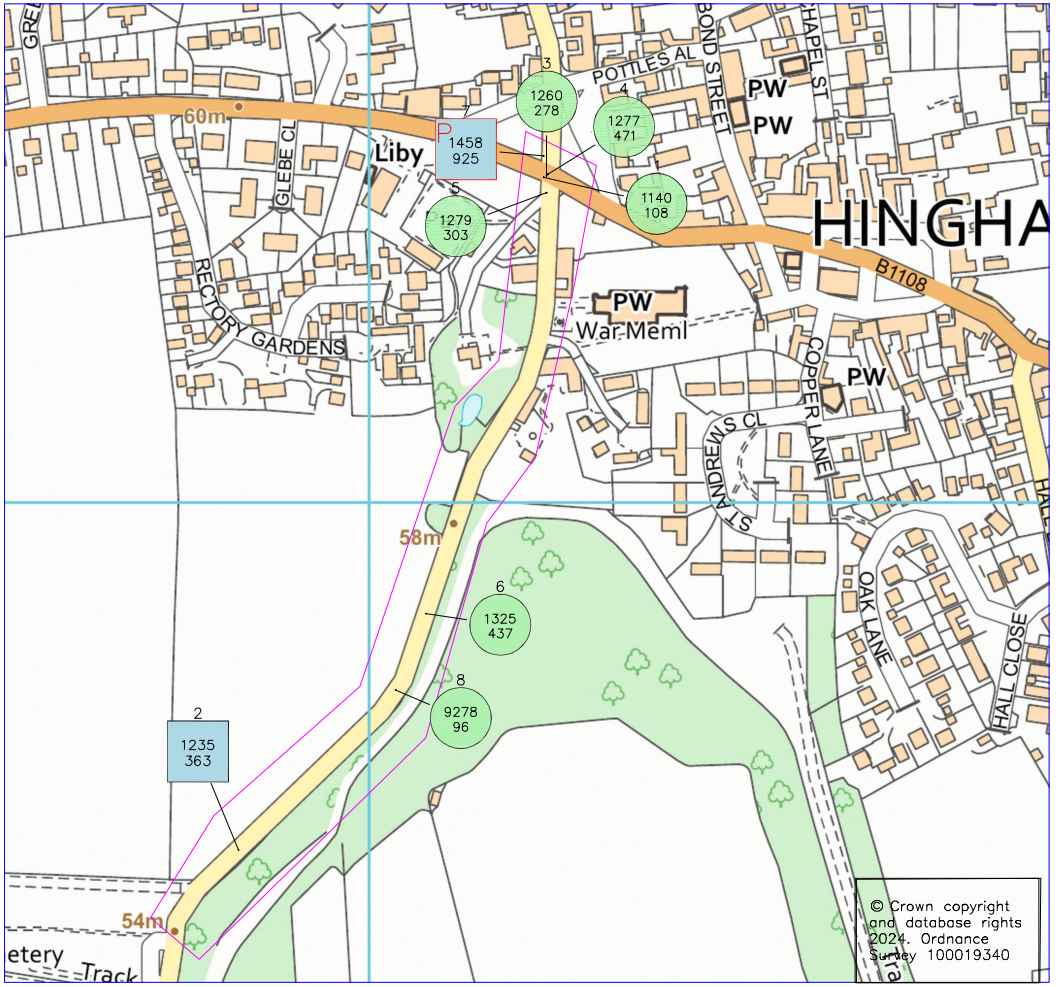
tpa Transport Planning Associates

Total Forecast (2030) Traffic Flows - Evening Peak - 17:00 to 18:00	Date: **14/10/24**	Status: **INFORMATION**	Scale: **NTS**	
Hingham Community Centre	Prepared By: **GM**	Checked By: **IB**	Approved By: **IB**	
Hingham Town Council	Project No: **2405-037**	Figure No: **6.4**	Revision: **-**	

APPENDIX A

5 Year accident data - Attleborough Road Hingham: 01/08/2019 - 31/07/2024

	1	2	3	4	5	6	7	8
Reference Number	1140 108	1235 363	1260 278	1277 471	1279 303	1325 437	1458 925	9278 96
Date / Day	Tu 19	Th 27	Fr 06	We 21	We 22	Su 02	Sa 22	Mo 02
Month	Oct	Oct	Jan	Dec	Feb	Jul	Jun	Dec
Year	2021	2022	2023	2022	2023	2023	2024	2019
Time	1122	2020	1110	2055	0740	1407	2103	0845
Severity	Sl	Se	Sl	Sl	Sl	Sl	Se	Sl
Dark / Lit								
Weather Conditions								
Road Surface								
Special Conditions								
Carriageway Hazards								
Vehicle Manoeuvres								
Vehicle 1								
Vehicle 2								
Vehicle 3								
Vehicle 4								
Casualty /age								
Failed to Give–Way								
Signal Ignored								
Loss of Control								
Hit Object IN C'way								
Hit Object OFF C'way								
Vehicle Left C'way								
Breath Test								
Contributory Factors 1/2	V1 ** 405	V1 * 406	V1 ** 302	V1 ** 405	V1 ** 403	V2 ** 707	V1 ** 308	V1 * 406	V1 ** 403
3/4	V1 * 602	V1 * 703	V1 * 605	V2 ** 103	V2 * 306	V1 ** 403	V1 * 401	V1 * 704	V1 * 401
* possible, ** very likely 5/6								
School No./Ref.								
User fields: 1								
2								
3								
4								



Full Details Report Summary -

Accidents Found Date Range: 02/12/2019 - 22/06/2024
Grid Coordinate Range: 601915, 301772 - 602118, 302227

Accident Severity

	2019	2021	2022	2023	2024	Total
Serious	**0**	**0**	**1**	**0**	**1**	**2**
Slight	**1**	**1**	**1**	**3**	**0**	**6**
Total	**1**	**1**	**2**	**3**	**1**	**8**

Casualty Severity

	2019	2021	2022	2023	2024	Total
Serious	**0**	**0**	**1**	**0**	**1**	**2**
Slight	**1**	**1**	**1**	**5**	**0**	**8**
Total	**1**	**1**	**2**	**5**	**1**	**10**

Casualty KSI

	2019	2021	2022	2023	2024	Total
Adult KSI	**0**	**0**	**1**	**0**	**1**	**2**
Slight	**1**	**1**	**1**	**5**	**0**	**8**
Total	**1**	**1**	**2**	**5**	**1**	**10**

1.3 Accident Reference:1140108 Slight CHURCH STREET (B1108) AT JUNCTION WITH ATTLEBOROUGH ROAD Accident 1 of 8

1.7 Date & 1.9 Time.....Tuesday 19/10/2021 11:22	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....602115/302213	1.14 Road type.....Single c'way
1.10 Local Authority.....South Norfolk	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..B1108	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?

Yes

Accident Description

IT APPEARS V1 HAS PULLED OUT AT JUNCTION INTENDING TO TRAVEL STRAIGHT ACROSS. HOWEVER, V1 HAS PULLED OUT JUST AS V2 WAS TRAVELLING ALONG THE ROAD. V1 HAS T-BONED V2.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Offside
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....South North	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....65
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....South east North west	2.21 Driver gender.....Female
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....33
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not provided
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....33	3.13 School pupil.....Other
	(3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:1235363 Serious ATTLEBOROUGH ROAD - 74 METRES FROM JUNCTION WITH ATTLEBOROUGH ROAD, HINGHAM, NORFOLK

1.7 Date & 1.9 Time.....Thursday 27/10/2022 20:20	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....601915/301772	1.14 Road type.....Single c'way
1.10 Local Authority.....South Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..Animal in c'way
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?

Yes

Accident Description

V001 has been travelling from Hingham rowards Attleborough. Driver has dtated he has swerved to avoid an animal which has caused him to lose control of the vehicle. He had collided with the nearside verge which has caused the vehicle to flip onto its roof.

1 Vehicle

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Not at junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....North east South west	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....22
2.11 Skidding.....Overturned	
2.13 Left c'way.....Left c'way nearside & rebounded	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....21	3.13 School pupil.....Other
	(3.19 School .....)
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:1260278 Slight CHURCH STREET (B1108) AT JUNCTION WITH ATTLEBOROUGH ROAD, HINGHAM, NORFOLK Accident 3 of 8

1.7 Date & 1.9 Time.....Friday 06/01/2023 11:10	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....602117/302214	1.14 Road type.....Single c'way
1.10 Local Authority.....South Norfolk	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..B1108	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?

Yes

Accident Description

V001 has been travelling south on Dereham Road towards the B1108 / Attleborough Road. The driver has failed to give way at the junction with the B1108 and her vehicle has therefore collided with V002, which was travelling west on the B1108.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Nearside
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....North South	2.21 Driver gender.....Female
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....22
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Offside
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....East West	2.21 Driver gender.....Female
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....65
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Unknown

3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Worn but not independently confirmed
3.8 Age.....22	3.17 Pedestrian pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Worn but not independently confirmed
3.8 Age.....65	3.17 Pedestrian pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Worn but not independently confirmed
3.8 Age.....55	3.17 Pedestrian pupil.....Other (3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:1277471 Slight WATTON ROAD

1.7 Date & 1.9 Time.....Wednesday 21/12/2022 20:55
1.11 Grid co-ordinates.....602118/302215
1.10 Local Authority.....South Norfolk
1.12/1.13 1st road identity..B1108
1.18/1.19 2nd road identity..U
1.22 Weather.....Fog Mist
1.21 Light conditions.....Dark/lights not lit
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....20 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....T or Staggered junction
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description
V1 WAS DRIVING ALONG, WHEN V2 WAS PULLING OUT OF A JUNCTION. THE 2 VEHICLES HAVE COLLIDED CAUSING V1 TO SPIN AND DAMAGE CAUSED TO BOTH VEHICLES

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North South east
2.7 Manoeuvres.....Turning left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....57
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North west South east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Nearside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....30
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....30
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:1279303 Slight ATTLEBOROUGH ROAD Accident 5 of 8

1.7 Date & 1.9 Time.....Wednesday 22/02/2023 07:40	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....602117/302203	1.14 Road type.....Single c'way
1.10 Local Authority.....South Norfolk	1.16 Junction detail.....Other Junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fog Mist	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?

Yes

Accident Description

V1 has pulled out from a junction into the path of V2.

3 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....South North	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....61
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....West South east	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....26
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....3	
2.17 Other vehicle.....0	2.16 First impact.....Offside
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....North South east	2.21 Driver gender.....Female
2.7 Manoeuvres.....Waiting to go ahead but held up	2.22 Driver age.....30
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....26	3.13 School pupil.....Other
	(3.19 School .....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:1325437 Slight ATTLEBOROUGH ROAD , HINGHAM, NORFOLK Accident 6 of 8

1.7 Date & 1.9 Time.....Sunday 02/07/2023 14:07
1.11 Grid co-ordinates.....602038/301927
1.10 Local Authority.....South Norfolk
1.12/1.13 1st road identity..U
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description
INPUT FROM CAD

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Going ahead left hand bend
2.11 Skidding.....Yes
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....20
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Agric Veh
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North South
2.7 Manoeuvres.....Going ahead right hand bend
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....Single Trailer
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....35
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....20
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

1.3 Accident Reference:1458925 Serious DEREHAM ROAD NEAR JUNCTION WITH CHURCH STREET (B1108), HINGHAM, NORFOLK

1.7 Date & 1.9 Time.....Saturday 22/06/2024 21:03	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....602115/302227	1.14 Road type.....Single c'way
1.10 Local Authority.....South Norfolk	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..B1108	1.24 Special conditions...Unknown
1.22 Weather.....Fine	1.25 Carriageway hazards..Unknown
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Unknown	1.23 Surface.....Dry

Did a police officer attend?

Yes

Accident Description

Unknown at the time. It is believed Veh 1 was turning onto Dereham Road to when she has hit the cyclist. The cyclist was under the influence of alcohol and the driver of Veh 1 was diagnosed with dementia 6 weeks ago.

1 Vehicle

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Leaving main road	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....South South	2.21 Driver gender.....Female
2.7 Manoeuvres.....Turning right	2.22 Driver age.....89
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....41	3.13 School pupil.....Other
	(3.19 School .....)
3.9 Severity.....Serious	3.10 Pedestrian location..Unknown or other
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....South	3.19 Roadworker injured...No

1.3 Accident Reference:927896 Slight ATTLEBOROUGH ROAD Accident 8 of 8

1.7 Date & 1.9 Time.....Monday 02/12/2019 08:45
1.11 Grid co-ordinates.....602018/301877
1.10 Local Authority.....South Norfolk
1.12/1.13 1st road identity..U
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...1
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?

No - reported over the counter

Accident Description

Vehicle 1 has collided with verge on nearside of road, causing it to flip onto its roof.

1 Vehicle

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....Unknown Unknown
2.7 Manoeuvres.....Going ahead left hand bend
2.11 Skidding.....Overturned
2.13 Left c'way.....Left c'way near-side
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....28
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....28
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School .....)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

APPENDIX B

Hingham, Tuesday 10th September 2024

Junction: 1
Approach: Dereham Road

	Left to B1108 (East)					Ahead to Attleborough Road					Right to B1108 (West)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	21	1	0	22	23.3	1	0	0	1	1.0
07:15 - 07:30	1	0	0	1	1.0	22	0	1	23	24.0	1	0	0	1	1.0
07:30 - 07:45	1	1	0	2	3.3	37	1	0	38	39.3	1	0	0	1	1.0
07:45 - 08:00	1	0	0	1	1.0	31	5	0	36	42.5	1	0	0	1	1.0
Hourly Total	**3**	**1**	**0**	**4**	**5.3**	**111**	**7**	**1**	**119**	**129.1**	**4**	**0**	**0**	**4**	**4.0**
08:00 - 08:15	1	0	0	1	1.0	17	0	0	17	17.0	2	0	0	2	2.0
08:15 - 08:30	2	0	0	2	2.0	25	1	0	26	27.3	1	0	0	1	1.0
08:30 - 08:45	2	0	0	2	2.0	20	1	0	21	22.3	5	0	0	5	5.0
08:45 - 09:00	3	0	0	3	3.0	15	1	0	16	17.3	1	0	0	1	1.0
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**77**	**3**	**0**	**80**	**83.9**	**9**	**0**	**0**	**9**	**9.0**
09:00 - 09:15	1	0	0	1	1.0	14	1	0	15	16.3	3	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0.0	11	1	0	12	13.3	2	0	0	2	2.0
09:30 - 09:45	2	0	0	2	2.0	5	0	0	5	5.0	0	0	0	0	0.0
09:45 - 10:00	2	1	0	3	4.3	7	1	0	8	9.3	1	0	0	1	1.0
Hourly Total	**5**	**1**	**0**	**6**	**7.3**	**37**	**3**	**0**	**40**	**43.9**	**6**	**0**	**0**	**6**	**6.0**
TOTAL	**16**	**2**	**0**	**18**	**20.6**	**225**	**13**	**1**	**239**	**256.9**	**19**	**0**	**0**	**19**	**19.0**
15:00 - 15:15	2	2	0	4	6.6	16	1	0	17	18.3	2	0	0	2	2.0
15:15 - 15:30	3	0	0	3	3.0	9	2	0	11	13.6	1	0	0	1	1.0
15:30 - 15:45	2	0	0	2	2.0	19	0	0	19	19.0	2	0	0	2	2.0
15:45 - 16:00	1	0	0	1	1.0	18	1	0	19	20.3	0	0	0	0	0.0
Hourly Total	**8**	**2**	**0**	**10**	**12.6**	**62**	**4**	**0**	**66**	**71.2**	**5**	**0**	**0**	**5**	**5.0**
16:00 - 16:15	2	0	0	2	2.0	13	0	0	13	13.0	3	0	0	3	3.0
16:15 - 16:30	2	0	0	2	2.0	17	2	0	19	21.6	0	0	0	0	0.0
16:30 - 16:45	2	1	0	3	4.3	14	2	0	16	18.6	2	0	0	2	2.0
16:45 - 17:00	4	0	0	4	4.0	20	0	0	20	20.0	2	0	0	2	2.0
Hourly Total	**10**	**1**	**0**	**11**	**12.3**	**64**	**4**	**0**	**68**	**73.2**	**7**	**0**	**0**	**7**	**7.0**
17:00 - 17:15	1	0	0	1	1.0	21	0	0	21	21.0	1	0	0	1	1.0
17:15 - 17:30	3	0	0	3	3.0	25	0	0	25	25.0	2	2	0	4	6.6
17:30 - 17:45	0	0	0	0	0.0	22	0	0	22	22.0	3	0	0	3	3.0
17:45 - 18:00	0	0	0	0	0.0	13	1	0	14	15.3	2	0	0	2	2.0
Hourly Total	**4**	**0**	**0**	**4**	**4.0**	**81**	**1**	**0**	**82**	**83.3**	**8**	**2**	**0**	**10**	**12.6**
18:00 - 18:15	1	0	0	1	1.0	12	1	0	13	14.3	0	1	0	1	2.3
18:15 - 18:30	2	0	0	2	2.0	10	0	0	10	10.0	0	0	0	0	0.0
18:30 - 18:45	1	0	0	1	1.0	9	0	0	9	9.0	2	0	0	2	2.0
18:45 - 19:00	0	0	0	0	0.0	7	1	0	8	9.3	1	0	0	1	1.0
Hourly Total	**4**	**0**	**0**	**4**	**4.0**	**38**	**2**	**0**	**40**	**42.6**	**3**	**1**	**0**	**4**	**5.3**
TOTAL	**26**	**3**	**0**	**29**	**32.9**	**245**	**11**	**0**	**256**	**270.3**	**23**	**3**	**0**	**26**	**29.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Hingham, Tuesday 10th September 2024

Junction: 1
Approach: B1108 East

	Left to Attleborough Road					Ahead to B1108 (West)					Right to Dereham Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	13	1	0	14	15.3	40	5	0	45	51.5	3	0	0	3	3.0
07:15 - 07:30	14	1	0	15	16.3	35	9	0	44	55.7	7	0	0	7	7.0
07:30 - 07:45	10	1	0	11	12.3	57	4	0	61	66.2	11	0	0	11	11.0
07:45 - 08:00	8	1	1	10	12.3	42	0	1	43	44.0	7	0	0	7	7.0
Hourly Total	**45**	**4**	**1**	**50**	**56.2**	**174**	**18**	**1**	**193**	**217.4**	**28**	**0**	**0**	**28**	**28.0**
08:00 - 08:15	15	2	0	17	19.6	42	5	0	47	53.5	9	0	0	9	9.0
08:15 - 08:30	15	3	0	18	21.9	38	6	0	44	51.8	11	0	0	11	11.0
08:30 - 08:45	14	1	0	15	16.3	49	1	0	50	51.3	13	0	0	13	13.0
08:45 - 09:00	16	0	0	16	16.0	44	3	0	47	50.9	13	0	0	13	13.0
Hourly Total	**60**	**6**	**0**	**66**	**73.8**	**173**	**15**	**0**	**188**	**207.5**	**46**	**0**	**0**	**46**	**46.0**
09:00 - 09:15	8	0	0	8	8.0	52	8	1	61	72.4	4	0	0	4	4.0
09:15 - 09:30	15	1	0	16	17.3	32	2	0	34	36.6	6	0	0	6	6.0
09:30 - 09:45	16	1	0	17	18.3	42	6	0	48	55.8	6	0	0	6	6.0
09:45 - 10:00	12	0	0	12	12.0	45	3	1	49	53.9	7	1	0	8	9.3
Hourly Total	**51**	**2**	**0**	**53**	**55.6**	**171**	**19**	**2**	**192**	**218.7**	**23**	**1**	**0**	**24**	**25.3**
TOTAL	**156**	**12**	**1**	**169**	**185.6**	**518**	**52**	**3**	**573**	**643.6**	**97**	**1**	**0**	**98**	**99.3**
15:00 - 15:15	14	1	0	15	16.3	45	2	1	48	51.6	5	2	0	7	9.6
15:15 - 15:30	20	1	0	21	22.3	54	2	1	57	60.6	7	2	0	9	11.6
15:30 - 15:45	13	1	0	14	15.3	52	1	0	53	54.3	8	0	0	8	8.0
15:45 - 16:00	7	1	0	8	9.3	56	4	0	60	65.2	9	0	0	9	9.0
Hourly Total	**54**	**4**	**0**	**58**	**63.2**	**207**	**9**	**2**	**218**	**231.7**	**29**	**4**	**0**	**33**	**38.2**
16:00 - 16:15	16	1	0	17	18.3	74	11	0	85	99.3	6	0	0	6	6.0
16:15 - 16:30	17	2	0	19	21.6	68	7	1	76	86.1	6	0	0	6	6.0
16:30 - 16:45	21	0	1	22	23.0	96	2	0	98	100.6	22	0	0	22	22.0
16:45 - 17:00	14	0	0	14	14.0	69	2	0	71	73.6	18	0	0	18	18.0
Hourly Total	**68**	**3**	**1**	**72**	**76.9**	**307**	**22**	**1**	**330**	**359.6**	**52**	**0**	**0**	**52**	**52.0**
17:00 - 17:15	18	0	0	18	18.0	79	2	1	82	85.6	23	0	0	23	23.0
17:15 - 17:30	12	1	0	13	14.3	88	6	0	94	101.8	12	1	0	13	14.3
17:30 - 17:45	19	1	0	20	21.3	65	1	1	67	69.3	6	0	0	6	6.0
17:45 - 18:00	11	0	0	11	11.0	93	1	1	95	97.3	16	0	0	16	16.0
Hourly Total	**60**	**2**	**0**	**62**	**64.6**	**325**	**10**	**3**	**338**	**354.0**	**57**	**1**	**0**	**58**	**59.3**
18:00 - 18:15	9	0	0	9	9.0	56	0	0	56	56.0	6	0	0	6	6.0
18:15 - 18:30	7	0	0	7	7.0	50	1	0	51	52.3	3	0	0	3	3.0
18:30 - 18:45	14	2	0	16	18.6	53	0	0	53	53.0	3	0	0	3	3.0
18:45 - 19:00	9	0	0	9	9.0	27	0	2	29	31.0	4	0	0	4	4.0
Hourly Total	**39**	**2**	**0**	**41**	**43.6**	**186**	**1**	**2**	**189**	**192.3**	**16**	**0**	**0**	**16**	**16.0**
TOTAL	**221**	**11**	**1**	**233**	**248.3**	**1025**	**42**	**8**	**1075**	**1137.6**	**154**	**5**	**0**	**159**	**165.5**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Hingham, Tuesday 10th September 2024

Junction: 1
Approach: Attleborough Road

	Left to B1108 (West)					Ahead to Dereham Road					Right to B1108 (East)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	23	1	1	25	27.3	6	1	0	7	8.3
07:15 - 07:30	4	1	0	5	6.3	22	1	0	23	24.3	6	1	0	7	8.3
07:30 - 07:45	7	0	1	8	9.0	18	0	0	18	18.0	14	1	0	15	16.3
07:45 - 08:00	5	0	0	5	5.0	17	1	0	18	19.3	9	1	0	10	11.3
Hourly Total	**17**	**1**	**1**	**19**	**21.3**	**80**	**3**	**1**	**84**	**88.9**	**35**	**4**	**0**	**39**	**44.2**
08:00 - 08:15	5	0	0	5	5.0	23	0	0	23	23.0	13	2	0	15	17.6
08:15 - 08:30	4	0	0	4	4.0	13	1	0	14	15.3	14	0	0	14	14.0
08:30 - 08:45	1	1	0	2	3.3	30	1	0	31	32.3	15	2	0	17	19.6
08:45 - 09:00	6	0	0	6	6.0	15	1	0	16	17.3	10	1	0	11	12.3
Hourly Total	**16**	**1**	**0**	**17**	**18.3**	**81**	**3**	**0**	**84**	**87.9**	**52**	**5**	**0**	**57**	**63.5**
09:00 - 09:15	4	0	0	4	4.0	19	2	0	21	23.6	11	1	0	12	13.3
09:15 - 09:30	4	0	0	4	4.0	14	0	0	14	14.0	14	3	0	17	20.9
09:30 - 09:45	6	0	0	6	6.0	16	1	0	17	18.3	10	1	0	11	12.3
09:45 - 10:00	3	0	0	3	3.0	9	3	0	12	15.9	5	3	0	8	11.9
Hourly Total	**17**	**0**	**0**	**17**	**17.0**	**58**	**6**	**0**	**64**	**71.8**	**40**	**8**	**0**	**48**	**58.4**
TOTAL	**50**	**2**	**1**	**53**	**56.6**	**219**	**12**	**1**	**232**	**248.6**	**127**	**17**	**0**	**144**	**166.1**
15:00 - 15:15	3	0	0	3	3.0	18	0	0	18	18.0	14	0	0	14	14.0
15:15 - 15:30	2	0	0	2	2.0	8	2	0	10	12.6	4	1	0	5	6.3
15:30 - 15:45	4	0	0	4	4.0	15	1	0	16	17.3	11	0	0	11	11.0
15:45 - 16:00	6	0	0	6	6.0	25	1	0	26	27.3	13	1	1	15	17.3
Hourly Total	**15**	**0**	**0**	**15**	**15.0**	**66**	**4**	**0**	**70**	**75.2**	**42**	**2**	**1**	**45**	**48.6**
16:00 - 16:15	3	0	0	3	3.0	18	1	0	19	20.3	13	2	0	15	17.6
16:15 - 16:30	11	0	0	11	11.0	26	1	0	27	28.3	19	3	0	22	25.9
16:30 - 16:45	8	0	0	8	8.0	21	0	0	21	21.0	16	0	0	16	16.0
16:45 - 17:00	6	1	0	7	8.3	33	1	0	34	35.3	12	0	0	12	12.0
Hourly Total	**28**	**1**	**0**	**29**	**30.3**	**98**	**3**	**0**	**101**	**104.9**	**60**	**5**	**0**	**65**	**71.5**
17:00 - 17:15	10	0	0	10	10.0	38	1	0	39	40.3	13	1	0	14	15.3
17:15 - 17:30	9	0	0	9	9.0	41	0	0	41	41.0	16	0	0	16	16.0
17:30 - 17:45	6	0	0	6	6.0	19	1	0	20	21.3	17	0	0	17	17.0
17:45 - 18:00	11	0	0	11	11.0	26	0	0	26	26.0	9	1	0	10	11.3
Hourly Total	**36**	**0**	**0**	**36**	**36.0**	**124**	**2**	**0**	**126**	**128.6**	**55**	**2**	**0**	**57**	**59.6**
18:00 - 18:15	2	0	0	2	2.0	21	0	0	21	21.0	7	0	0	7	7.0
18:15 - 18:30	7	0	0	7	7.0	19	0	0	19	19.0	8	0	0	8	8.0
18:30 - 18:45	1	0	0	1	1.0	7	0	0	7	7.0	8	0	0	8	8.0
18:45 - 19:00	3	0	0	3	3.0	13	0	0	13	13.0	10	0	0	10	10.0
Hourly Total	**13**	**0**	**0**	**13**	**13.0**	**60**	**0**	**0**	**60**	**60.0**	**33**	**0**	**0**	**33**	**33.0**
TOTAL	**92**	**1**	**0**	**93**	**94.3**	**348**	**9**	**0**	**357**	**368.7**	**190**	**9**	**1**	**200**	**212.7**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Hingham, Tuesday 10th September 2024

Junction: 1
Approach: B1108 West

	Left to Dereham Road					Ahead to B1108 (East)					Right to Attleborough Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	55	2	0	57	59.6	4	0	0	4	4.0
07:15 - 07:30	0	0	0	0	0.0	94	4	1	99	105.2	6	0	0	6	6.0
07:30 - 07:45	0	0	0	0	0.0	83	2	0	85	87.6	7	0	0	7	7.0
07:45 - 08:00	1	0	0	1	1.0	78	3	3	84	90.9	10	0	0	10	10.0
Hourly Total	**3**	**0**	**0**	**3**	**3.0**	**310**	**11**	**4**	**325**	**343.3**	**27**	**0**	**0**	**27**	**27.0**
08:00 - 08:15	0	0	0	0	0.0	96	11	0	107	121.3	7	0	0	7	7.0
08:15 - 08:30	0	0	0	0	0.0	78	3	0	81	84.9	6	0	0	6	6.0
08:30 - 08:45	0	0	0	0	0.0	63	7	0	70	79.1	6	0	0	6	6.0
08:45 - 09:00	0	0	0	0	0.0	53	4	1	58	64.2	9	0	0	9	9.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**290**	**25**	**1**	**316**	**349.5**	**28**	**0**	**0**	**28**	**28.0**
09:00 - 09:15	0	0	0	0	0.0	53	3	0	56	59.9	2	0	0	2	2.0
09:15 - 09:30	0	0	0	0	0.0	44	1	1	46	48.3	4	0	0	4	4.0
09:30 - 09:45	0	2	0	2	4.6	47	2	0	49	51.6	1	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0.0	37	2	2	41	45.6	4	0	0	4	4.0
Hourly Total	**0**	**2**	**0**	**2**	**4.6**	**181**	**8**	**3**	**192**	**205.4**	**11**	**0**	**0**	**11**	**11.0**
TOTAL	**3**	**2**	**0**	**5**	**7.6**	**781**	**44**	**8**	**833**	**898.2**	**66**	**0**	**0**	**66**	**66.0**
15:00 - 15:15	0	0	0	0	0.0	41	3	0	44	47.9	1	1	0	2	3.3
15:15 - 15:30	1	0	0	1	1.0	43	4	0	47	52.2	2	0	0	2	2.0
15:30 - 15:45	1	0	0	1	1.0	47	4	0	51	56.2	8	1	0	9	10.3
15:45 - 16:00	0	0	0	0	0.0	38	4	1	43	49.2	4	0	0	4	4.0
Hourly Total	**2**	**0**	**0**	**2**	**2.0**	**169**	**15**	**1**	**185**	**205.5**	**15**	**2**	**0**	**17**	**19.6**
16:00 - 16:15	0	0	0	0	0.0	48	2	0	50	52.6	4	0	0	4	4.0
16:15 - 16:30	0	0	0	0	0.0	45	3	0	48	51.9	5	0	0	5	5.0
16:30 - 16:45	2	0	0	2	2.0	62	2	1	65	68.6	5	0	0	5	5.0
16:45 - 17:00	0	0	0	0	0.0	59	3	0	62	65.9	2	0	0	2	2.0
Hourly Total	**2**	**0**	**0**	**2**	**2.0**	**214**	**10**	**1**	**225**	**239.0**	**16**	**0**	**0**	**16**	**16.0**
17:00 - 17:15	0	0	0	0	0.0	56	0	0	56	56.0	4	0	0	4	4.0
17:15 - 17:30	0	0	0	0	0.0	53	3	0	56	59.9	5	0	0	5	5.0
17:30 - 17:45	0	0	0	0	0.0	63	2	0	65	67.6	6	1	0	7	8.3
17:45 - 18:00	0	0	0	0	0.0	52	0	1	53	54.0	4	0	0	4	4.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**224**	**5**	**1**	**230**	**237.5**	**19**	**1**	**0**	**20**	**21.3**
18:00 - 18:15	0	0	0	0	0.0	42	2	0	44	46.6	6	0	0	6	6.0
18:15 - 18:30	0	0	0	0	0.0	36	1	1	38	40.3	3	0	0	3	3.0
18:30 - 18:45	0	0	0	0	0.0	27	2	0	29	31.6	7	0	0	7	7.0
18:45 - 19:00	0	0	0	0	0.0	20	1	0	21	22.3	3	0	0	3	3.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**125**	**6**	**1**	**132**	**140.8**	**19**	**0**	**0**	**19**	**19.0**
TOTAL	**4**	**0**	**0**	**4**	**4.0**	**732**	**36**	**4**	**772**	**822.8**	**69**	**3**	**0**	**72**	**75.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Hingham, Tuesday 10th September 2024

From: 1) 07:00

To: 1) 10:00

Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red

Dereham Road		
To D	To C	To B
19	239	18
19	256.9	20.6

B1108 (West)			
To A	5	7.6
To B	833	898.2
To C	66	66

99.3	98	To A	B1108 (East)
643.6	573	To D	
185.6	169	To C	

56.6	248.6	166.1
53	232	144
To D	To A	To B
Attleborough Road		

Hingham, Tuesday 10th September 2024

Site 1

Queues are stationary vehicles each 15 minutes

TIME	Dereham Road	B1108 (East) RIGHT TURN	Attleborough Road	B1108 (West) RIGHT TURN
07:00	0	0	3	0
07:15	0	0	0	0
07:30	0	0	1	0
07:45	1	0	1	0
08:00	0	0	1	0
08:15	0	1	1	0
08:30	0	0	0	0
08:45	0	0	0	0
09:00	0	0	0	0
09:15	0	0	1	0
09:30	0	0	0	0
09:45	0	0	0	0
10:00	0	0	0	0
15:00	0	0	10	0
15:15	0	0	0	0
15:30	2	0	3	1
15:45	0	0	3	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	2	0	0	0
16:45	0	0	0	0
17:00	1	0	0	0
17:15	6	0	4	0
17:30	0	0	0	0
17:45	1	0	1	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	1
19:00	0	0	0	0

	Dereham Road	B1108 (East)	Attleborough Road	B1108 (West)
Average	0	0.25	0.5	0

	Dereham Road	B1108 (East)	Attleborough Road	B1108 (West)
Average	2	0	1.25	0

APPENDIX C

Hingham ATC, Attleborough Road

Direction: Northbound

Hour Beginning	Fri 06/09/2024	Sat 07/09/2024	Sun 08/09/2024	Mon 09/09/2024	Tue 10/09/2024	Wed 11/09/2024	Thu 12/09/2024	5-Day Ave.	7-Day Ave.
00:00	5	5	7	6	3	3	4	4	5
01:00	3	1	4	3	4	2	2	3	3
02:00	2	2	2	2	1	2	2	2	2
03:00	4	0	1	0	4	1	1	2	2
04:00	9	4	1	8	9	8	7	8	7
05:00	9	10	2	21	13	16	22	16	13
06:00	57	24	17	62	68	56	63	61	50
07:00	127	39	23	149	140	141	143	140	109
08:00	163	68	51	150	156	166	173	162	132
09:00	122	100	73	118	130	129	132	126	115
10:00	114	104	86	101	92	78	78	93	93
11:00	97	102	113	93	89	78	119	95	99
12:00	129	105	101	66	96	115	91	99	100
13:00	140	108	99	115	119	87	88	110	108
14:00	139	100	91	134	106	99	137	123	115
15:00	154	91	86	123	126	129	124	131	119
16:00	210	105	121	170	190	189	180	188	166
17:00	186	86	97	197	211	200	205	200	169
18:00	106	85	73	114	104	123	106	111	102
19:00	64	68	62	62	77	65	83	70	69
20:00	42	61	46	49	33	38	65	45	48
21:00	43	29	28	31	31	33	31	34	32
22:00	28	28	14	14	14	16	26	20	20
23:00	7	10	7	2	9	12	16	9	9
Total									
12H(7-19)	1687	1093	1014	1530	1559	1534	1576	1577	1428
16H(6-22)	1893	1275	1167	1734	1768	1726	1818	1788	1626
18H(6-24)	1928	1313	1188	1750	1791	1754	1860	1817	1655
24H(0-24)	1960	1335	1205	1790	1825	1786	1898	1852	1686
AM Peak	08:00	10:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
	163	104	113	150	156	166	173	162	132
PM Peak	16:00	13:00	16:00	17:00	17:00	17:00	17:00	17:00	17:00
	210	108	121	197	211	200	205	200	169

Paul Castle Associates

Direction: Southbound

Hour Beginning	Fri 06/09/2024	Sat 07/09/2024	Sun 08/09/2024	Mon 09/09/2024	Tue 10/09/2024	Wed 11/09/2024	Thu 12/09/2024	5-Day Ave.	7-Day Ave.
00:00	1	8	9	1	2	1	1	1	3
01:00	2	3	4	4	2	4	2	3	3
02:00	4	1	1	0	1	0	2	1	1
03:00	2	1	1	4	3	8	3	4	3
04:00	11	3	7	25	17	19	21	19	15
05:00	44	17	22	43	45	44	48	45	38
06:00	100	32	22	100	111	127	119	111	87
07:00	173	53	37	193	197	174	166	181	142
08:00	155	74	77	147	173	153	173	160	136
09:00	130	108	71	114	103	151	106	121	112
10:00	113	99	107	124	127	103	84	110	108
11:00	108	108	127	111	109	84	108	104	108
12:00	123	100	94	103	110	88	108	106	104
13:00	117	99	90	95	102	109	114	107	104
14:00	170	94	111	114	125	127	117	131	123
15:00	166	120	111	143	142	133	133	143	135
16:00	156	108	90	177	152	159	207	170	150
17:00	156	109	92	159	165	161	155	159	142
18:00	96	61	86	101	98	94	115	101	93
19:00	61	55	52	67	65	52	73	64	61
20:00	42	39	29	38	39	52	36	41	39
21:00	37	24	28	25	29	30	35	31	30
22:00	20	27	9	4	12	21	9	13	15
23:00	6	19	5	6	7	6	10	7	8
Total									
12H(7-19)	1663	1133	1093	1581	1603	1536	1586	1594	1456
16H(6-22)	1903	1283	1224	1811	1847	1797	1849	1841	1673
18H(6-24)	1929	1329	1238	1821	1866	1824	1868	1862	1696
24H(0-24)	1993	1362	1282	1898	1936	1900	1945	1934	1759
AM Peak	07:00	09:00	11:00	07:00	07:00	07:00	08:00	07:00	07:00
	173	108	127	193	197	174	173	181	142
PM Peak	14:00	15:00	14:00	16:00	17:00	17:00	16:00	16:00	16:00
	170	120	111	177	165	161	207	170	150

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Fri 06/09/2024	Sat 07/09/2024	Sun 08/09/2024	Mon 09/09/2024	Tue 10/09/2024	Wed 11/09/2024	Thu 12/09/2024	5-Day Ave.	7-Day Ave.
00:00	6	13	16	7	5	4	5	5	8
01:00	5	4	8	7	6	6	4	6	6
02:00	6	3	3	2	2	2	4	3	3
03:00	6	1	2	4	7	9	4	6	5
04:00	20	7	8	33	26	27	28	27	21
05:00	53	27	24	64	58	60	70	61	51
06:00	157	56	39	162	179	183	182	173	137
07:00	300	92	60	342	337	315	309	321	251
08:00	318	142	128	297	329	319	346	322	268
09:00	252	208	144	232	233	280	238	247	227
10:00	227	203	193	225	219	181	162	203	201
11:00	205	210	240	204	198	162	227	199	207
12:00	252	205	195	169	206	203	199	206	204
13:00	257	207	189	210	221	196	202	217	212
14:00	309	194	202	248	231	226	254	254	238
15:00	320	211	197	266	268	262	257	275	254
16:00	366	213	211	347	342	348	387	358	316
17:00	342	195	189	356	376	361	360	359	311
18:00	202	146	159	215	202	217	221	211	195
19:00	125	123	114	129	142	117	156	134	129
20:00	84	100	75	87	72	90	101	87	87
21:00	80	53	56	56	60	63	66	65	62
22:00	48	55	23	18	26	37	35	33	35
23:00	13	29	12	8	16	18	26	16	17
Total									
12H(7-19)	3350	2226	2107	3111	3162	3070	3162	3171	2884
16H(6-22)	3796	2558	2391	3545	3615	3523	3667	3629	3299
18H(6-24)	3857	2642	2426	3571	3657	3578	3728	3678	3351
24H(0-24)	3953	2697	2487	3688	3761	3686	3843	3786	3445
AM Peak	08:00	11:00	11:00	07:00	07:00	08:00	08:00	08:00	08:00
	318	210	240	342	337	319	346	322	268
PM Peak	16:00	16:00	16:00	17:00	17:00	17:00	16:00	17:00	16:00
	366	213	211	356	376	361	387	359	316

Paul Castle Associates

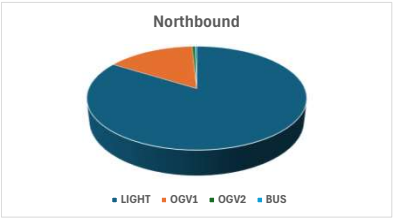
Hingham ATC, Attleborough Road

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 6 Sep 2024	1960	1625	320	8	7
Sat 7 Sep 2024	1335	1203	130	2	0
Sun 8 Sep 2024	1205	1095	109	1	0
Mon 9 Sep 2024	1790	1465	297	23	5
Tue 10 Sep 2024	1825	1483	316	19	7
Wed 11 Sep 2024	1786	1486	287	7	6
Thu 12 Sep 2024	1898	1536	351	4	7
5 Day Ave.	1852	1519	314	12	6
7 Day Ave.	1686	1413	259	9	5

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 6 Sep 2024	100.0%	82.9%	16.3%	0.4%	0.4%
Sat 7 Sep 2024	100.0%	90.1%	9.7%	0.1%	0.0%
Sun 8 Sep 2024	100.0%	90.9%	9.0%	0.1%	0.0%
Mon 9 Sep 2024	100.0%	81.8%	16.6%	1.3%	0.3%
Tue 10 Sep 2024	100.0%	81.3%	17.3%	1.0%	0.4%
Wed 11 Sep 2024	100.0%	83.2%	16.1%	0.4%	0.3%
Thu 12 Sep 2024	100.0%	80.9%	18.5%	0.2%	0.4%
5 Day Ave.	100.0%	82.0%	17.0%	0.7%	0.3%
7 Day Ave.	100.0%	83.8%	15.3%	0.5%	0.3%

Paul Castle Associates



Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 6 Sep 2024	1993	1638	331	9	15
Sat 7 Sep 2024	1362	1197	159	4	2
Sun 8 Sep 2024	1282	1159	122	1	0
Mon 9 Sep 2024	1898	1575	308	10	5
Tue 10 Sep 2024	1936	1591	325	10	10
Wed 11 Sep 2024	1900	1583	303	10	4
Thu 12 Sep 2024	1945	1605	322	14	4
5 Day Ave.	1934	1598	318	11	8
7 Day Ave.	1759	1478	267	8	6

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 6 Sep 2024	100.0%	82.2%	16.6%	0.5%	0.8%
Sat 7 Sep 2024	100.0%	87.9%	11.7%	0.3%	0.1%
Sun 8 Sep 2024	100.0%	90.4%	9.5%	0.1%	0.0%
Mon 9 Sep 2024	100.0%	83.0%	16.2%	0.5%	0.3%
Tue 10 Sep 2024	100.0%	82.2%	16.8%	0.5%	0.5%
Wed 11 Sep 2024	100.0%	83.3%	15.9%	0.5%	0.2%
Thu 12 Sep 2024	100.0%	82.5%	16.6%	0.7%	0.2%
5 Day Ave.	100.0%	82.6%	16.4%	0.5%	0.4%
7 Day Ave.	100.0%	84.0%	15.2%	0.5%	0.3%

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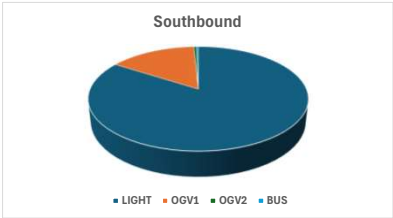

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 6 Sep 2024	3953	3263	651	17	22
Sat 7 Sep 2024	2697	2400	289	6	2
Sun 8 Sep 2024	2487	2254	231	2	0
Mon 9 Sep 2024	3688	3040	605	33	10
Tue 10 Sep 2024	3761	3074	641	29	17
Wed 11 Sep 2024	3686	3069	590	17	10
Thu 12 Sep 2024	3843	3141	673	18	11
5 Day Ave.	3786	3117	632	23	14
7 Day Ave.	3445	2892	526	17	10

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 6 Sep 2024	100.0%	82.5%	16.5%	0.4%	0.6%
Sat 7 Sep 2024	100.0%	89.0%	10.7%	0.2%	0.1%
Sun 8 Sep 2024	100.0%	90.6%	9.3%	0.1%	0.0%
Mon 9 Sep 2024	100.0%	82.4%	16.4%	0.9%	0.3%
Tue 10 Sep 2024	100.0%	81.7%	17.0%	0.8%	0.5%
Wed 11 Sep 2024	100.0%	83.3%	16.0%	0.5%	0.3%
Thu 12 Sep 2024	100.0%	81.7%	17.5%	0.5%	0.3%
5 Day Ave.	100.0%	82.3%	16.7%	0.6%	0.4%
7 Day Ave.	100.0%	83.9%	15.3%	0.5%	0.3%

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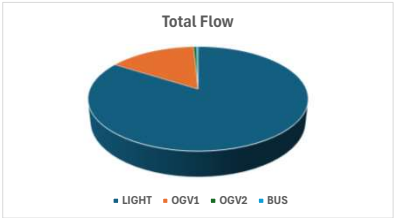

Hingham ATC, Attleborough Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	1960	37.1	32.0	4.9	2	2	13	87	561	800	406	78	10	0	1	0
Sat 7 Sep 2024	1335	37.7	32.2	5.3	4	11	14	35	329	595	274	61	12	0	0	0
Sun 8 Sep 2024	1205	37.1	31.9	5.0	2	7	5	42	358	498	241	42	9	1	0	0
Mon 9 Sep 2024	1790	36.9	31.8	4.9	2	4	9	94	525	730	356	63	5	2	0	0
Tue 10 Sep 2024	1825	36.7	31.3	5.2	1	3	25	147	530	718	333	57	10	1	0	0
Wed 11 Sep 2024	1786	36.9	32.0	4.7	1	0	10	77	484	784	361	61	7	1	0	0
Thu 12 Sep 2024	1898	37.0	31.7	5.1	0	4	23	95	570	746	381	68	9	1	0	1
5 Day Ave.	1852	36.9	31.8	5.0	1	3	16	100	534	756	367	65	8	1	0	0
7 Day Ave.	1686	37.1	31.9	5.0	2	4	14	82	480	696	336	61	9	1	0	0

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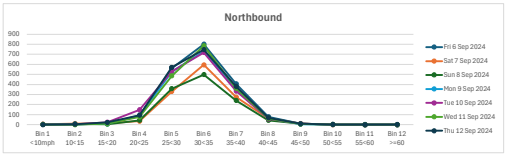
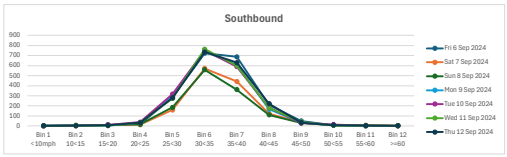


Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	1993	40.4	34.9	5.3	0	2	7	17	288	723	687	207	50	7	4	1
Sat 7 Sep 2024	1362	40.4	34.8	5.4	2	0	9	12	159	571	442	121	31	8	5	2
Sun 8 Sep 2024	1282	40.0	34.3	5.5	1	4	10	16	184	557	360	110	28	8	3	1
Mon 9 Sep 2024	1898	39.7	34.2	5.3	3	5	5	33	298	738	609	165	33	8	0	1
Tue 10 Sep 2024	1936	39.8	34.3	5.4	0	2	10	38	316	752	589	183	30	13	2	1
Wed 11 Sep 2024	1900	39.9	34.5	5.2	1	4	3	32	273	763	599	178	39	4	3	1
Thu 12 Sep 2024	1945	40.1	34.7	5.2	0	2	6	31	278	734	629	221	34	7	2	1
5 Day Ave.	1934	40.0	34.5	5.3	1	3	6	30	291	742	623	191	37	8	2	1
7 Day Ave.	1759	40.0	34.5	5.3	1	3	7	26	257	691	559	169	35	8	3	1

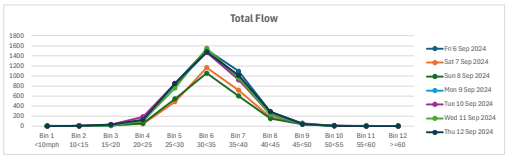
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	3953	39.0	33.5	5.3	2	4	20	104	849	1523	1093	285	60	7	5	1
Sat 7 Sep 2024	2697	39.2	33.5	5.5	6	11	23	47	488	1166	716	182	43	8	5	2
Sun 8 Sep 2024	2487	38.7	33.1	5.4	3	11	15	58	542	1055	601	152	37	9	3	1
Mon 9 Sep 2024	3688	38.5	33.0	5.3	5	9	14	127	823	1468	965	228	38	10	0	1
Tue 10 Sep 2024	3761	38.5	32.8	5.5	1	5	35	185	846	1470	922	240	40	14	2	1
Wed 11 Sep 2024	3686	38.6	33.3	5.1	2	4	13	109	757	1547	960	239	46	5	3	1
Thu 12 Sep 2024	3843	38.8	33.2	5.4	0	6	29	126	848	1480	1010	289	43	8	2	2
5 Day Ave.	3786	38.7	33.2	5.3	2	6	22	130	825	1498	990	256	45	9	2	1
7 Day Ave.	3445	38.8	33.2	5.4	3	7	21	108	736	1387	895	231	44	9	3	1

Paul Castle Associates



Hingham ATC, Attleborough Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	211	35.4	30.7	4.5	0	0	0	14	85	83	23	4	2	0	0	0
Sat 7 Sep 2024	206	37.1	31.5	5.4	0	2	7	5	56	92	35	8	1	0	0	0
Sun 8 Sep 2024	199	36.4	31.2	5.0	0	3	2	7	61	89	32	4	1	0	0	0
Mon 9 Sep 2024	194	35.8	31.0	4.6	0	0	0	14	72	72	33	1	2	0	0	0
Tue 10 Sep 2024	181	33.9	29.0	4.7	0	0	3	29	79	52	16	2	0	0	0	0
Wed 11 Sep 2024	156	36.0	31.8	4.1	0	0	0	7	43	74	30	2	0	0	0	0
Thu 12 Sep 2024	197	34.8	29.9	4.6	0	1	0	15	96	64	15	4	2	0	0	0
5 Day Ave.	188	35.2	30.5	4.5	0	0	1	16	75	69	23	3	1	0	0	0
7 Day Ave.	192	35.6	30.7	4.7	0	1	2	13	70	75	26	4	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	221	39.4	33.8	5.4	0	1	1	2	46	89	58	17	6	1	0	0
Sat 7 Sep 2024	207	39.5	34.3	5.0	0	0	1	3	27	96	59	14	6	1	0	0
Sun 8 Sep 2024	234	39.4	33.4	5.8	0	0	3	4	54	96	53	15	6	2	1	0
Mon 9 Sep 2024	235	36.8	32.2	4.4	0	0	0	4	76	97	50	7	0	1	0	0
Tue 10 Sep 2024	236	37.5	31.8	5.4	0	1	6	9	65	96	47	10	1	1	0	0
Wed 11 Sep 2024	187	40.0	33.7	6.1	1	1	2	3	28	86	45	16	4	0	0	1
Thu 12 Sep 2024	192	38.0	32.9	4.9	0	0	1	6	39	93	37	14	2	0	0	0
5 Day Ave.	214	38.3	32.9	5.3	0	1	2	5	51	92	47	13	3	1	0	0
7 Day Ave.	216	38.7	33.2	5.3	0	0	2	4	48	93	50	13	4	1	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	432	37.7	32.3	5.2	0	1	1	16	131	172	81	21	8	1	0	0
Sat 7 Sep 2024	413	38.5	32.9	5.4	0	2	8	8	83	188	94	22	7	1	0	0
Sun 8 Sep 2024	433	38.2	32.4	5.6	0	3	5	11	115	185	85	19	7	2	1	0
Mon 9 Sep 2024	429	36.4	31.6	4.6	0	0	0	18	148	169	83	8	2	1	0	0
Tue 10 Sep 2024	417	36.1	30.6	5.3	0	1	9	38	144	148	63	12	1	1	0	0
Wed 11 Sep 2024	343	38.4	32.8	5.4	1	1	2	10	71	160	75	18	4	0	0	1
Thu 12 Sep 2024	389	36.6	31.4	5.0	0	1	1	21	135	157	52	18	4	0	0	0
5 Day Ave.	402	37.0	31.8	5.1	0	1	3	21	126	161	71	15	4	1	0	0
7 Day Ave.	408	37.4	32.0	5.2	0	1	4	17	118	168	76	17	5	1	0	0

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	293	36.3	31.1	5.1	0	1	7	18	89	121	48	9	0	0	0	0
Sat 7 Sep 2024	191	38.0	32.3	5.5	0	5	0	2	52	74	50	6	2	0	0	0
Sun 8 Sep 2024	177	36.6	31.3	5.1	1	2	0	4	61	78	23	7	1	0	0	0
Mon 9 Sep 2024	257	36.3	31.2	4.9	0	0	2	22	74	112	37	9	1	0	0	0
Tue 10 Sep 2024	232	36.6	31.9	4.6	0	0	1	12	65	98	51	4	1	0	0	0
Wed 11 Sep 2024	228	36.2	31.7	4.3	0	0	0	9	70	102	41	6	0	0	0	0
Thu 12 Sep 2024	261	36.8	31.9	4.7	0	1	0	8	82	111	47	11	1	0	0	0
5 Day Ave.	254	36.4	31.6	4.7	0	0	2	14	76	109	45	8	1	0	0	0
7 Day Ave.	234	36.7	31.6	4.9	0	1	1	11	70	99	42	7	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	336	38.8	34.0	4.7	0	1	1	5	48	148	106	25	1	1	0	0
Sat 7 Sep 2024	214	40.9	34.7	6.0	0	0	3	1	29	90	66	18	3	1	1	2
Sun 8 Sep 2024	222	39.3	33.6	5.5	0	1	2	1	41	103	53	16	4	0	0	1
Mon 9 Sep 2024	257	38.8	32.7	5.9	3	2	2	9	53	96	75	16	1	0	0	0
Tue 10 Sep 2024	267	38.8	33.9	4.7	0	1	0	4	44	109	88	20	0	1	0	0
Wed 11 Sep 2024	260	38.7	33.8	4.7	0	0	0	5	46	112	75	18	4	0	0	0
Thu 12 Sep 2024	250	39.3	33.8	5.3	0	0	2	4	46	106	69	20	1	1	0	1
5 Day Ave.	274	38.9	33.6	5.1	1	1	1	5	47	114	83	20	1	1	0	0
7 Day Ave.	258	39.2	33.8	5.3	0	1	1	4	44	109	76	19	2	1	0	1

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 6 Sep 2024	629	37.9	32.6	5.1	0	2	8	23	137	269	154	34	1	1	0	0
Sat 7 Sep 2024	405	39.7	33.5	5.9	0	5	3	3	81	164	116	24	5	1	1	2
Sun 8 Sep 2024	399	38.2	32.6	5.4	1	3	2	5	102	181	76	23	5	0	0	1
Mon 9 Sep 2024	514	37.6	32.0	5.5	3	2	4	31	127	208	112	25	2	0	0	0
Tue 10 Sep 2024	499	37.9	33.0	4.8	0	1	1	16	109	207	139	24	1	1	0	0
Wed 11 Sep 2024	488	37.6	32.8	4.6	0	0	0	14	116	214	116	24	4	0	0	0
Thu 12 Sep 2024	511	38.1	32.8	5.1	0	1	2	12	128	217	116	31	2	1	0	1
5 Day Ave.	528	37.8	32.6	5.0	1	1	3	19	123	223	127	28	2	1	0	0
7 Day Ave.	492	38.1	32.8	5.2	1	2	3	15	114	209	118	26	3	1	0	1

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

06/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	3	2	1	0	0
02:00	2	2	0	0	0
03:00	4	4	0	0	0
04:00	9	8	1	0	0
05:00	9	4	4	1	0
06:00	57	40	17	0	0
07:00	127	105	20	0	2
08:00	163	130	32	0	1
09:00	122	96	25	0	1
10:00	114	92	21	1	0
11:00	97	79	17	0	1
12:00	129	105	22	2	0
13:00	140	113	25	1	1
14:00	139	105	32	2	0
15:00	154	127	27	0	0
16:00	210	176	33	1	0
17:00	186	172	14	0	0
18:00	106	93	12	0	1
19:00	64	54	10	0	0
20:00	42	37	5	0	0
21:00	43	41	2	0	0
22:00	28	28	0	0	0
23:00	7	7	0	0	0
Total 12H(7-19)	1687	1393	280	7	7
16H(6-22)	1893	1565	314	7	7
18H(6-24)	1928	1600	314	7	7
24H(0-24)	1960	1625	320	8	7
AM Peak	08:00	08:00	08:00	05:00	07:00
	163	130	32	1	2
PM Peak	16:00	16:00	16:00	12:00	13:00
	210	176	33	2	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	1	0	0	1
02:00	4	3	1	0	0
03:00	2	2	0	0	0
04:00	11	10	1	0	0
05:00	44	37	7	0	0
06:00	100	73	26	0	1
07:00	173	138	35	0	0
08:00	155	126	28	0	1
09:00	130	108	19	1	2
10:00	113	86	24	1	2
11:00	108	81	25	0	2
12:00	123	100	22	0	1
13:00	117	99	17	0	1
14:00	170	137	28	3	2
15:00	166	135	30	0	1
16:00	156	128	26	1	1
17:00	156	140	15	1	0
18:00	96	84	10	2	0
19:00	61	57	4	0	0
20:00	42	38	4	0	0
21:00	37	31	6	0	0
22:00	20	18	2	0	0
23:00	6	5	1	0	0
Total 12H(7-19)	1663	1362	279	9	13
16H(6-22)	1903	1561	319	9	14
18H(6-24)	1929	1584	322	9	14
24H(0-24)	1993	1638	331	9	15
AM Peak	07:00	07:00	07:00	09:00	09:00
	173	138	35	1	2
PM Peak	14:00	17:00	15:00	14:00	14:00
	170	140	30	3	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	5	3	1	0	1
02:00	6	5	1	0	0
03:00	6	6	0	0	0
04:00	20	18	2	0	0
05:00	53	41	11	1	0
06:00	157	113	43	0	1
07:00	300	243	55	0	2
08:00	318	256	60	0	2
09:00	252	204	44	1	3
10:00	227	178	45	2	2
11:00	205	160	42	0	3
12:00	252	205	44	2	1
13:00	257	212	42	1	2
14:00	309	242	60	5	2
15:00	320	262	57	0	1
16:00	366	304	59	2	1
17:00	342	312	29	1	0
18:00	202	177	22	2	1
19:00	125	111	14	0	0
20:00	84	75	9	0	0
21:00	80	72	8	0	0
22:00	48	46	2	0	0
23:00	13	12	1	0	0
Total 12H(7-19)	3350	2755	559	16	20
16H(6-22)	3796	3126	633	16	21
18H(6-24)	3857	3184	636	16	21
24H(0-24)	3953	3263	651	17	22
AM Peak	08:00	08:00	08:00	10:00	09:00
	318	256	60	2	3
PM Peak	16:00	17:00	14:00	14:00	13:00
	366	312	60	5	2

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

07/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	4	4	0	0	0
05:00	10	9	1	0	0
06:00	24	21	3	0	0
07:00	39	28	11	0	0
08:00	68	59	9	0	0
09:00	100	86	14	0	0
10:00	104	94	9	1	0
11:00	102	89	13	0	0
12:00	105	102	3	0	0
13:00	108	99	9	0	0
14:00	100	89	11	0	0
15:00	91	83	8	0	0
16:00	105	92	12	1	0
17:00	86	80	6	0	0
18:00	85	76	9	0	0
19:00	68	62	6	0	0
20:00	61	59	2	0	0
21:00	29	27	2	0	0
22:00	28	27	1	0	0
23:00	10	10	0	0	0
Total 12H(7-19)	1093	977	114	2	0
16H(6-22)	1275	1146	127	2	0
18H(6-24)	1313	1183	128	2	0
24H(0-24)	1335	1203	130	2	0
AM Peak	10:00	10:00	09:00	10:00	00:00
	104	94	14	1	0
PM Peak	13:00	12:00	16:00	16:00	12:00
	108	102	12	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	3	1	1	0	1
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	3	1	1	1	0
05:00	17	15	2	0	0
06:00	32	27	5	0	0
07:00	53	42	11	0	0
08:00	74	60	12	1	1
09:00	108	97	11	0	0
10:00	99	86	13	0	0
11:00	108	98	9	1	0
12:00	100	86	14	0	0
13:00	99	86	13	0	0
14:00	94	87	7	0	0
15:00	120	108	12	0	0
16:00	108	101	7	0	0
17:00	109	96	12	1	0
18:00	61	49	12	0	0
19:00	55	47	8	0	0
20:00	39	35	4	0	0
21:00	24	23	1	0	0
22:00	27	25	2	0	0
23:00	19	18	1	0	0
Total 12H(7-19)	1133	996	133	3	1
16H(6-22)	1283	1128	151	3	1
18H(6-24)	1329	1171	154	3	1
24H(0-24)	1362	1197	159	4	2
AM Peak	09:00	11:00	10:00	04:00	01:00
	108	98	13	1	1
PM Peak	15:00	15:00	12:00	17:00	12:00
	120	108	14	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	11	2	0	0
01:00	4	2	1	0	1
02:00	3	3	0	0	0
03:00	1	1	0	0	0
04:00	7	5	1	1	0
05:00	27	24	3	0	0
06:00	56	48	8	0	0
07:00	92	70	22	0	0
08:00	142	119	21	1	1
09:00	208	183	25	0	0
10:00	203	180	22	1	0
11:00	210	187	22	1	0
12:00	205	188	17	0	0
13:00	207	185	22	0	0
14:00	194	176	18	0	0
15:00	211	191	20	0	0
16:00	213	193	19	1	0
17:00	195	176	18	1	0
18:00	146	125	21	0	0
19:00	123	109	14	0	0
20:00	100	94	6	0	0
21:00	53	50	3	0	0
22:00	55	52	3	0	0
23:00	29	28	1	0	0
Total 12H(7-19)	2226	1973	247	5	1
16H(6-22)	2558	2274	278	5	1
18H(6-24)	2642	2354	282	5	1
24H(0-24)	2697	2400	289	6	2
AM Peak	11:00	11:00	09:00	04:00	01:00
	210	187	25	1	1
PM Peak	16:00	16:00	13:00	16:00	12:00
	213	193	22	1	0

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

08/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	6	1	0	0
01:00	4	4	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	17	16	1	0	0
07:00	23	19	4	0	0
08:00	51	39	12	0	0
09:00	73	68	5	0	0
10:00	86	80	6	0	0
11:00	113	103	10	0	0
12:00	101	93	8	0	0
13:00	99	91	8	0	0
14:00	91	81	10	0	0
15:00	86	76	10	0	0
16:00	121	111	10	0	0
17:00	97	90	6	1	0
18:00	73	69	4	0	0
19:00	62	56	6	0	0
20:00	46	43	3	0	0
21:00	28	24	4	0	0
22:00	14	13	1	0	0
23:00	7	7	0	0	0
Total 12H(7-19)	1014	920	93	1	0
16H(6-22)	1167	1059	107	1	0
18H(6-24)	1188	1079	108	1	0
24H(0-24)	1205	1095	109	1	0
AM Peak	11:00	11:00	08:00	00:00	00:00
	113	103	12	0	0
PM Peak	16:00	16:00	14:00	17:00	12:00
	121	111	10	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	1	0	0
01:00	4	4	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	7	5	2	0	0
05:00	22	22	0	0	0
06:00	22	17	5	0	0
07:00	37	33	4	0	0
08:00	77	69	8	0	0
09:00	71	65	6	0	0
10:00	107	95	12	0	0
11:00	127	115	12	0	0
12:00	94	87	6	1	0
13:00	90	82	8	0	0
14:00	111	100	11	0	0
15:00	111	103	8	0	0
16:00	90	81	9	0	0
17:00	92	84	8	0	0
18:00	86	77	9	0	0
19:00	52	47	5	0	0
20:00	29	28	1	0	0
21:00	28	22	6	0	0
22:00	9	9	0	0	0
23:00	5	4	1	0	0
Total 12H(7-19)	1093	991	101	1	0
16H(6-22)	1224	1105	118	1	0
18H(6-24)	1238	1118	119	1	0
24H(0-24)	1282	1159	122	1	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	127	115	12	0	0
PM Peak	14:00	15:00	14:00	12:00	12:00
	111	103	11	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	14	2	0	0
01:00	8	8	0	0	0
02:00	3	3	0	0	0
03:00	2	2	0	0	0
04:00	8	6	2	0	0
05:00	24	24	0	0	0
06:00	39	33	6	0	0
07:00	60	52	8	0	0
08:00	128	108	20	0	0
09:00	144	133	11	0	0
10:00	193	175	18	0	0
11:00	240	218	22	0	0
12:00	195	180	14	1	0
13:00	189	173	16	0	0
14:00	202	181	21	0	0
15:00	197	179	18	0	0
16:00	211	192	19	0	0
17:00	189	174	14	1	0
18:00	159	146	13	0	0
19:00	114	103	11	0	0
20:00	75	71	4	0	0
21:00	56	46	10	0	0
22:00	23	22	1	0	0
23:00	12	11	1	0	0
Total 12H(7-19)	2107	1911	194	2	0
16H(6-22)	2391	2164	225	2	0
18H(6-24)	2426	2197	227	2	0
24H(0-24)	2487	2254	231	2	0
AM Peak	11:00	11:00	11:00	00:00	00:00
	240	218	22	0	0
PM Peak	16:00	16:00	14:00	12:00	12:00
	211	192	21	1	0

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

09/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	3	3	0	0	0
02:00	2	1	1	0	0
03:00	0	0	0	0	0
04:00	8	7	0	1	0
05:00	21	12	8	1	0
06:00	62	49	12	1	0
07:00	149	124	20	3	2
08:00	150	124	23	3	0
09:00	118	85	30	3	0
10:00	101	81	17	2	1
11:00	93	74	18	1	0
12:00	66	49	16	1	0
13:00	115	91	23	1	0
14:00	134	111	20	3	0
15:00	123	99	22	0	2
16:00	170	138	31	1	0
17:00	197	167	28	2	0
18:00	114	99	15	0	0
19:00	62	56	6	0	0
20:00	49	48	1	0	0
21:00	31	26	5	0	0
22:00	14	14	0	0	0
23:00	2	1	1	0	0
Total 12H(7-19)	1530	1242	263	20	5
16H(6-22)	1734	1421	287	21	5
18H(6-24)	1750	1436	288	21	5
24H(0-24)	1790	1465	297	23	5
AM Peak	08:00	07:00	09:00	07:00	07:00
	150	124	30	3	2
PM Peak	17:00	17:00	16:00	14:00	15:00
	197	167	31	3	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	4	2	2	0	0
04:00	25	19	6	0	0
05:00	43	37	5	1	0
06:00	100	83	17	0	0
07:00	193	156	37	0	0
08:00	147	115	30	1	1
09:00	114	90	24	0	0
10:00	124	101	22	1	0
11:00	111	96	15	0	0
12:00	103	91	11	0	1
13:00	95	76	18	0	1
14:00	114	94	20	0	0
15:00	143	117	21	4	1
16:00	177	142	34	0	1
17:00	159	138	19	2	0
18:00	101	86	14	1	0
19:00	67	61	6	0	0
20:00	38	36	2	0	0
21:00	25	21	4	0	0
22:00	4	4	0	0	0
23:00	6	5	1	0	0
Total 12H(7-19)	1581	1302	265	9	5
16H(6-22)	1811	1503	294	9	5
18H(6-24)	1821	1512	295	9	5
24H(0-24)	1898	1575	308	10	5
AM Peak	07:00	07:00	07:00	05:00	08:00
	193	156	37	1	1
PM Peak	16:00	16:00	16:00	15:00	12:00
	177	142	34	4	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	7	0	0	0
01:00	7	7	0	0	0
02:00	2	1	1	0	0
03:00	4	2	2	0	0
04:00	33	26	6	1	0
05:00	64	49	13	2	0
06:00	162	132	29	1	0
07:00	342	280	57	3	2
08:00	297	239	53	4	1
09:00	232	175	54	3	0
10:00	225	182	39	3	1
11:00	204	170	33	1	0
12:00	169	140	27	1	1
13:00	210	167	41	1	1
14:00	248	205	40	3	0
15:00	266	216	43	4	3
16:00	347	280	65	1	1
17:00	356	305	47	4	0
18:00	215	185	29	1	0
19:00	129	117	12	0	0
20:00	87	84	3	0	0
21:00	56	47	9	0	0
22:00	18	18	0	0	0
23:00	8	6	2	0	0
Total 12H(7-19)	3111	2544	528	29	10
16H(6-22)	3545	2924	581	30	10
18H(6-24)	3571	2948	583	30	10
24H(0-24)	3688	3040	605	33	10
AM Peak	07:00	07:00	07:00	08:00	07:00
	342	280	57	4	2
PM Peak	17:00	17:00	16:00	15:00	15:00
	356	305	65	4	3

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

10/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	4	3	1	0	0
02:00	1	1	0	0	0
03:00	4	2	2	0	0
04:00	9	8	1	0	0
05:00	13	10	3	0	0
06:00	68	53	14	1	0
07:00	140	116	20	2	2
08:00	156	124	32	0	0
09:00	130	89	39	1	1
10:00	92	68	21	2	1
11:00	89	72	15	2	0
12:00	96	74	21	1	0
13:00	119	91	25	3	0
14:00	106	81	22	2	1
15:00	126	104	20	1	1
16:00	190	156	30	3	1
17:00	211	185	25	1	0
18:00	104	95	9	0	0
19:00	77	69	8	0	0
20:00	33	32	1	0	0
21:00	31	28	3	0	0
22:00	14	12	2	0	0
23:00	9	8	1	0	0
Total 12H(7-19)	1559	1255	279	18	7
16H(6-22)	1768	1437	305	19	7
18H(6-24)	1791	1457	308	19	7
24H(0-24)	1825	1483	316	19	7
AM Peak	08:00	08:00	09:00	07:00	07:00
	156	124	39	2	2
PM Peak	17:00	17:00	16:00	13:00	14:00
	211	185	30	3	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	2	1	0	0	1
02:00	1	1	0	0	0
03:00	3	2	1	0	0
04:00	17	14	3	0	0
05:00	45	38	7	0	0
06:00	111	85	26	0	0
07:00	197	160	36	0	1
08:00	173	142	29	2	0
09:00	103	81	21	0	1
10:00	127	100	22	1	4
11:00	109	91	16	2	0
12:00	110	98	12	0	0
13:00	102	78	23	1	0
14:00	125	100	24	1	0
15:00	142	111	29	0	2
16:00	152	128	23	0	1
17:00	165	143	21	1	0
18:00	98	84	12	2	0
19:00	65	60	5	0	0
20:00	39	33	6	0	0
21:00	29	24	5	0	0
22:00	12	9	3	0	0
23:00	7	7	0	0	0
Total 12H(7-19)	1603	1316	268	10	9
16H(6-22)	1847	1518	310	10	9
18H(6-24)	1866	1534	313	10	9
24H(0-24)	1936	1591	325	10	10
AM Peak	07:00	07:00	07:00	08:00	10:00
	197	160	36	2	4
PM Peak	17:00	17:00	15:00	18:00	15:00
	165	143	29	2	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	3	2	0	0
01:00	6	4	1	0	1
02:00	2	2	0	0	0
03:00	7	4	3	0	0
04:00	26	22	4	0	0
05:00	58	48	10	0	0
06:00	179	138	40	1	0
07:00	337	276	56	2	3
08:00	329	266	61	2	0
09:00	233	170	60	1	2
10:00	219	168	43	3	5
11:00	198	163	31	4	0
12:00	206	172	33	1	0
13:00	221	169	48	4	0
14:00	231	181	46	3	1
15:00	268	215	49	1	3
16:00	342	284	53	3	2
17:00	376	328	46	2	0
18:00	202	179	21	2	0
19:00	142	129	13	0	0
20:00	72	65	7	0	0
21:00	60	52	8	0	0
22:00	26	21	5	0	0
23:00	16	15	1	0	0
Total 12H(7-19)	3162	2571	547	28	16
16H(6-22)	3615	2955	615	29	16
18H(6-24)	3657	2991	621	29	16
24H(0-24)	3761	3074	641	29	17
AM Peak	07:00	07:00	08:00	11:00	10:00
	337	276	61	4	5
PM Peak	17:00	17:00	16:00	13:00	15:00
	376	328	53	4	3

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

11/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	2	1	0	1	0
02:00	2	2	0	0	0
03:00	1	0	0	1	0
04:00	8	8	0	0	0
05:00	16	10	6	0	0
06:00	56	38	17	0	1
07:00	141	118	21	0	2
08:00	166	131	34	0	1
09:00	129	98	28	3	0
10:00	78	59	19	0	0
11:00	78	65	13	0	0
12:00	115	97	17	0	1
13:00	87	72	14	1	0
14:00	99	83	15	1	0
15:00	129	107	21	0	1
16:00	189	164	25	0	0
17:00	200	169	31	0	0
18:00	123	108	15	0	0
19:00	65	60	5	0	0
20:00	38	33	5	0	0
21:00	33	33	0	0	0
22:00	16	15	1	0	0
23:00	12	12	0	0	0
Total 12H(7-19)	1534	1271	253	5	5
16H(6-22)	1726	1435	280	5	6
18H(6-24)	1754	1462	281	5	6
24H(0-24)	1786	1486	287	7	6
AM Peak	08:00	08:00	08:00	09:00	07:00
	166	131	34	3	2
PM Peak	17:00	17:00	17:00	13:00	12:00
	200	169	31	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	4	3	0	0	1
02:00	0	0	0	0	0
03:00	8	4	4	0	0
04:00	19	16	3	0	0
05:00	44	39	5	0	0
06:00	127	99	27	1	0
07:00	174	142	32	0	0
08:00	153	130	22	1	0
09:00	151	128	22	1	0
10:00	103	84	17	2	0
11:00	84	71	13	0	0
12:00	88	78	10	0	0
13:00	109	91	17	1	0
14:00	127	97	29	0	1
15:00	133	110	22	1	0
16:00	159	128	29	1	1
17:00	161	137	22	2	0
18:00	94	84	9	0	1
19:00	52	51	1	0	0
20:00	52	42	10	0	0
21:00	30	26	4	0	0
22:00	21	16	5	0	0
23:00	6	6	0	0	0
Total 12H(7-19)	1536	1280	244	9	3
16H(6-22)	1797	1498	286	10	3
18H(6-24)	1824	1520	291	10	3
24H(0-24)	1900	1583	303	10	4
AM Peak	07:00	07:00	07:00	10:00	01:00
	174	142	32	2	1
PM Peak	17:00	17:00	14:00	17:00	14:00
	161	137	29	2	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	6	4	0	1	1
02:00	2	2	0	0	0
03:00	9	4	4	1	0
04:00	27	24	3	0	0
05:00	60	49	11	0	0
06:00	183	137	44	1	1
07:00	315	260	53	0	2
08:00	319	261	56	1	1
09:00	280	226	50	4	0
10:00	181	143	36	2	0
11:00	162	136	26	0	0
12:00	203	175	27	0	1
13:00	196	163	31	2	0
14:00	226	180	44	1	1
15:00	262	217	43	1	1
16:00	348	292	54	1	1
17:00	361	306	53	2	0
18:00	217	192	24	0	1
19:00	117	111	6	0	0
20:00	90	75	15	0	0
21:00	63	59	4	0	0
22:00	37	31	6	0	0
23:00	18	18	0	0	0
Total 12H(7-19)	3070	2551	497	14	8
16H(6-22)	3523	2933	566	15	9
18H(6-24)	3578	2982	572	15	9
24H(0-24)	3686	3069	590	17	10
AM Peak	08:00	08:00	08:00	09:00	07:00
	319	261	56	4	2
PM Peak	17:00	17:00	16:00	13:00	12:00
	361	306	54	2	1

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

12/09/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	3	1	0	0
01:00	2	2	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	7	7	0	0	0
05:00	22	16	6	0	0
06:00	63	50	13	0	0
07:00	143	112	29	0	2
08:00	173	139	34	0	0
09:00	132	95	37	0	0
10:00	78	57	20	1	0
11:00	119	93	25	0	1
12:00	91	70	20	1	0
13:00	88	74	12	1	1
14:00	137	105	30	1	1
15:00	124	91	32	0	1
16:00	180	153	26	0	1
17:00	205	181	24	0	0
18:00	106	89	17	0	0
19:00	83	73	10	0	0
20:00	65	56	9	0	0
21:00	31	27	4	0	0
22:00	26	25	1	0	0
23:00	16	15	1	0	0
Total 12H(7-19)	1576	1259	306	4	7
16H(6-22)	1818	1465	342	4	7
18H(6-24)	1860	1505	344	4	7
24H(0-24)	1898	1536	351	4	7
AM Peak	08:00	08:00	09:00	10:00	07:00
	173	139	37	1	2
PM Peak	17:00	17:00	15:00	12:00	13:00
	205	181	32	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	0	1	0	1
02:00	2	2	0	0	0
03:00	3	2	1	0	0
04:00	21	15	6	0	0
05:00	48	38	9	1	0
06:00	119	89	29	1	0
07:00	166	131	34	1	0
08:00	173	148	25	0	0
09:00	106	89	17	0	0
10:00	84	72	12	0	0
11:00	108	76	29	2	1
12:00	108	91	16	1	0
13:00	114	94	19	1	0
14:00	117	90	26	0	1
15:00	133	113	19	1	0
16:00	207	180	25	1	1
17:00	155	133	21	1	0
18:00	115	99	14	2	0
19:00	73	64	8	1	0
20:00	36	30	6	0	0
21:00	35	31	4	0	0
22:00	9	8	0	1	0
23:00	10	9	1	0	0
Total 12H(7-19)	1586	1316	257	10	3
16H(6-22)	1849	1530	304	12	3
18H(6-24)	1868	1547	305	13	3
24H(0-24)	1945	1605	322	14	4
AM Peak	08:00	08:00	07:00	11:00	01:00
	173	148	34	2	1
PM Peak	16:00	16:00	14:00	18:00	14:00
	207	180	26	2	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	4	2	1	0	1
02:00	4	4	0	0	0
03:00	4	3	1	0	0
04:00	28	22	6	0	0
05:00	70	54	15	1	0
06:00	182	139	42	1	0
07:00	309	243	63	1	2
08:00	346	287	59	0	0
09:00	238	184	54	0	0
10:00	162	129	32	1	0
11:00	227	169	54	2	2
12:00	199	161	36	2	0
13:00	202	168	31	2	1
14:00	254	195	56	1	2
15:00	257	204	51	1	1
16:00	387	333	51	1	2
17:00	360	314	45	1	0
18:00	221	188	31	2	0
19:00	156	137	18	1	0
20:00	101	86	15	0	0
21:00	66	58	8	0	0
22:00	35	33	1	1	0
23:00	26	24	2	0	0
Total 12H(7-19)	3162	2575	563	14	10
16H(6-22)	3667	2995	646	16	10
18H(6-24)	3728	3052	649	17	10
24H(0-24)	3843	3141	673	18	11
AM Peak	08:00	08:00	07:00	11:00	07:00
	346	287	63	2	2
PM Peak	16:00	16:00	14:00	12:00	14:00
	387	333	56	2	2

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

06/09/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	38.8	32.5	6.1	0	0	0	1	0	2	2	0	0	0	0	0
01:00	3	38.8	35.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	4	39.8	32.5	7.1	0	0	0	0	2	1	0	1	0	0	0	0
04:00	9	39.3	34.2	5.0	0	0	0	0	1	6	0	2	0	0	0	0
05:00	9	39.8	33.6	6.0	0	0	0	0	3	3	1	2	0	0	0	0
06:00	57	38.9	33.2	5.5	1	0	0	0	11	25	17	2	1	0	0	0
07:00	127	37.9	33.0	4.8	0	0	0	3	36	41	40	7	0	0	0	0
08:00	163	36.8	31.9	4.7	0	0	0	6	51	72	24	9	1	0	0	0
09:00	122	36.2	30.7	5.3	1	1	1	8	43	42	25	1	0	0	0	0
10:00	114	35.6	30.9	4.6	0	0	0	10	37	51	13	2	1	0	0	0
11:00	97	35.1	30.5	4.4	0	0	0	4	48	32	10	2	1	0	0	0
12:00	129	35.1	30.5	4.4	0	0	1	11	47	51	18	1	0	0	0	0
13:00	140	36.8	31.9	4.7	0	0	0	11	36	55	35	3	0	0	0	0
14:00	139	36.3	30.8	5.3	0	0	5	10	43	55	21	5	0	0	0	0
15:00	154	36.4	31.3	4.9	0	1	2	8	46	66	27	4	0	0	0	0
16:00	210	37.9	32.7	4.9	0	0	3	4	51	89	49	13	1	0	0	0
17:00	186	36.9	32.4	4.3	0	0	0	3	50	91	34	6	2	0	0	0
18:00	106	37.8	33.3	4.4	0	0	1	1	20	48	31	5	0	0	0	0
19:00	64	38.9	33.6	5.1	0	0	0	1	15	24	19	3	2	0	0	0
20:00	42	38.4	32.3	5.9	0	0	0	6	9	11	13	3	0	0	0	0
21:00	43	39.4	34.5	4.8	0	0	0	0	6	21	10	5	1	0	0	0
22:00	28	38.6	34.1	4.3	0	0	0	0	5	11	10	2	0	0	0	0
23:00	7	47.9	38.2	9.3	0	0	0	0	1	1	4	0	0	0	1	0
Total																
2H(10-12)	211	35.4	30.7	4.5	0	0	0	14	85	83	23	4	2	0	0	0
2H(14-16)	293	36.3	31.1	5.1	0	1	7	18	89	121	48	9	0	0	0	0
12H(7-19)	1687	36.7	31.7	4.8	1	2	13	79	508	693	327	58	6	0	0	0
24H(0-24)	1960	37.1	32.0	4.9	2	2	13	87	561	800	406	78	10	0	1	0
AM Peak	08:00	05:00	01:00	03:00	06:00	09:00	09:00	10:00	08:00	08:00	07:00	08:00	06:00	00:00	00:00	00:00
	163	39.8	35.8	7.1	1	1	1	10	51	72	40	9	1	0	0	0
PM Peak	16:00	23:00	23:00	23:00	12:00	15:00	14:00	12:00	16:00	17:00	16:00	16:00	17:00	12:00	23:00	12:00
	210	47.9	38.2	9.3	0	1	5	11	51	91	49	13	2	0	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	4	38.8	36.3	2.5	0	0	0	0	0	1	3	0	0	0	0	0
03:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	11	47.3	37.0	9.9	0	0	1	0	1	1	5	2	0	0	1	0
05:00	44	40.9	35.9	4.8	0	0	0	0	3	17	18	3	3	0	0	0
06:00	100	42.5	37.7	4.6	0	0	0	0	3	24	46	20	7	0	0	0
07:00	173	41.3	36.5	4.7	0	0	0	0	14	45	84	23	6	1	0	0
08:00	155	40.6	35.5	5.0	0	0	0	2	16	54	58	20	5	0	0	0
09:00	130	38.1	33.3	4.6	0	0	1	2	25	55	42	3	2	0	0	0
10:00	113	40.0	34.2	5.5	0	0	0	2	23	42	32	9	4	1	0	0
11:00	108	38.8	33.3	5.3	0	1	1	0	23	47	26	8	2	0	0	0
12:00	123	38.1	32.9	5.0	0	0	1	2	35	41	38	4	2	0	0	0
13:00	117	40.3	35.1	5.0	0	0	0	0	15	49	35	14	3	1	0	0
14:00	170	39.0	33.6	5.2	0	1	1	4	30	67	54	12	0	1	0	0
15:00	166	38.6	34.3	4.1	0	0	0	1	18	81	52	13	1	0	0	0
16:00	156	41.0	35.5	5.3	0	0	0	0	19	62	49	16	9	1	0	0
17:00	156	41.2	35.3	5.7	0	0	2	1	22	47	61	18	2	2	1	0
18:00	96	41.1	35.7	5.2	0	0	0	1	15	23	38	17	2	0	0	0
19:00	61	41.6	35.9	5.5	0	0	0	0	6	26	14	14	0	0	1	0
20:00	42	41.9	34.3	7.3	0	0	0	1	11	13	11	4	1	0	0	1
21:00	37	41.9	35.7	5.9	0	0	0	0	5	13	12	6	0	0	1	0
22:00	20	40.2	34.5	5.5	0	0	0	1	2	8	7	1	1	0	0	0
23:00	6	35.8	32.5	3.2	0	0	0	0	1	4	1	0	0	0	0	0
Total																
2H(10-12)	221	39.4	33.8	5.4	0	1	1	2	46	89	58	17	6	1	0	0
2H(14-16)	336	38.8	34.0	4.7	0	1	1	5	48	148	106	25	1	1	0	0
12H(7-19)	1663	40.0	34.7	5.2	0	2	6	15	255	613	569	157	38	7	1	0
24H(0-24)	1993	40.4	34.9	5.3	0	2	7	17	288	723	687	207	50	7	4	1
AM Peak	07:00	04:00	06:00	04:00	00:00	11:00	04:00	08:00	09:00	09:00	07:00	07:00	06:00	07:00	04:00	00:00
	173	47.3	37.7	9.9	0	1	1	2	25	55	84	23	7	1	1	0
PM Peak	14:00	20:00	19:00	20:00	12:00	14:00	17:00	14:00	12:00	15:00	17:00	17:00	16:00	17:00	17:00	20:00
	170	41.9	35.9	7.3	0	1	2	4	35	81	61	18	9	2	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	6	37.7	31.7	5.8	0	0	0	1	1	2	2	0	0	0	0	0
01:00	5	38.3	35.5	2.7	0	0	0	0	0	2	3	0	0	0	0	0
02:00	6	38.5	35.8	2.6	0	0	0	0	0	2	4	0	0	0	0	0
03:00	6	38.2	32.5	5.5	0	0	0	0	2	3	0	1	0	0	0	0
04:00	20	44.0	35.8	8.0	0	0	1	0	2	7	5	4	0	0	1	0
05:00	53	40.7	35.5	5.0	0	0	0	0	6	20	19	5	3	0	0	0
06:00	157	41.7	36.1	5.4	1	0	0	0	14	49	63	22	8	0	0	0
07:00	300	40.2	35.0	5.0	0	0	0	3	50	86	124	30	6	1	0	0
08:00	318	39.0	33.7	5.1	0	0	0	8	67	126	82	29	6	0	0	0
09:00	252	37.4	32.1	5.1	1	1	2	10	68	97	67	4	2	0	0	0
10:00	227	38.1	32.5	5.3	0	0	0	12	60	93	45	11	5	1	0	0
11:00	205	37.3	32.0	5.1	0	1	1	4	71	79	36	10	3	0	0	0
12:00	252	36.7	31.7	4.9	0	0	2	13	82	92	56	5	2	0	0	0
13:00	257	38.7	33.4	5.1	0	0	0	11	51	104	70	17	3	1	0	0
14:00	309	37.9	32.3	5.4	0	1	6	14	73	122	75	17	0	1	0	0
15:00	320	37.8	32.9	4.8	0	1	2	9	64	147	79	17	1	0	0	0
16:00	366	39.4	33.9	5.3	0	0	3	4	70	151	98	29	10	1	0	0
17:00	342	39.1	33.7	5.2	0	0	2	4	72	138	95	24	4	2	1	0
18:00	202	39.5	34.4	5.0	0	0	1	2	35	71	69	22	2	0	0	0
19:00	125	40.3	34.7	5.4	0	0	0	1	21	50	33	17	2	0	1	0
20:00	84	40.2	33.3	6.7	0	0	0	7	20	24	24	7	1	0	0	1
21:00	80	40.6	35.1	5.3	0	0	0	0	11	34	22	11	1	0	1	0
22:00	48	39.2	34.3	4.8	0	0	0	1	7	19	17	3	1	0	0	0
23:00	13	43.4	35.6	7.5	0	0	0	0	2	5	5	0	0	0	1	0
Total																
2H(10-12)	432	37.7	32.3	5.2	0	1	1	16	131	172	81	21	8	1	0	0
2H(14-16)	629	37.9	32.6	5.1	0	2	8	23	137	269	154	34	1	1	0	0
12H(7-19)	3350	38.6	33.2	5.2	1	4	19	94	763	1306	896	215	44	7	1	0
24H(0-24)	3953	39.0	33.5	5.3	2	4	20	104	849	1523	1093	285	60	7	5	1
AM Peak	08:00	04:00	06:00	04:00	06:00	09:00	09:00	10:00	11:00	08:00	07:00	07:00	06:00	07:00	04:00	00:00
	318	44.0	36.1	8.0	1	1	2	12	71	126	124	30	8	1	1	0
PM Peak	16:00	23:00	23:00	23:00	12:00	14:00	14:00	14:00	12:00	16:00	16:00	16:00	16:00	17:00	17:00	20:00
	366	43.4	35.6	7.5	0	1	6	14	82	151	98	29	10	2	1	1

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound											
0	10	15	20	25	30	35	40	45	50	55	60
10	15	20	**25**	30	35	40	45	50	55	**60**	100
8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

07/09/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	43.4	35.5	7.6	0	0	0	1	0	0	3	1	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	40.2	35.0	5.0	0	0	0	0	0	3	0	1	0	0	0	0
05:00	10	40.5	35.5	4.8	0	0	0	0	1	4	3	2	0	0	0	0
06:00	24	41.3	31.7	9.3	2	0	0	2	2	10	5	2	1	0	0	0
07:00	39	40.4	34.1	6.1	1	0	0	1	3	16	14	4	0	0	0	0
08:00	68	38.8	33.0	5.5	0	0	3	2	8	32	19	3	1	0	0	0
09:00	100	36.1	30.6	5.3	0	3	0	6	32	45	11	3	0	0	0	0
10:00	104	36.7	31.7	4.8	0	0	2	3	33	42	20	4	0	0	0	0
11:00	102	37.5	31.3	5.9	0	2	5	2	23	50	15	4	1	0	0	0
12:00	105	37.0	32.6	4.2	0	0	0	2	22	59	18	2	2	0	0	0
13:00	108	36.4	31.0	5.3	0	1	3	4	36	44	17	2	1	0	0	0
14:00	100	37.2	32.0	5.0	0	2	0	1	30	41	23	3	0	0	0	0
15:00	91	38.9	32.7	6.0	0	3	0	1	22	33	27	3	2	0	0	0
16:00	105	37.0	32.0	4.8	0	0	0	4	34	41	21	4	1	0	0	0
17:00	86	38.5	33.5	4.7	0	0	0	1	18	38	21	7	1	0	0	0
18:00	85	38.3	32.9	5.2	1	0	1	0	15	44	18	6	0	0	0	0
19:00	68	37.0	32.1	4.7	0	0	0	3	17	35	9	3	1	0	0	0
20:00	61	36.0	32.3	3.6	0	0	0	0	16	33	11	1	0	0	0	0
21:00	29	37.8	32.7	4.9	0	0	0	1	7	14	4	3	0	0	0	0
22:00	28	39.6	34.8	4.6	0	0	0	0	4	10	12	1	1	0	0	0
23:00	10	39.8	32.5	7.1	0	0	0	1	4	1	2	2	0	0	0	0
Total																
2H(10-12)	206	37.1	31.5	5.4	0	2	7	5	56	92	35	8	1	0	0	0
2H(14-16)	191	38.0	32.3	5.5	0	5	0	2	52	74	50	6	2	0	0	0
12H(7-19)	1093	37.6	32.1	5.3	2	11	14	27	276	485	224	45	9	0	0	0
24H(0-24)	1335	37.7	32.2	5.3	4	11	14	35	329	595	274	61	12	0	0	0
AM Peak	10:00	00:00	00:00	06:00	06:00	09:00	11:00	09:00	10:00	11:00	10:00	07:00	06:00	00:00	00:00	00:00
	104	**43.4**	**35.5**	**9.3**	**2**	**3**	**5**	**6**	**33**	**50**	**20**	**4**	**1**	**0**	**0**	**0**
PM Peak	13:00	23:00	22:00	23:00	18:00	15:00	13:00	13:00	13:00	12:00	15:00	17:00	12:00	12:00	12:00	12:00
	108	**39.8**	**34.8**	**7.1**	**1**	**3**	**3**	**4**	**36**	**59**	**27**	**7**	**2**	**0**	**0**	**0**

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	8	39.9	34.4	5.3	0	0	0	0	2	2	3	1	0	0	0	0
01:00	3	46.6	35.8	10.4	0	0	0	0	1	1	0	0	1	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	3	42.2	39.2	2.9	0	0	0	0	0	0	2	1	0	0	0	0
05:00	17	41.0	36.3	4.5	0	0	0	0	1	6	6	4	0	0	0	0
06:00	32	44.4	35.3	8.8	2	0	0	0	1	10	12	5	1	1	0	0
07:00	53	41.5	35.9	5.4	0	0	0	2	4	16	20	9	2	0	0	0
08:00	74	43.0	36.7	6.1	0	0	0	2	6	19	30	12	3	1	1	0
09:00	108	39.9	35.0	4.7	0	0	1	1	6	47	45	6	1	0	1	0
10:00	99	40.0	34.7	5.1	0	0	0	1	12	47	26	9	3	1	0	0
11:00	108	39.0	33.9	4.9	0	0	1	2	15	49	33	5	3	0	0	0
12:00	100	39.0	34.1	4.8	0	0	0	2	14	46	29	8	0	1	0	0
13:00	99	39.7	34.5	5.0	0	0	1	1	12	42	33	8	1	1	0	0
14:00	94	41.1	34.4	6.4	0	0	1	1	12	49	19	8	1	1	1	1
15:00	120	40.8	34.9	5.7	0	0	2	0	17	41	47	10	2	0	0	1
16:00	108	39.5	34.4	4.9	0	0	1	0	11	57	28	7	3	1	0	0
17:00	109	40.5	34.9	5.4	0	0	2	0	12	42	42	7	3	0	1	0
18:00	61	40.3	35.0	5.1	0	0	0	0	7	29	15	7	3	0	0	0
19:00	55	41.8	35.9	5.7	0	0	0	0	4	26	15	6	3	0	1	0
20:00	39	39.9	34.2	5.5	0	0	0	0	10	12	13	3	0	1	0	0
21:00	24	35.5	32.1	3.3	0	0	0	0	6	14	4	0	0	0	0	0
22:00	27	39.8	34.5	5.0	0	0	0	0	5	10	9	2	1	0	0	0
23:00	19	39.8	35.9	3.7	0	0	0	0	1	6	10	2	0	0	0	0
Total																
2H(10-12)	207	39.5	34.3	5.0	0	0	1	3	27	96	59	14	6	1	0	0
2H(14-16)	214	40.9	34.7	6.0	0	0	3	1	29	90	66	18	3	1	1	2
12H(7-19)	1133	40.3	34.8	5.3	0	0	9	12	128	484	367	96	25	6	4	2
24H(0-24)	1362	40.4	34.8	5.4	2	0	9	12	159	571	442	121	31	8	5	2
AM Peak	09:00	01:00	02:00	01:00	06:00	00:00	09:00	07:00	11:00	11:00	09:00	08:00	08:00	06:00	08:00	00:00
	108	**46.6**	**42.5**	**10.4**	**2**	**0**	**1**	**2**	**15**	**49**	**45**	**12**	**3**	**1**	**1**	**0**
PM Peak	15:00	19:00	23:00	14:00	12:00	12:00	15:00	12:00	15:00	16:00	15:00	15:00	16:00	12:00	14:00	14:00
	120	**41.8**	**35.9**	**6.4**	**0**	**0**	**2**	**2**	**17**	**57**	**47**	**10**	**3**	**1**	**1**	**1**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	13	41.0	34.8	6.0	0	0	0	1	2	2	6	2	0	0	0	0
01:00	4	43.6	33.8	9.5	0	0	0	0	2	1	0	0	1	0	0	0
02:00	3	43.7	35.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	7	41.4	36.8	4.5	0	0	0	0	0	3	2	2	0	0	0	0
05:00	27	40.7	36.0	4.6	0	0	0	0	2	10	9	6	0	0	0	0
06:00	56	43.2	33.8	9.1	4	0	0	2	3	20	17	7	2	1	0	0
07:00	92	41.1	35.1	5.8	1	0	0	3	7	32	34	13	2	0	0	0
08:00	142	41.2	34.9	6.1	0	0	3	4	14	51	49	15	4	1	1	0
09:00	208	38.5	32.9	5.5	0	3	1	7	38	92	56	9	1	0	1	0
10:00	203	38.5	33.1	5.2	0	0	2	4	45	89	46	13	3	1	0	0
11:00	210	38.4	32.6	5.6	0	2	6	4	38	99	48	9	4	0	0	0
12:00	205	38.0	33.3	4.5	0	0	0	4	36	105	47	10	2	1	0	0
13:00	207	38.3	32.6	5.4	0	1	4	5	48	86	50	10	2	1	0	0
14:00	194	39.2	33.2	5.9	0	2	1	2	42	90	42	11	1	1	1	1
15:00	211	40.1	33.9	5.9	0	3	2	1	39	74	74	13	4	0	0	1
16:00	213	38.4	33.2	5.0	0	0	1	4	45	98	49	11	4	1	0	0
17:00	195	39.6	34.3	5.2	0	0	2	1	30	80	63	14	4	0	1	0
18:00	146	39.2	33.8	5.2	1	0	1	0	22	73	33	13	3	0	0	0
19:00	123	39.5	33.8	5.5	0	0	0	3	21	61	24	9	4	0	1	0
20:00	100	37.7	33.0	4.5	0	0	0	0	26	45	24	4	0	1	0	0
21:00	53	36.8	32.4	4.2	0	0	0	1	13	28	8	3	0	0	0	0
22:00	55	39.6	34.7	4.8	0	0	0	0	9	20	21	3	2	0	0	0
23:00	29	40.2	34.7	5.3	0	0	0	1	5	7	12	4	0	0	0	0
Total																
2H(10-12)	413	38.5	32.9	5.4	0	2	8	8	83	188	94	22	7	1	0	0
2H(14-16)	405	39.7	33.5	5.9	0	5	3	3	81	164	116	24	5	1	1	2
12H(7-19)	2226	39.1	33.5	5.5	2	11	23	39	404	969	591	141	34	6	4	2
24H(0-24)	2697	39.2	33.5	5.5	6	11	23	47	488	1166	716	182	43	8	5	2
AM Peak	11:00	02:00	03:00	01:00	06:00	09:00	11:00	09:00	10:00	11:00	09:00	08:00	08:00	06:00	08:00	00:00
	210	**43.7**	**37.5**	**9.5**	**4**	**3**	**6**	**7**	**45**	**99**	**56**	**15**	**4**	**1**	**1**	**0**
PM Peak	16:00	23:00	23:00	15:00	18:00	15:00	13:00	13:00	13:00	12:00	15:00	17:00	15:00	12:00	14:00	14:00
	213	**40.2**	**34.7**	**5.9**	**1**	**3**	**4**	**5**	**48**	**105**	**74**	**14**	**4**	**1**	**1**	**1**

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

	0	10	15	20	25	30	35	40	45	50	55	60
	10	15	20	**25**	30	35	40	45	50	55	**60**	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

08/09/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	7	36.7	32.5	4.1	0	0	0	0	2	3	2	0	0	0	0	0
01:00	4	43.5	37.5	5.8	0	0	0	0	0	2	0	2	0	0	0	0
02:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
05:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	17	39.2	33.4	5.7	0	0	0	0	6	4	6	0	1	0	0	0
07:00	23	37.3	32.9	4.2	0	0	0	1	4	10	8	0	0	0	0	0
08:00	51	37.8	31.8	5.7	0	1	1	2	12	22	10	3	0	0	0	0
09:00	73	37.5	32.5	4.9	0	0	1	2	19	28	20	3	0	0	0	0
10:00	86	37.7	31.5	5.9	0	3	1	3	20	39	17	2	1	0	0	0
11:00	113	35.4	31.0	4.2	0	0	1	4	41	50	15	2	0	0	0	0
12:00	101	36.9	31.7	5.1	0	0	1	6	30	42	18	2	2	0	0	0
13:00	99	37.0	31.7	5.1	0	1	0	5	28	44	18	2	0	1	0	0
14:00	91	36.2	31.1	4.9	1	0	0	2	35	38	11	4	0	0	0	0
15:00	86	37.0	31.5	5.3	0	2	0	2	26	40	12	3	1	0	0	0
16:00	121	36.6	32.2	4.2	0	0	0	2	36	54	26	2	1	0	0	0
17:00	97	37.2	32.3	4.7	0	0	0	5	28	32	30	2	0	0	0	0
18:00	73	37.9	32.0	5.7	1	0	0	3	21	29	13	6	0	0	0	0
19:00	62	37.1	31.9	5.0	0	0	0	1	25	21	11	3	1	0	0	0
20:00	46	38.1	33.6	4.3	0	0	0	0	8	24	11	2	1	0	0	0
21:00	28	37.4	31.6	5.6	0	0	0	3	9	8	6	2	0	0	0	0
22:00	14	39.8	33.9	5.7	0	0	0	0	3	7	2	1	1	0	0	0
23:00	7	39.4	35.4	3.9	0	0	0	0	1	1	5	0	0	0	0	0
Total																
2H(10-12)	199	36.4	31.2	5.0	0	3	2	7	61	89	32	4	1	0	0	0
2H(14-16)	177	36.6	31.3	5.1	1	2	0	4	61	78	23	7	1	0	0	0
12H(7-19)	1014	37.0	31.8	5.0	2	7	5	37	300	428	198	31	5	1	0	0
24H(0-24)	1205	37.1	31.9	5.0	2	7	5	42	358	498	241	42	9	1	0	0
AM Peak	11:00	01:00	04:00	10:00	00:00	10:00	08:00	11:00	11:00	11:00	09:00	08:00	06:00	00:00	00:00	00:00
	113	**43.5**	**42.5**	**5.9**	**0**	**3**	**1**	**4**	**41**	**50**	**20**	**3**	**1**	**0**	**0**	**0**
PM Peak	16:00	22:00	23:00	22:00	14:00	15:00	12:00	12:00	16:00	16:00	17:00	18:00	12:00	13:00	12:00	12:00
	121	**39.8**	**35.4**	**5.7**	**1**	**2**	**1**	**6**	**36**	**54**	**30**	**6**	**2**	**1**	**0**	**0**

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	9	38.0	35.3	2.6	0	0	0	0	0	4	5	0	0	0	0	0
01:00	4	38.0	35.0	2.9	0	0	0	0	0	2	2	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	7	40.4	35.4	4.9	0	0	0	0	1	2	3	1	0	0	0	0
05:00	22	42.2	35.7	6.3	0	0	0	0	4	8	4	4	2	0	0	0
06:00	22	43.2	38.0	5.1	0	0	0	0	2	2	12	4	2	0	0	0
07:00	37	41.7	35.3	6.2	0	0	1	1	2	15	10	6	2	0	0	0
08:00	77	39.6	34.3	5.1	0	1	0	0	9	36	23	6	2	0	0	0
09:00	71	39.5	34.1	5.2	0	1	0	0	11	27	28	3	0	1	0	0
10:00	107	39.7	33.0	6.5	0	0	3	3	24	48	18	5	4	1	1	0
11:00	127	39.2	33.8	5.2	0	0	0	1	30	48	35	10	2	1	0	0
12:00	94	39.3	32.4	6.6	1	1	2	5	17	38	23	5	1	1	0	0
13:00	90	40.5	35.1	5.2	0	0	1	0	9	38	29	10	2	1	0	0
14:00	111	40.3	33.8	6.2	0	1	2	0	21	43	34	7	2	0	0	1
15:00	111	38.2	33.4	4.6	0	0	0	1	20	60	19	9	2	0	0	0
16:00	90	40.1	34.8	5.0	0	0	0	2	7	44	25	9	2	1	0	0
17:00	92	40.6	34.6	5.8	0	0	1	1	11	41	27	9	0	0	2	0
18:00	86	40.0	34.9	4.8	0	0	0	2	4	46	21	10	3	0	0	0
19:00	52	39.7	35.3	4.2	0	0	0	0	3	25	17	6	1	0	0	0
20:00	29	40.9	34.9	5.8	0	0	0	0	5	12	7	4	0	1	0	0
21:00	28	39.4	34.6	4.6	0	0	0	0	2	15	10	0	0	1	0	0
22:00	9	40.1	36.9	3.0	0	0	0	0	0	2	6	1	0	0	0	0
23:00	5	40.3	33.5	6.5	0	0	0	0	2	1	1	1	0	0	0	0
Total																
2H(10-12)	234	39.4	33.4	5.8	0	0	3	4	54	96	53	15	6	2	1	0
2H(14-16)	222	39.3	33.6	5.5	0	1	2	1	41	103	53	16	4	0	0	1
12H(7-19)	1093	39.8	34.0	5.6	1	4	10	16	165	484	292	89	22	6	3	1
24H(0-24)	1282	40.0	34.3	5.5	1	4	10	16	184	557	360	110	28	8	3	1
AM Peak	11:00	06:00	03:00	10:00	00:00	08:00	10:00	10:00	11:00	10:00	11:00	11:00	10:00	09:00	10:00	00:00
	127	**43.2**	**47.5**	**6.5**	**0**	**1**	**3**	**3**	**30**	**48**	**35**	**10**	**4**	**1**	**1**	**0**
PM Peak	14:00	20:00	22:00	12:00	12:00	12:00	12:00	12:00	14:00	15:00	14:00	13:00	18:00	12:00	17:00	14:00
	111	**40.9**	**36.9**	**6.6**	**1**	**1**	**2**	**5**	**21**	**60**	**34**	**10**	**3**	**1**	**2**	**1**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	16	37.7	34.1	3.5	0	0	0	0	2	7	7	0	0	0	0	0
01:00	8	40.8	36.3	4.4	0	0	0	0	0	4	2	2	0	0	0	0
02:00	3	36.8	30.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
03:00	2	52.2	37.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
04:00	8	41.6	36.3	5.2	0	0	0	0	1	2	3	2	0	0	0	0
05:00	24	41.8	34.8	6.8	0	0	0	1	5	8	4	4	2	0	0	0
06:00	39	41.9	36.0	5.8	0	0	0	0	8	6	18	4	3	0	0	0
07:00	60	40.2	34.4	5.6	0	0	1	2	6	25	18	6	2	0	0	0
08:00	128	39.0	33.3	5.5	0	2	1	2	21	58	33	9	2	0	0	0
09:00	144	38.6	33.3	5.1	0	1	1	2	30	55	48	6	0	1	0	0
10:00	193	38.8	32.3	6.3	0	3	4	6	44	87	35	7	5	1	1	0
11:00	240	37.6	32.5	4.9	0	0	1	5	71	98	50	12	2	1	0	0
12:00	195	38.1	32.0	5.9	1	1	3	11	47	80	41	7	3	1	0	0
13:00	189	39.0	33.3	5.4	0	1	1	5	37	82	47	12	2	2	0	0
14:00	202	38.6	32.6	5.8	1	1	2	2	56	81	45	11	2	0	0	1
15:00	197	37.8	32.6	5.0	0	2	0	3	46	100	31	12	3	0	0	0
16:00	211	38.3	33.3	4.8	0	0	0	4	43	98	51	11	3	1	0	0
17:00	189	39.0	33.4	5.4	0	0	1	6	39	73	57	11	0	0	2	0
18:00	159	39.2	33.6	5.4	1	0	0	5	25	75	34	16	3	0	0	0
19:00	114	38.6	33.5	4.9	0	0	0	1	28	46	28	9	2	0	0	0
20:00	75	39.2	34.1	4.9	0	0	0	0	13	36	18	6	1	1	0	0
21:00	56	38.6	33.1	5.3	0	0	0	3	11	23	16	2	0	1	0	0
22:00	23	40.3	35.1	5.0	0	0	0	0	3	9	8	2	1	0	0	0
23:00	12	39.7	34.6	5.0	0	0	0	0	3	2	6	1	0	0	0	0
Total																
2H(10-12)	433	38.2	32.4	5.6	0	3	5	11	115	185	85	19	7	2	1	0
2H(14-16)	399	38.2	32.6	5.4	1	3	2	5	102	181	76	23	5	0	0	1
12H(7-19)	2107	38.6	32.9	5.4	3	11	15	53	465	912	490	120	27	7	3	1
24H(0-24)	2487	38.7	33.1	5.4	3	11	15	58	542	1055	601	152	37	9	3	1
AM Peak	11:00	03:00	03:00	03:00	00:00	10:00	10:00	10:00	11:00	11:00	11:00	11:00	10:00	09:00	10:00	00:00
	240	**52.2**	**37.5**	**14.1**	**0**	**3**	**4**	**6**	**71**	**98**	**50**	**12**	**5**	**1**	**1**	**0**
PM Peak	16:00	22:00	22:00	12:00	12:00	15:00	12:00	12:00	14:00	15:00	17:00	18:00	12:00	13:00	17:00	14:00
	211	**40.3**	**35.1**	**5.9**	**1**	**2**	**3**	**11**	**56**	**100**	**57**	**16**	**3**	**2**	**2**	**1**

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

	0	10	15	20	25	30	35	40	45	50	55	60
	10	15	20	**25**	30	35	40	45	50	55	**60**	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

09/09/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	6	42.7	36.7	5.8	0	0	0	0	1	1	2	2	0	0	0	0
01:00	3	37.2	34.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
02:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	41.1	34.4	6.5	0	0	0	0	3	1	2	2	0	0	0	0
05:00	21	37.9	33.0	4.7	0	0	0	0	8	3	10	0	0	0	0	0
06:00	62	39.6	34.3	5.1	0	0	0	2	9	23	23	4	0	1	0	0
07:00	149	36.6	31.9	4.6	0	0	0	5	50	61	25	8	0	0	0	0
08:00	150	34.6	30.2	4.3	0	0	0	14	62	54	19	1	0	0	0	0
09:00	118	34.6	30.6	3.9	0	0	0	5	49	50	13	1	0	0	0	0
10:00	101	34.9	30.2	4.5	0	0	0	11	38	40	11	0	1	0	0	0
11:00	93	36.6	31.8	4.6	0	0	0	3	34	32	22	1	1	0	0	0
12:00	66	35.9	29.5	6.2	2	2	0	4	21	30	7	0	0	0	0	0
13:00	115	34.8	29.9	4.7	0	1	1	12	43	45	12	1	0	0	0	0
14:00	134	36.8	32.1	4.6	0	0	1	5	33	68	21	5	1	0	0	0
15:00	123	35.6	30.3	5.1	0	0	1	17	41	44	16	4	0	0	0	0
16:00	170	36.5	32.0	4.3	0	0	3	6	34	92	32	3	0	0	0	0
17:00	197	38.1	32.5	5.4	0	1	3	8	52	64	58	11	0	0	0	0
18:00	114	38.7	34.0	4.5	0	0	0	1	18	51	34	9	1	0	0	0
19:00	62	38.1	33.9	4.1	0	0	0	0	10	29	19	4	0	0	0	0
20:00	49	39.1	33.3	5.6	0	0	0	0	16	17	10	5	0	1	0	0
21:00	31	37.2	34.6	2.5	0	0	0	0	0	18	13	0	0	0	0	0
22:00	14	41.9	34.6	7.0	0	0	0	1	3	3	4	2	1	0	0	0
23:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
Total																
2H(10-12)	194	35.8	31.0	4.6	0	0	0	14	72	72	33	1	2	0	0	0
2H(14-16)	257	36.3	31.2	4.9	0	0	2	22	74	112	37	9	1	0	0	0
12H(7-19)	1530	36.4	31.4	4.8	2	4	9	91	475	631	270	44	4	0	0	0
24H(0-24)	1790	36.9	31.8	4.9	2	4	9	94	525	730	356	63	5	2	0	0
AM Peak	08:00	00:00	00:00	04:00	00:00	00:00	00:00	08:00	08:00	07:00	07:00	07:00	10:00	06:00	00:00	00:00
	150	**42.7**	**36.7**	**6.5**	**0**	**0**	**0**	**14**	**62**	**61**	**25**	**8**	**1**	**1**	**0**	**0**
PM Peak	17:00	22:00	23:00	22:00	12:00	12:00	16:00	15:00	17:00	16:00	17:00	17:00	14:00	20:00	12:00	12:00
	197	**41.9**	**37.5**	**7.0**	**2**	**2**	**3**	**17**	**52**	**92**	**58**	**11**	**1**	**1**	**0**	**0**

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	4	43.0	40.0	2.9	0	0	0	0	0	0	2	2	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	38.7	33.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
04:00	25	45.8	38.1	7.4	0	0	1	0	1	6	7	6	3	1	0	0
05:00	43	42.8	34.9	7.7	0	0	0	2	9	12	14	2	3	0	0	1
06:00	100	41.9	35.9	5.8	0	1	0	5	3	28	46	13	3	1	0	0
07:00	193	39.7	35.4	4.1	0	0	0	0	17	69	86	19	2	0	0	0
08:00	147	38.7	34.2	4.4	0	0	0	2	18	71	42	13	1	0	0	0
09:00	114	38.4	34.2	4.0	0	0	0	0	14	56	36	7	1	0	0	0
10:00	124	36.0	31.8	4.1	0	0	0	1	47	46	29	1	0	0	0	0
11:00	111	37.6	32.6	4.8	0	0	0	3	29	51	21	6	0	1	0	0
12:00	103	37.8	32.7	4.9	0	0	2	4	16	55	18	8	0	0	0	0
13:00	95	37.8	33.0	4.6	0	0	0	2	24	36	29	3	1	0	0	0
14:00	114	37.9	33.4	4.3	0	0	0	2	23	47	37	5	0	0	0	0
15:00	143	39.3	32.2	6.9	3	2	2	7	30	49	38	11	1	0	0	0
16:00	177	39.2	34.8	4.2	0	0	0	0	22	70	66	19	0	0	0	0
17:00	159	41.0	35.6	5.2	0	0	0	1	16	60	58	15	7	2	0	0
18:00	101	41.2	35.9	5.1	0	0	0	2	6	38	37	14	3	1	0	0
19:00	67	42.3	34.9	7.2	0	2	0	1	12	18	18	13	2	1	0	0
20:00	38	42.2	35.8	6.2	0	0	0	1	5	12	12	4	4	0	0	0
21:00	25	40.3	34.9	5.2	0	0	0	0	4	10	7	3	1	0	0	0
22:00	4	49.0	40.0	8.7	0	0	0	0	0	1	2	0	0	1	0	0
23:00	6	44.4	38.3	5.8	0	0	0	0	0	2	2	1	1	0	0	0
Total																
2H(10-12)	235	36.8	32.2	4.4	0	0	0	4	76	97	50	7	0	1	0	0
2H(14-16)	257	38.8	32.7	5.9	3	2	2	9	53	96	75	16	1	0	0	0
12H(7-19)	1581	39.1	33.9	5.0	3	2	4	24	262	648	497	121	16	4	0	0
24H(0-24)	1898	39.7	34.2	5.3	3	5	5	33	298	738	609	165	33	8	0	1
AM Peak	07:00	04:00	01:00	05:00	00:00	06:00	04:00	06:00	10:00	08:00	07:00	07:00	04:00	04:00	00:00	05:00
	193	**45.8**	**40.0**	**7.7**	**0**	**1**	**1**	**5**	**47**	**71**	**86**	**19**	**3**	**1**	**0**	**1**
PM Peak	16:00	22:00	22:00	22:00	15:00	15:00	12:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	12:00	12:00
	177	**49.0**	**40.0**	**8.7**	**3**	**2**	**2**	**7**	**30**	**70**	**66**	**19**	**7**	**2**	**0**	**0**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	7	42.0	35.4	6.4	0	0	0	0	2	1	2	2	0	0	0	0
01:00	7	41.7	37.5	4.1	0	0	0	0	0	2	3	2	0	0	0	0
02:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
03:00	4	38.7	33.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
04:00	33	44.7	37.2	7.3	0	0	1	0	4	7	9	8	3	1	0	0
05:00	64	41.4	34.3	6.9	0	0	0	2	17	15	24	2	3	0	0	1
06:00	162	41.1	35.3	5.6	0	1	0	7	12	51	69	17	3	2	0	0
07:00	342	38.7	33.9	4.7	0	0	0	5	67	130	111	27	2	0	0	0
08:00	297	37.1	32.2	4.8	0	0	0	16	80	125	61	14	1	0	0	0
09:00	232	36.9	32.4	4.3	0	0	0	5	63	106	49	8	1	0	0	0
10:00	225	35.6	31.1	4.3	0	0	0	12	85	86	40	1	1	0	0	0
11:00	204	37.1	32.2	4.7	0	0	0	6	63	83	43	7	1	1	0	0
12:00	169	37.3	31.4	5.7	2	2	2	8	37	85	25	8	0	0	0	0
13:00	210	36.4	31.3	4.9	0	1	1	14	67	81	41	4	1	0	0	0
14:00	248	37.3	32.7	4.5	0	0	1	7	56	115	58	10	1	0	0	0
15:00	266	37.7	31.3	6.2	3	2	3	24	71	93	54	15	1	0	0	0
16:00	347	38.1	33.4	4.5	0	0	3	6	56	162	98	22	0	0	0	0
17:00	356	39.6	33.9	5.5	0	1	3	9	68	124	116	26	7	2	0	0
18:00	215	39.9	34.9	4.9	0	0	0	3	24	89	71	23	4	1	0	0
19:00	129	40.5	34.4	5.9	0	2	0	1	22	47	37	17	2	1	0	0
20:00	87	40.6	34.4	6.0	0	0	0	1	21	29	22	9	4	1	0	0
21:00	56	38.8	34.7	3.9	0	0	0	0	4	28	20	3	1	0	0	0
22:00	18	43.6	35.8	7.5	0	0	0	1	3	4	6	2	1	1	0	0
23:00	8	43.3	38.1	5.0	0	0	0	0	0	2	4	1	1	0	0	0
Total																
2H(10-12)	429	36.4	31.6	4.6	0	0	0	18	148	169	83	8	2	1	0	0
2H(14-16)	514	37.6	32.0	5.5	3	2	4	31	127	208	112	25	2	0	0	0
12H(7-19)	3111	37.9	32.7	5.1	5	6	13	115	737	1279	767	165	20	4	0	0
24H(0-24)	3688	38.5	33.0	5.3	5	9	14	127	823	1468	965	228	38	10	0	1
AM Peak	07:00	04:00	01:00	04:00	00:00	06:00	04:00	08:00	10:00	07:00	07:00	07:00	04:00	06:00	00:00	05:00
	342	**44.7**	**37.5**	**7.3**	**0**	**1**	**1**	**16**	**85**	**130**	**111**	**27**	**3**	**2**	**0**	**1**
PM Peak	17:00	22:00	23:00	22:00	15:00	12:00	15:00	15:00	15:00	16:00	17:00	17:00	17:00	17:00	12:00	12:00
	356	**43.6**	**38.1**	**7.5**	**3**	**2**	**3**	**24**	**71**	**162**	**116**	**26**	**7**	**2**	**0**	**0**

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

	0	10	15	20	25	30	35	40	45	50	55	60
	10	15	20	**25**	30	35	40	45	50	55	**60**	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

10/09/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	38.7	30.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
01:00	4	36.3	33.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	4	44.0	36.3	7.5	0	0	0	0	0	3	0	0	1	0	0	0
04:00	9	44.3	35.3	8.7	0	0	0	1	1	4	0	1	2	0	0	0
05:00	13	41.2	32.9	8.0	0	0	1	1	3	1	6	0	1	0	0	0
06:00	68	40.2	34.7	5.3	0	0	0	0	14	23	20	9	2	0	0	0
07:00	140	36.9	31.8	4.9	0	0	1	6	49	45	34	5	0	0	0	0
08:00	156	36.2	30.4	5.7	0	0	8	15	48	54	26	5	0	0	0	0
09:00	130	34.8	29.5	5.1	0	1	6	13	43	54	12	1	0	0	0	0
10:00	92	33.1	29.0	4.0	0	0	0	11	50	23	8	0	0	0	0	0
11:00	89	34.6	29.0	5.4	0	0	3	18	29	29	8	2	0	0	0	0
12:00	96	36.1	30.5	5.5	0	1	3	9	27	39	15	2	0	0	0	0
13:00	119	35.8	29.6	6.0	0	1	2	26	32	37	16	5	0	0	0	0
14:00	106	36.6	32.0	4.4	0	0	0	2	34	47	19	3	1	0	0	0
15:00	126	36.6	31.7	4.8	0	0	1	10	31	51	32	1	0	0	0	0
16:00	190	37.4	32.6	4.6	1	0	0	7	34	100	40	7	1	0	0	0
17:00	211	36.1	31.8	4.2	0	0	0	10	56	106	33	6	0	0	0	0
18:00	104	38.8	34.2	4.4	0	0	0	1	15	45	36	5	2	0	0	0
19:00	77	35.1	30.1	4.8	0	0	0	11	28	27	9	2	0	0	0	0
20:00	33	33.7	29.6	4.0	0	0	0	3	16	11	3	0	0	0	0	0
21:00	31	38.5	32.5	5.8	0	0	0	0	12	12	4	2	0	1	0	0
22:00	14	39.0	33.6	5.3	0	0	0	0	5	2	6	1	0	0	0	0
23:00	9	36.7	30.3	6.2	0	0	0	2	3	1	3	0	0	0	0	0
Total																
2H(10-12)	181	33.9	29.0	4.7	0	0	3	29	79	52	16	2	0	0	0	0
2H(14-16)	232	36.6	31.9	4.6	0	0	1	12	65	98	51	4	1	0	0	0
12H(7-19)	1559	36.4	31.2	5.1	1	3	24	128	448	630	279	42	4	0	0	0
24H(0-24)	1825	36.7	31.3	5.2	1	3	25	147	530	718	333	57	10	1	0	0
AM Peak	08:00	04:00	02:00	04:00	00:00	09:00	08:00	11:00	10:00	08:00	07:00	06:00	04:00	00:00	00:00	00:00
	156	**44.3**	**37.5**	**8.7**	**0**	**1**	**8**	**18**	**50**	**54**	**34**	**9**	**2**	**0**	**0**	**0**
PM Peak	17:00	22:00	18:00	23:00	16:00	12:00	12:00	13:00	17:00	17:00	16:00	16:00	18:00	21:00	12:00	12:00
	211	**39.0**	**34.2**	**6.2**	**1**	**1**	**3**	**26**	**56**	**106**	**40**	**7**	**2**	**1**	**0**	**0**

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	3	37.5	37.5	0.0	0	0	0	0	0	0	3	0	0	0	0	0
04:00	17	46.3	39.3	6.8	0	0	0	0	1	3	6	5	1	0	1	0
05:00	45	42.6	35.6	6.8	0	0	1	1	5	14	16	3	4	1	0	0
06:00	111	44.0	36.9	6.9	0	0	1	4	6	31	36	28	0	3	1	1
07:00	197	40.6	35.7	4.8	0	0	1	3	14	61	92	22	3	1	0	0
08:00	173	40.0	34.6	5.2	0	0	0	1	31	63	56	17	3	2	0	0
09:00	103	39.4	33.9	5.4	0	0	0	4	19	40	28	9	3	0	0	0
10:00	127	37.1	31.1	5.8	0	1	6	7	31	56	22	3	0	1	0	0
11:00	109	37.8	32.7	4.9	0	0	0	2	34	40	25	7	1	0	0	0
12:00	110	37.7	32.8	4.8	0	0	1	2	27	47	27	5	1	0	0	0
13:00	102	38.6	33.3	5.1	0	0	0	4	19	48	20	9	2	0	0	0
14:00	125	38.4	33.6	4.6	0	1	0	3	14	63	36	8	0	0	0	0
15:00	142	39.2	34.2	4.9	0	0	0	1	30	46	52	12	0	1	0	0
16:00	152	40.2	35.1	4.9	0	0	0	3	15	56	64	9	3	2	0	0
17:00	165	39.4	34.5	4.7	0	0	0	0	26	70	49	16	4	0	0	0
18:00	98	40.0	34.5	5.3	0	0	0	2	16	38	26	14	2	0	0	0
19:00	65	37.6	33.1	4.3	0	0	0	1	10	38	14	1	0	1	0	0
20:00	39	38.3	33.1	5.0	0	0	0	0	12	14	10	2	1	0	0	0
21:00	29	42.0	35.8	6.0	0	0	0	0	4	13	3	7	2	0	0	0
22:00	12	45.5	39.2	6.2	0	0	0	0	0	4	2	5	0	1	0	0
23:00	7	38.8	33.2	5.3	0	0	0	0	2	3	1	1	0	0	0	0
Total																
2H(10-12)	236	37.5	31.8	5.4	0	1	6	9	65	96	47	10	1	1	0	0
2H(14-16)	267	38.8	33.9	4.7	0	1	0	4	44	109	88	20	0	1	0	0
12H(7-19)	1603	39.3	34.0	5.1	0	2	8	32	276	628	497	131	22	7	0	0
24H(0-24)	1936	39.8	34.3	5.4	0	2	10	38	316	752	589	183	30	13	2	1
AM Peak	07:00	04:00	04:00	06:00	00:00	10:00	10:00	10:00	11:00	08:00	07:00	06:00	05:00	06:00	04:00	06:00
	197	**46.3**	**39.3**	**6.9**	**0**	**1**	**6**	**7**	**34**	**63**	**92**	**28**	**4**	**3**	**1**	**1**
PM Peak	17:00	22:00	22:00	22:00	12:00	14:00	12:00	13:00	15:00	17:00	16:00	17:00	17:00	16:00	12:00	12:00
	165	**45.5**	**39.2**	**6.2**	**0**	**1**	**1**	**4**	**30**	**70**	**64**	**16**	**4**	**2**	**0**	**0**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	38.8	32.5	6.1	0	0	0	1	0	2	2	0	0	0	0	0
01:00	6	35.4	33.3	2.0	0	0	0	0	0	5	1	0	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	7	42.3	36.8	5.3	0	0	0	0	0	3	3	0	1	0	0	0
04:00	26	45.8	37.9	7.6	0	0	0	1	2	7	6	6	3	0	1	0
05:00	58	42.3	35.0	7.1	0	0	2	2	8	15	22	3	5	1	0	0
06:00	179	42.7	36.1	6.4	0	0	1	4	20	54	56	37	2	3	1	1
07:00	337	39.4	34.1	5.2	0	0	2	9	63	106	126	27	3	1	0	0
08:00	329	38.6	32.6	5.8	0	0	8	16	79	117	82	22	3	2	0	0
09:00	233	37.3	31.4	5.7	0	1	6	17	62	94	40	10	3	0	0	0
10:00	219	35.6	30.2	5.2	0	1	6	18	81	79	30	3	0	1	0	0
11:00	198	36.6	31.0	5.4	0	0	3	20	63	69	33	9	1	0	0	0
12:00	206	37.1	31.7	5.2	0	1	4	11	54	86	42	7	1	0	0	0
13:00	221	37.4	31.3	5.9	0	1	2	30	51	85	36	14	2	0	0	0
14:00	231	37.6	32.9	4.6	0	1	0	5	48	110	55	11	1	0	0	0
15:00	268	38.2	33.0	5.0	0	0	1	11	61	97	84	13	0	1	0	0
16:00	342	38.8	33.7	4.9	1	0	0	10	49	156	104	16	4	2	0	0
17:00	376	37.8	33.0	4.7	0	0	0	10	82	176	82	22	4	0	0	0
18:00	202	39.4	34.4	4.9	0	0	0	3	31	83	62	19	4	0	0	0
19:00	142	36.5	31.5	4.8	0	0	0	12	38	65	23	3	0	1	0	0
20:00	72	36.6	31.5	4.9	0	0	0	3	28	25	13	2	1	0	0	0
21:00	60	40.4	34.1	6.1	0	0	0	0	16	25	7	9	2	1	0	0
22:00	26	42.6	36.2	6.3	0	0	0	0	5	6	8	6	0	1	0	0
23:00	16	37.6	31.6	5.8	0	0	0	2	5	4	4	1	0	0	0	0
Total																
2H(10-12)	417	36.1	30.6	5.3	0	1	9	38	144	148	63	12	1	1	0	0
2H(14-16)	499	37.9	33.0	4.8	0	1	1	16	109	207	139	24	1	1	0	0
12H(7-19)	3162	38.1	32.6	5.3	1	5	32	160	724	1258	776	173	26	7	0	0
24H(0-24)	3761	38.5	32.8	5.5	1	5	35	185	846	1470	922	240	40	14	2	1
AM Peak	07:00	04:00	04:00	04:00	00:00	09:00	08:00	11:00	10:00	08:00	07:00	06:00	05:00	06:00	04:00	06:00
	337	**45.8**	**37.9**	**7.6**	**0**	**1**	**8**	**20**	**81**	**117**	**126**	**37**	**5**	**3**	**1**	**1**
PM Peak	17:00	22:00	22:00	22:00	16:00	12:00	12:00	13:00	17:00	17:00	16:00	17:00	16:00	16:00	12:00	12:00
	376	**42.6**	**36.2**	**6.3**	**1**	**1**	**4**	**30**	**82**	**176**	**104**	**22**	**4**	**2**	**0**	**0**

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

					0	10	15	20	25	30	35	40	45	50	55	60
					10	15	20	**25**	30	35	40	45	50	55	**60**	100
					8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65
																11/09/2024
Hour Beginning	**Total Volume**	**85th Percentile**	**Mean Average**	**Standard Deviation**	**Bin 1 <10mph**	**Bin 2 10<15**	**Bin 3 15<20**	**Bin 4 20<25**	**Bin 5 25<30**	**Bin 6 30<35**	**Bin 7 35<40**	**Bin 8 40<45**	**Bin 9 45<50**	**Bin 10 50<55**	**Bin 11 55<60**	**Bin 12 >=60**
00:00	3	42.7	37.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	8	42.9	36.3	6.4	0	0	0	0	1	3	2	1	1	0	0	0
05:00	16	40.4	35.0	5.2	0	0	0	0	3	5	5	3	0	0	0	0
06:00	56	39.4	33.7	5.6	0	0	0	2	13	18	18	4	0	1	0	0
07:00	141	37.9	33.6	4.1	0	0	0	0	22	76	34	7	2	0	0	0
08:00	166	35.9	31.8	4.0	0	0	0	2	59	67	37	1	0	0	0	0
09:00	129	36.0	29.8	6.0	0	0	9	17	35	45	19	4	0	0	0	0
10:00	78	36.2	32.0	4.1	0	0	0	2	22	38	14	2	0	0	0	0
11:00	78	35.9	31.5	4.2	0	0	0	5	21	36	16	0	0	0	0	0
12:00	115	36.0	31.2	4.7	1	0	0	5	38	49	21	1	0	0	0	0
13:00	87	38.0	32.5	5.3	0	0	0	7	17	41	15	5	2	0	0	0
14:00	99	36.1	31.6	4.3	0	0	0	6	26	48	17	2	0	0	0	0
15:00	129	36.2	31.8	4.3	0	0	0	3	44	54	24	4	0	0	0	0
16:00	189	36.9	32.2	4.6	0	0	0	13	41	86	44	5	0	0	0	0
17:00	200	36.8	32.4	4.3	0	0	0	4	51	100	36	8	1	0	0	0
18:00	123	36.4	31.8	4.4	0	0	1	2	41	50	26	3	0	0	0	0
19:00	65	37.6	32.2	5.2	0	0	0	2	24	21	13	4	1	0	0	0
20:00	38	36.0	31.7	4.1	0	0	0	2	9	21	5	1	0	0	0	0
21:00	33	35.6	30.8	4.6	0	0	0	3	11	14	4	1	0	0	0	0
22:00	16	41.3	35.3	5.8	0	0	0	0	4	3	5	4	0	0	0	0
23:00	12	36.7	32.1	4.5	0	0	0	1	2	6	3	0	0	0	0	0
Total																
2H(10-12)	156	36.0	31.8	4.1	0	0	0	7	43	74	30	2	0	0	0	0
2H(14-16)	228	36.2	31.7	4.3	0	0	0	9	70	102	41	6	0	0	0	0
12H(7-19)	1534	36.7	31.9	4.6	1	0	10	66	417	690	303	42	5	0	0	0
24H(0-24)	1786	36.9	32.0	4.7	1	0	10	77	484	784	361	61	7	1	0	0
AM Peak	08:00	04:00	00:00	04:00	00:00	00:00	09:00	09:00	08:00	07:00	08:00	07:00	07:00	06:00	00:00	00:00
	166	**42.9**	**37.5**	**6.4**	**0**	**0**	**9**	**17**	**59**	**76**	**37**	**7**	**2**	**1**	**0**	**0**
PM Peak	17:00	22:00	22:00	22:00	12:00	12:00	18:00	16:00	17:00	17:00	16:00	17:00	13:00	12:00	12:00	12:00
	200	**41.3**	**35.3**	**5.8**	**1**	**0**	**1**	**13**	**51**	**100**	**44**	**8**	**2**	**0**	**0**	**0**

Paul Castle Associates

Direction: Southbound

Hour Beginning	**Total Volume**	**85th Percentile**	**Mean Average**	**Standard Deviation**	**Bin 1 <10mph**	**Bin 2 10<15**	**Bin 3 15<20**	**Bin 4 20<25**	**Bin 5 25<30**	**Bin 6 30<35**	**Bin 7 35<40**	**Bin 8 40<45**	**Bin 9 45<50**	**Bin 10 50<55**	**Bin 11 55<60**	**Bin 12 >=60**
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	4	36.3	33.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	8	41.1	34.4	6.5	0	0	0	1	1	1	4	1	0	0	0	0
04:00	19	43.5	36.2	7.0	0	0	1	0	1	6	6	3	2	0	0	0
05:00	44	42.5	36.0	6.2	0	1	0	0	4	13	15	9	2	0	0	0
06:00	127	42.4	37.0	5.2	0	0	0	0	10	34	49	28	5	0	1	0
07:00	174	41.6	36.5	4.9	0	0	0	1	9	55	81	20	6	0	2	0
08:00	153	39.3	35.2	3.9	0	0	0	0	8	73	56	14	2	0	0	0
09:00	151	37.5	33.0	4.4	0	0	0	2	36	67	37	9	0	0	0	0
10:00	103	38.3	32.6	5.4	0	1	2	2	18	55	18	4	3	0	0	0
11:00	84	41.9	35.1	6.5	1	0	0	1	10	31	27	12	1	0	0	1
12:00	88	38.3	33.6	4.5	0	0	0	2	16	35	31	3	1	0	0	0
13:00	109	37.8	32.9	4.7	0	0	0	4	25	46	28	5	1	0	0	0
14:00	127	38.3	33.5	4.6	0	0	0	2	27	50	40	7	1	0	0	0
15:00	133	39.1	34.0	4.9	0	0	0	3	19	62	35	11	3	0	0	0
16:00	159	39.4	34.2	5.0	0	0	0	7	18	68	50	14	1	1	0	0
17:00	161	40.6	34.7	5.7	0	2	0	2	22	58	58	12	6	1	0	0
18:00	94	39.5	33.9	5.4	0	0	0	3	18	37	23	11	2	0	0	0
19:00	52	39.6	34.4	5.0	0	0	0	0	7	26	14	3	1	1	0	0
20:00	52	39.2	34.0	5.0	0	0	0	1	9	22	14	5	1	0	0	0
21:00	30	39.7	33.3	6.2	0	0	0	0	10	12	3	4	0	1	0	0
22:00	21	39.3	33.7	5.5	0	0	0	1	5	5	8	2	0	0	0	0
23:00	6	44.1	37.5	6.3	0	0	0	0	0	3	1	1	1	0	0	0
Total																
2H(10-12)	187	40.0	33.7	6.1	1	1	2	3	28	86	45	16	4	0	0	1
2H(14-16)	260	38.7	33.8	4.7	0	0	0	5	46	112	75	18	4	0	0	0
12H(7-19)	1536	39.5	34.2	5.1	1	3	2	29	226	637	484	122	27	2	2	1
24H(0-24)	1900	39.9	34.5	5.2	1	4	3	32	273	763	599	178	39	4	3	1
AM Peak	07:00	04:00	06:00	04:00	11:00	05:00	10:00	09:00	09:00	08:00	07:00	06:00	07:00	00:00	07:00	11:00
	174	**43.5**	**37.0**	**7.0**	**1**	**1**	**2**	**2**	**36**	**73**	**81**	**28**	**6**	**0**	**2**	**1**
PM Peak	17:00	23:00	23:00	23:00	12:00	17:00	12:00	16:00	14:00	16:00	17:00	16:00	17:00	16:00	12:00	12:00
	161	**44.1**	**37.5**	**6.3**	**0**	**2**	**0**	**7**	**27**	**68**	**58**	**14**	**6**	**1**	**0**	**0**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	**Total Volume**	**85th Percentile**	**Mean Average**	**Standard Deviation**	**Bin 1 <10mph**	**Bin 2 10<15**	**Bin 3 15<20**	**Bin 4 20<25**	**Bin 5 25<30**	**Bin 6 30<35**	**Bin 7 35<40**	**Bin 8 40<45**	**Bin 9 45<50**	**Bin 10 50<55**	**Bin 11 55<60**	**Bin 12 >=60**
00:00	4	41.2	36.3	4.8	0	0	0	0	0	2	1	1	0	0	0	0
01:00	6	36.8	34.2	2.6	0	0	0	0	0	4	2	0	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	9	40.6	33.1	7.3	0	0	0	2	1	1	4	1	0	0	0	0
04:00	27	43.2	36.2	6.7	0	0	1	0	2	9	8	4	3	0	0	0
05:00	60	41.9	35.8	6.0	0	1	0	0	7	18	20	12	2	0	0	0
06:00	183	41.7	36.0	5.5	0	0	0	2	23	52	67	32	5	1	1	0
07:00	315	40.2	35.2	4.8	0	0	0	1	31	131	115	27	8	0	2	0
08:00	319	37.9	33.4	4.3	0	0	0	2	67	140	93	15	2	0	0	0
09:00	280	37.1	31.5	5.4	0	0	9	19	71	112	56	13	0	0	0	0
10:00	181	37.4	32.4	4.9	0	1	2	4	40	93	32	6	3	0	0	0
11:00	162	39.4	33.4	5.8	1	0	0	6	31	67	43	12	1	0	0	1
12:00	203	37.2	32.3	4.8	1	0	0	7	54	84	52	4	1	0	0	0
13:00	196	37.9	32.7	5.0	0	0	0	11	42	87	43	10	3	0	0	0
14:00	226	37.4	32.7	4.6	0	0	0	8	53	98	57	9	1	0	0	0
15:00	262	37.8	32.9	4.7	0	0	0	6	63	116	59	15	3	0	0	0
16:00	348	38.1	33.1	4.9	0	0	0	20	59	154	94	19	1	1	0	0
17:00	361	38.7	33.4	5.1	0	2	0	6	73	158	94	20	7	1	0	0
18:00	217	37.9	32.8	4.9	0	0	1	5	59	87	49	14	2	0	0	0
19:00	117	38.6	33.2	5.2	0	0	0	2	31	47	27	7	2	1	0	0
20:00	90	38.0	33.1	4.8	0	0	0	3	18	43	19	6	1	0	0	0
21:00	63	37.7	32.0	5.5	0	0	0	3	21	26	7	5	0	1	0	0
22:00	37	40.2	34.4	5.6	0	0	0	1	9	8	13	6	0	0	0	0
23:00	18	39.7	33.9	5.6	0	0	0	1	2	9	4	1	1	0	0	0
Total																
2H(10-12)	343	38.4	32.8	5.4	1	1	2	10	71	160	75	18	4	0	0	1
2H(14-16)	488	37.6	32.8	4.6	0	0	0	14	116	214	116	24	4	0	0	0
12H(7-19)	3070	38.2	33.1	5.0	2	3	12	95	643	1327	787	164	32	2	2	1
24H(0-24)	3686	38.6	33.3	5.1	2	4	13	109	757	1547	960	239	46	5	3	1
AM Peak	08:00	04:00	00:00	03:00	11:00	05:00	09:00	09:00	09:00	08:00	07:00	06:00	07:00	06:00	07:00	11:00
	319	**43.2**	**36.3**	**7.3**	**1**	**1**	**9**	**19**	**71**	**140**	**115**	**32**	**8**	**1**	**2**	**1**
PM Peak	17:00	22:00	22:00	23:00	12:00	17:00	18:00	16:00	17:00	17:00	16:00	17:00	17:00	16:00	12:00	12:00
	361	**40.2**	**34.4**	**5.6**	**1**	**2**	**1**	**20**	**73**	**158**	**94**	**20**	**7**	**1**	**0**	**0**

Paul Castle Associates

Hingham ATC, Attleborough Road

Direction: Northbound

	0	10	15	20	25	30	35	40	45	50	55	60
	10	15	20	**25**	30	35	40	45	50	55	**60**	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

12/09/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	39.0	31.3	7.5	0	0	0	0	3	0	0	1	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	7	36.8	33.2	3.5	0	0	0	0	1	4	2	0	0	0	0	0
05:00	22	39.9	33.9	5.8	0	0	0	0	7	6	6	2	1	0	0	0
06:00	63	38.4	33.2	5.0	0	0	1	0	16	22	21	2	1	0	0	0
07:00	143	37.0	32.3	4.6	0	0	1	4	39	61	34	3	1	0	0	0
08:00	173	35.7	30.5	5.0	0	1	0	21	57	63	27	4	0	0	0	0
09:00	132	34.8	30.8	3.8	0	0	0	4	54	60	11	3	0	0	0	0
10:00	78	35.1	29.7	5.1	0	1	0	7	40	18	9	3	0	0	0	0
11:00	119	34.5	30.1	4.3	0	0	0	8	56	46	6	1	2	0	0	0
12:00	91	35.2	29.2	5.8	0	0	10	4	36	29	10	2	0	0	0	0
13:00	88	37.2	31.4	5.5	0	1	0	9	23	34	16	5	0	0	0	0
14:00	137	37.2	32.2	4.8	0	0	0	5	44	51	30	6	1	0	0	0
15:00	124	36.3	31.7	4.5	0	1	0	3	38	60	17	5	0	0	0	0
16:00	180	37.3	31.5	5.6	0	0	10	8	46	65	47	4	0	0	0	0
17:00	205	37.7	33.0	4.5	0	0	1	6	37	98	55	6	2	0	0	0
18:00	106	36.8	32.2	4.4	0	0	0	7	23	47	28	1	0	0	0	0
19:00	83	39.5	33.2	6.1	0	0	0	2	26	25	23	6	0	0	0	1
20:00	65	38.5	33.5	4.9	0	0	0	1	14	26	21	2	0	1	0	0
21:00	31	38.9	32.7	6.0	0	0	0	4	5	12	6	4	0	0	0	0
22:00	26	41.3	36.2	5.0	0	0	0	0	2	10	8	5	1	0	0	0
23:00	16	39.6	33.1	6.3	0	0	0	2	2	7	2	3	0	0	0	0
Total																
2H(10-12)	197	34.8	29.9	4.6	0	1	0	15	96	64	15	4	2	0	0	0
2H(14-16)	261	36.8	31.9	4.7	0	1	0	8	82	111	47	11	1	0	0	0
12H(7-19)	1576	36.5	31.4	4.9	0	4	22	86	493	632	290	43	6	0	0	0
24H(0-24)	1898	37.0	31.7	5.1	0	4	23	95	570	746	381	68	9	1	0	1
AM Peak	08:00	05:00	01:00	00:00	00:00	08:00	06:00	08:00	08:00	08:00	07:00	08:00	11:00	00:00	00:00	00:00
	173	**39.9**	**35.0**	**7.5**	**0**	**1**	**1**	**21**	**57**	**63**	**34**	**4**	**2**	**0**	**0**	**0**
PM Peak	17:00	22:00	22:00	23:00	12:00	13:00	12:00	13:00	16:00	17:00	17:00	14:00	17:00	20:00	12:00	19:00
	205	**41.3**	**36.2**	**6.3**	**0**	**1**	**10**	**9**	**46**	**98**	**55**	**6**	**2**	**1**	**0**	**1**

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
02:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
03:00	3	37.2	34.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
04:00	21	44.1	38.9	5.0	0	0	0	0	1	3	8	7	2	0	0	0
05:00	48	41.7	36.4	5.2	0	0	0	1	2	18	15	10	2	0	0	0
06:00	119	42.9	37.0	5.6	0	0	1	0	7	35	44	26	3	2	1	0
07:00	166	40.8	35.6	5.0	0	0	0	1	21	50	68	23	2	0	1	0
08:00	173	40.7	35.4	5.1	0	0	0	4	15	66	56	27	5	0	0	0
09:00	106	38.4	33.6	4.6	0	0	2	2	11	52	33	6	0	0	0	0
10:00	84	39.1	33.7	5.2	0	0	1	3	11	39	22	6	2	0	0	0
11:00	108	37.0	32.4	4.5	0	0	0	3	28	54	15	8	0	0	0	0
12:00	108	38.1	33.0	5.0	0	0	0	3	26	46	27	4	1	1	0	0
13:00	114	38.1	33.3	4.6	0	0	0	1	26	52	25	9	1	0	0	0
14:00	117	38.4	33.1	5.1	0	0	0	2	29	54	18	13	0	1	0	0
15:00	133	39.9	34.3	5.4	0	0	2	2	17	52	51	7	1	0	0	1
16:00	207	40.5	35.4	5.0	0	0	0	4	23	65	86	23	6	0	0	0
17:00	155	41.8	35.7	5.9	0	2	0	4	14	41	65	24	4	1	0	0
18:00	115	39.6	34.8	4.6	0	0	0	0	17	42	45	9	1	1	0	0
19:00	73	40.3	34.7	5.4	0	0	0	0	15	25	22	9	1	1	0	0
20:00	36	40.2	34.9	5.1	0	0	0	0	7	11	13	4	1	0	0	0
21:00	35	40.2	34.2	5.8	0	0	0	1	7	13	9	3	2	0	0	0
22:00	9	41.8	36.9	4.6	0	0	0	0	0	4	2	3	0	0	0	0
23:00	10	36.8	33.5	3.2	0	0	0	0	1	6	3	0	0	0	0	0
Total																
2H(10-12)	192	38.0	32.9	4.9	0	0	1	6	39	93	37	14	2	0	0	0
2H(14-16)	250	39.3	33.8	5.3	0	0	2	4	46	106	69	20	1	1	0	1
12H(7-19)	1586	39.8	34.4	5.2	0	2	5	29	238	613	511	159	23	4	1	1
24H(0-24)	1945	40.1	34.7	5.2	0	2	6	31	278	734	629	221	34	7	2	1
AM Peak	08:00	04:00	04:00	06:00	00:00	00:00	09:00	08:00	11:00	08:00	07:00	08:00	08:00	06:00	06:00	00:00
	173	**44.1**	**38.9**	**5.6**	**0**	**0**	**2**	**4**	**28**	**66**	**68**	**27**	**5**	**2**	**1**	**0**
PM Peak	16:00	17:00	22:00	17:00	12:00	17:00	15:00	16:00	14:00	16:00	16:00	17:00	16:00	12:00	12:00	15:00
	207	**41.8**	**36.9**	**5.9**	**0**	**2**	**2**	**4**	**29**	**65**	**86**	**24**	**6**	**1**	**0**	**1**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	39.8	32.5	7.1	0	0	0	0	3	0	1	1	0	0	0	0
01:00	4	36.3	33.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
02:00	4	36.7	32.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
03:00	4	36.3	33.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
04:00	28	43.0	37.5	5.3	0	0	0	0	2	7	10	7	2	0	0	0
05:00	70	41.2	35.6	5.5	0	0	0	1	9	24	21	12	3	0	0	0
06:00	182	41.6	35.7	5.7	0	0	2	0	23	57	65	28	4	2	1	0
07:00	309	39.3	34.0	5.1	0	0	1	5	60	111	102	26	3	0	1	0
08:00	346	38.8	33.0	5.6	0	1	0	25	72	129	83	31	5	0	0	0
09:00	238	36.6	32.1	4.4	0	0	2	6	65	112	44	9	0	0	0	0
10:00	162	37.5	31.8	5.5	0	1	1	10	51	57	31	9	2	0	0	0
11:00	227	35.9	31.2	4.5	0	0	0	11	84	100	21	9	2	0	0	0
12:00	199	37.1	31.2	5.7	0	0	10	7	62	75	37	6	1	1	0	0
13:00	202	37.8	32.5	5.1	0	1	0	10	49	86	41	14	1	0	0	0
14:00	254	37.8	32.6	5.0	0	0	0	7	73	105	48	19	1	1	0	0
15:00	257	38.4	33.0	5.2	0	1	2	5	55	112	68	12	1	0	0	1
16:00	387	39.4	33.6	5.6	0	0	10	12	69	130	133	27	6	0	0	0
17:00	360	39.7	34.2	5.3	0	2	1	10	51	139	120	30	6	1	0	0
18:00	221	38.4	33.5	4.7	0	0	0	7	40	89	73	10	1	1	0	0
19:00	156	39.9	33.9	5.8	0	0	0	2	41	50	45	15	1	1	0	1
20:00	101	39.1	34.0	5.0	0	0	0	1	21	37	34	6	1	1	0	0
21:00	66	39.6	33.5	5.9	0	0	0	5	12	25	15	7	2	0	0	0
22:00	35	41.4	36.4	4.9	0	0	0	0	2	14	10	8	1	0	0	0
23:00	26	38.7	33.3	5.2	0	0	0	2	3	13	5	3	0	0	0	0
Total																
2H(10-12)	389	36.6	31.4	5.0	0	1	1	21	135	157	52	18	4	0	0	0
2H(14-16)	511	38.1	32.8	5.1	0	1	2	12	128	217	116	31	2	1	0	1
12H(7-19)	3162	38.4	32.9	5.3	0	6	27	115	731	1245	801	202	29	4	1	1
24H(0-24)	3843	38.8	33.2	5.4	0	6	29	126	848	1480	1010	289	43	8	2	2
AM Peak	08:00	04:00	04:00	00:00	00:00	08:00	06:00	08:00	11:00	08:00	07:00	08:00	08:00	06:00	06:00	00:00
	346	**43.0**	**37.5**	**7.1**	**0**	**1**	**2**	**25**	**84**	**129**	**102**	**31**	**5**	**2**	**1**	**0**
PM Peak	16:00	22:00	22:00	21:00	12:00	17:00	12:00	16:00	14:00	17:00	16:00	17:00	16:00	12:00	12:00	15:00
	387	**41.4**	**36.4**	**5.9**	**0**	**2**	**10**	**12**	**73**	**139**	**133**	**30**	**6**	**1**	**0**	**1**

Paul Castle Associates

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	Dereham Road - attached to Telepole	Northbound	30	17 July 2024	23 July 2024	8720	1379	1246	34	0.4	0	0.0	0	0.0	19.5	23.1
		Southbound	30	17 July 2024	23 July 2024	6744	1051	963	70	1.0	11	0.2	0	0.0	19.4	24.1
		Two Way	30	17 July 2024	23 July 2024	15464	2430	2209	104	0.7	11	0.1	0	0.0	19.4	23.5

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
2	B1108 Church Street - attached to LC	Eastbound	20	06 July 2024	12 July 2024	23684	3735	3383	15975	67.5	4694	19.8	41	0.2	21.5	24.7
		Westbound	20	06 July 2024	12 July 2024	26614	4151	3802	13460	50.6	3331	12.5	17	0.1	20.1	23.5
		Two Way	20	06 July 2024	12 July 2024	50298	7886	7185	29435	58.5	8025	16.0	58	0.1	20.8	24.2

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
3	Attleborogh Road - attached to Telepole	Northbound	30	06 July 2024	12 July 2024	10026	1506	1432	72	0.7	5	0.1	0	0.0	20.0	24.2
		Southbound	30	06 July 2024	12 July 2024	10258	1539	1465	165	1.6	32	0.3	0	0.0	21.4	24.9
		Two Way	30	06 July 2024	12 July 2024	20284	3045	2897	237	1.2	37	0.2	0	0.0	20.7	24.6

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
4	B1108 Church Street - attached to Speed Sign	Eastbound	20	06 July 2024	12 July 2024	21050	3333	3007	16824	79.9	7986	37.9	229	1.1	23.2	27.1
		Westbound	20	06 July 2024	12 July 2024	22652	3518	3236	17067	75.3	6748	29.8	69	0.3	22.3	25.8
		Two Way	20	06 July 2024	12 July 2024	43702	6851	6243	33891	77.6	14734	33.7	298	0.7	22.7	26.4

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
4	B1108 Church Street - attached to Speed Sign	Eastbound	20	17 July 2024	23 July 2024	21621	3402	3089	16213	75.0	7258	33.6	161	0.7	22.6	26.6
		Westbound	20	17 July 2024	23 July 2024	22226	3488	3175	17432	78.4	7956	35.8	159	0.7	22.8	26.6
		Two Way	20	17 July 2024	23 July 2024	43847	6890	6264	33645	76.7	15214	34.7	320	0.7	22.7	26.6

APPENDIX D

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: 2405-037 Crossroads Modelling.j10
Path: Q:\24\05\037 - Town Community Centre, Hingham, NR9 4RG\04 Calculations and Analysis\Highway Impact Analysis\Picady
Report generation date: 07/10/2024 12:54:47

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Surveyed									
Stream B-ACD	D1	0.8	18.07	0.47	C	D2	2.2	31.36	0.70	D
Stream A-BCD		0.2	5.78	0.10	A		0.5	5.55	0.22	A
Stream D-ABC		0.8	18.85	0.47	C		0.5	15.00	0.35	C
Stream C-ABD		0.2	5.06	0.09	A		0.1	5.75	0.05	A
	Total Forecast Base 2030									
Stream B-ACD	D3	1.0	19.50	0.50	C	D4	2.5	34.37	0.74	D
Stream A-BCD		0.2	5.79	0.11	A		0.7	5.41	0.27	A
Stream D-ABC		1.0	20.44	0.50	C		0.7	17.15	0.41	C
Stream C-ABD		0.2	5.06	0.10	A		0.1	5.99	0.05	A
	Total Forecast 2030									
Stream B-ACD	D5	1.0	19.63	0.50	C	D6	2.7	36.89	0.76	E
Stream A-BCD		0.2	5.77	0.11	A		0.7	5.42	0.27	A
Stream D-ABC		1.0	20.97	0.51	C		0.7	17.15	0.41	C
Stream C-ABD		0.2	5.06	0.10	A		0.1	5.99	0.05	A

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

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\grace.muffett
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Surveyed	AM	DIRECT	08:00	09:00	60	15
D2	Surveyed	PM	DIRECT	17:00	18:00	60	15
D3	Total Forecast Base 2030	AM	DIRECT	08:00	09:00	60	15
D4	Total Forecast Base 2030	PM	DIRECT	17:00	18:00	60	15
D5	Total Forecast 2030	AM	DIRECT	08:00	09:00	60	15
D6	Total Forecast 2030	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	A

Arms

Arms

Arm	Name	Description	Arm type
A	B1108 East		Major
B	Attleborough Road		Minor
C	B1108 West		Major
D	Dereham Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - B1108 East	6.65			84.5	✓	0.00
C - B1108 West	6.65			76.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Attleborough Road	One lane	3.50	24	21
D - Dereham Road	One lane	3.56	22	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	155.725	-	-	-	-	-	-	0.235	0.335	0.235	-	-	-
B-A	130.149	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.116
B-C	167.246	0.100	0.252	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	130.149	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
B-D, offside lane	130.149	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
C-B	154.537	0.233	0.233	0.332	-	-	-	-	-	-	-	-	-
D-A	167.140	-	-	-	-	-	-	0.252	-	0.100	-	-	-
D-B, nearside lane	129.863	0.146	0.146	0.332	-	-	-	0.232	0.232	0.092	-	-	-
D-B, offside lane	129.863	0.146	0.146	0.332	-	-	-	0.232	0.232	0.092	-	-	-
D-C	129.863	-	0.146	0.332	0.116	0.232	0.232	0.232	0.232	0.092	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Surveyed	AM	DIRECT	08:00	09:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B1108 East		✓	100.000
B - Attleborough Road		✓	100.000
C - B1108 West		✓	100.000
D - Dereham Road		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	15.00	44.00	7.00
	B - Attleborough Road	7.00	0.00	5.00	23.00
	C - B1108 West	99.00	6.00	0.00	0.00
	D - Dereham Road	1.00	23.00	1.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	11.00	61.00	11.00
	B - Attleborough Road	15.00	0.00	8.00	18.00
	C - B1108 West	85.00	7.00	0.00	0.00
	D - Dereham Road	2.00	38.00	1.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	10.00	43.00	7.00
	B - Attleborough Road	10.00	0.00	5.00	18.00
	C - B1108 West	84.00	10.00	0.00	1.00
	D - Dereham Road	1.00	36.00	1.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	17.00	47.00	9.00
	B - Attleborough Road	15.00	0.00	5.00	23.00
	C - B1108 West	107.00	7.00	0.00	0.00
	D - Dereham Road	1.00	17.00	2.00	0.00

Vehicle Mix

Heavy Vehicle %

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0	11	10	0
	B - Attleborough Road	11	0	9	2
	C - B1108 West	6	0	0	0
	D - Dereham Road	20	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.47	18.07	0.8	C
A-BCD	0.10	5.78	0.2	A
A-B				
A-C				
D-ABC	0.47	18.85	0.8	C
C-ABD	0.09	5.06	0.2	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	35.00	97.47	0.359	34.45	0.5	14.162	B
A-BCD	10.74	169.38	0.063	10.64	0.1	5.668	A
A-B	14.05			14.05			
A-C	41.21			41.21			
D-ABC	25.00	87.75	0.285	24.61	0.4	14.170	B
C-ABD	11.66	204.00	0.057	11.57	0.1	4.676	A
C-D	0.00			0.00			
C-A	93.34			93.34			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41.00	91.75	0.447	40.77	0.8	17.350	C
A-BCD	18.32	180.90	0.101	18.23	0.2	5.525	A
A-B	9.88			9.88			
A-C	54.80			54.80			
D-ABC	41.00	87.79	0.467	40.55	0.8	18.845	C
C-ABD	12.66	190.81	0.066	12.64	0.1	5.058	A
C-D	0.00			0.00			
C-A	79.34			79.34			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33.00	96.46	0.342	33.24	0.5	14.378	B
A-BCD	10.31	167.12	0.062	10.40	0.1	5.776	A
A-B	9.38			9.38			
A-C	40.32			40.32			
D-ABC	38.00	90.83	0.418	38.10	0.7	17.156	C
C-ABD	17.72	195.76	0.091	17.66	0.2	5.059	A
C-D	0.91			0.91			
C-A	76.37			76.37			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43.00	92.13	0.467	42.69	0.8	18.068	C
A-BCD	14.44	170.79	0.085	14.38	0.2	5.741	A
A-B	15.56			15.56			
A-C	43.01			43.01			
D-ABC	20.00	84.36	0.237	20.42	0.3	14.180	B
C-ABD	14.53	207.95	0.070	14.58	0.1	4.644	A
C-D	0.00			0.00			
C-A	99.47			99.47			

Surveyed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		8.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Surveyed	PM	DIRECT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B1108 East		✓	100.000
B - Attleborough Road		✓	100.000
C - B1108 West		✓	100.000
D - Dereham Road		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	22.00	98.00	22.00
	B - Attleborough Road	16.00	0.00	8.00	21.00
	C - B1108 West	65.00	5.00	0.00	2.00
	D - Dereham Road	3.00	16.00	2.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	14.00	71.00	18.00
	B - Attleborough Road	12.00	0.00	7.00	34.00
	C - B1108 West	62.00	2.00	0.00	0.00
	D - Dereham Road	4.00	20.00	2.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	18.00	82.00	23.00
	B - Attleborough Road	14.00	0.00	10.00	39.00
	C - B1108 West	56.00	4.00	0.00	0.00
	D - Dereham Road	1.00	21.00	1.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	13.00	94.00	13.00
	B - Attleborough Road	16.00	0.00	9.00	41.00
	C - B1108 West	56.00	5.00	0.00	0.00
	D - Dereham Road	3.00	25.00	4.00	0.00

Vehicle Mix

Heavy Vehicle %

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0	3	4	1
	B - Attleborough Road	2	0	3	1
	C - B1108 West	4	0	0	0
	D - Dereham Road	9	2	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.70	31.36	2.2	D
A-BCD	0.22	5.55	0.5	A
A-B				
A-C				
D-ABC	0.35	15.00	0.5	C
C-ABD	0.05	5.75	0.1	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	45.00	90.06	0.500	44.04	1.0	19.191	C
A-BCD	48.83	218.39	0.224	48.30	0.5	5.290	A
A-B	17.08			17.08			
A-C	76.09			76.09			
D-ABC	21.00	87.67	0.240	20.69	0.3	13.376	B
C-ABD	8.35	166.95	0.050	8.28	0.1	5.672	A
C-D	1.90			1.90			
C-A	61.75			61.75			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53.00	98.51	0.538	52.84	1.1	19.628	C
A-BCD	31.97	196.26	0.163	32.17	0.3	5.511	A
A-B	11.70			11.70			
A-C	59.33			59.33			
D-ABC	26.00	95.55	0.272	25.94	0.4	12.939	B
C-ABD	3.16	171.53	0.018	3.21	0.0	5.353	A
C-D	0.00			0.00			
C-A	60.84			60.84			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63.00	95.72	0.658	62.34	1.8	26.391	D
A-BCD	44.69	207.02	0.216	44.56	0.5	5.546	A
A-B	14.09			14.09			
A-C	64.21			64.21			
D-ABC	23.00	90.31	0.255	23.02	0.4	13.507	B
C-ABD	6.11	162.74	0.038	6.08	0.1	5.746	A
C-D	0.00			0.00			
C-A	53.89			53.89			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66.00	93.75	0.704	65.60	2.2	31.363	D
A-BCD	26.58	211.55	0.126	26.75	0.3	4.880	A
A-B	11.35			11.35			
A-C	82.07			82.07			
D-ABC	32.00	90.95	0.352	31.83	0.5	15.000	C
C-ABD	7.61	164.17	0.046	7.59	0.1	5.748	A
C-D	0.00			0.00			
C-A	53.39			53.39			

Total Forecast Base 2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	Total Forecast Base 2030	AM	DIRECT	08:00	09:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B1108 East		✓	100.000
B - Attleborough Road		✓	100.000
C - B1108 West		✓	100.000
D - Dereham Road		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	16.00	46.00	7.00
	B - Attleborough Road	7.00	0.00	5.00	24.00
	C - B1108 West	104.00	6.00	0.00	0.00
	D - Dereham Road	1.00	24.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	12.00	64.00	12.00
	B - Attleborough Road	16.00	0.00	8.00	19.00
	C - B1108 West	90.00	7.00	0.00	0.00
	D - Dereham Road	2.00	40.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	11.00	45.00	7.00
	B - Attleborough Road	11.00	0.00	5.00	19.00
	C - B1108 West	88.00	11.00	0.00	1.00
	D - Dereham Road	1.00	38.00	1.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	18.00	49.00	10.00
	B - Attleborough Road	16.00	0.00	5.00	24.00
	C - B1108 West	113.00	7.00	0.00	0.00
	D - Dereham Road	1.00	18.00	2.00	0.00

Vehicle Mix

Heavy Vehicle %

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0	11	10	0
	B - Attleborough Road	10	0	8	2
	C - B1108 West	6	0	0	0
	D - Dereham Road	20	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.50	19.50	1.0	C
A-BCD	0.11	5.79	0.2	A
A-B				
A-C				
D-ABC	0.50	20.44	1.0	C
C-ABD	0.10	5.06	0.2	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	36.00	96.31	0.374	35.42	0.6	14.648	B
A-BCD	11.00	170.41	0.065	10.90	0.1	5.640	A
A-B	14.97			14.97			
A-C	43.03			43.03			
D-ABC	26.00	86.36	0.301	25.58	0.4	14.712	B
C-ABD	12.07	206.83	0.058	11.97	0.1	4.618	A
C-D	0.00			0.00			
C-A	97.93			97.93			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43.00	89.72	0.479	42.71	0.9	18.772	C
A-BCD	20.60	182.62	0.113	20.49	0.2	5.544	A
A-B	10.64			10.64			
A-C	56.75			56.75			
D-ABC	43.00	85.92	0.501	42.46	1.0	20.436	C
C-ABD	13.15	193.21	0.068	13.12	0.1	5.006	A
C-D	0.00			0.00			
C-A	83.85			83.85			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	35.00	94.63	0.370	35.27	0.6	15.315	C
A-BCD	10.56	168.04	0.063	10.68	0.1	5.755	A
A-B	10.30			10.30			
A-C	42.14			42.14			
D-ABC	40.00	89.45	0.447	40.12	0.8	18.350	C
C-ABD	20.05	197.87	0.101	19.95	0.2	5.063	A
C-D	0.90			0.90			
C-A	79.06			79.06			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	45.00	90.41	0.498	44.65	1.0	19.496	C
A-BCD	16.45	171.65	0.096	16.37	0.2	5.787	A
A-B	16.27			16.27			
A-C	44.28			44.28			
D-ABC	21.00	82.36	0.255	21.49	0.3	14.907	B
C-ABD	15.19	211.27	0.072	15.27	0.1	4.581	A
C-D	0.00			0.00			
C-A	104.81			104.81			

Total Forecast Base 2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		9.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	Total Forecast Base 2030	PM	DIRECT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B1108 East		✓	100.000
B - Attleborough Road		✓	100.000
C - B1108 West		✓	100.000
D - Dereham Road		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	20.00	82.00	16.00
	B - Attleborough Road	9.00	0.00	8.00	40.00
	C - B1108 West	67.00	3.00	0.00	0.00
	D - Dereham Road	2.00	17.00	2.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	15.00	114.00	26.00
	B - Attleborough Road	19.00	0.00	13.00	31.00
	C - B1108 West	57.00	4.00	0.00	0.00
	D - Dereham Road	5.00	29.00	2.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	13.00	80.00	16.00
	B - Attleborough Road	13.00	0.00	8.00	31.00
	C - B1108 West	56.00	6.00	0.00	2.00
	D - Dereham Road	2.00	27.00	2.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	23.00	88.00	21.00
	B - Attleborough Road	19.00	0.00	8.00	40.00
	C - B1108 West	72.00	4.00	0.00	0.00
	D - Dereham Road	2.00	13.00	4.00	0.00

Vehicle Mix

Heavy Vehicle %

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0	3	4	1
	B - Attleborough Road	2	0	3	1
	C - B1108 West	4	0	0	0
	D - Dereham Road	8	2	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.74	34.37	2.5	D
A-BCD	0.27	5.41	0.7	A
A-B				
A-C				
D-ABC	0.41	17.15	0.7	C
C-ABD	0.05	5.99	0.1	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57.00	95.91	0.594	55.62	1.4	21.672	C
A-BCD	31.60	206.61	0.153	31.27	0.3	5.131	A
A-B	16.94			16.94			
A-C	69.46			69.46			
D-ABC	21.00	90.26	0.233	20.70	0.3	12.886	B
C-ABD	4.91	172.34	0.028	4.87	0.0	5.374	A
C-D	0.00			0.00			
C-A	65.09			65.09			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63.00	87.36	0.721	62.08	2.3	34.226	D
A-BCD	60.63	226.63	0.268	60.30	0.7	5.413	A
A-B	10.97			10.97			
A-C	83.39			83.39			
D-ABC	36.00	87.89	0.410	35.62	0.7	17.150	C
C-ABD	6.30	156.52	0.040	6.28	0.1	5.992	A
C-D	0.00			0.00			
C-A	54.70			54.70			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	52.00	96.57	0.538	53.08	1.2	21.189	C
A-BCD	29.99	201.58	0.149	30.34	0.3	5.287	A
A-B	11.04			11.04			
A-C	67.96			67.96			
D-ABC	31.00	93.15	0.333	31.16	0.5	14.588	B
C-ABD	9.19	167.65	0.055	9.16	0.1	5.681	A
C-D	1.89			1.89			
C-A	52.92			52.92			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67.00	90.72	0.739	65.73	2.5	34.366	D
A-BCD	44.36	211.72	0.210	44.20	0.5	5.379	A
A-B	18.16			18.16			
A-C	69.48			69.48			
D-ABC	19.00	82.80	0.230	19.21	0.3	13.881	B
C-ABD	6.90	172.63	0.040	6.93	0.1	5.423	A
C-D	0.00			0.00			
C-A	69.10			69.10			

Total Forecast 2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	Total Forecast 2030	AM	DIRECT	08:00	09:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B1108 East		✓	100.000
B - Attleborough Road		✓	100.000
C - B1108 West		✓	100.000
D - Dereham Road		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	16.00	46.00	7.00
	B - Attleborough Road	8.00	0.00	5.00	24.00
	C - B1108 West	104.00	7.00	0.00	0.00
	D - Dereham Road	1.00	25.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	12.00	64.00	12.00
	B - Attleborough Road	16.00	0.00	8.00	19.00
	C - B1108 West	90.00	8.00	0.00	0.00
	D - Dereham Road	2.00	41.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	11.00	45.00	7.00
	B - Attleborough Road	11.00	0.00	5.00	19.00
	C - B1108 West	88.00	11.00	0.00	1.00
	D - Dereham Road	1.00	39.00	1.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	19.00	49.00	10.00
	B - Attleborough Road	16.00	0.00	5.00	24.00
	C - B1108 West	113.00	8.00	0.00	0.00
	D - Dereham Road	1.00	18.00	2.00	0.00

Vehicle Mix

Heavy Vehicle %

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0	10	10	0
	B - Attleborough Road	10	0	8	2
	C - B1108 West	6	0	0	0
	D - Dereham Road	20	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.50	19.63	1.0	C
A-BCD	0.11	5.77	0.2	A
A-B				
A-C				
D-ABC	0.51	20.97	1.0	C
C-ABD	0.10	5.06	0.2	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37.00	95.57	0.387	36.39	0.6	15.058	C
A-BCD	11.01	170.15	0.065	10.91	0.1	5.650	A
A-B	14.96			14.96			
A-C	43.02			43.02			
D-ABC	27.00	86.18	0.313	26.55	0.4	14.987	B
C-ABD	14.08	206.84	0.068	13.96	0.1	4.666	A
C-D	0.00			0.00			
C-A	96.92			96.92			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43.00	89.38	0.481	42.73	0.9	18.948	C
A-BCD	20.63	182.35	0.113	20.51	0.2	5.553	A
A-B	10.64			10.64			
A-C	56.74			56.74			
D-ABC	44.00	85.74	0.513	43.44	1.0	20.973	C
C-ABD	15.03	193.23	0.078	15.00	0.1	5.059	A
C-D	0.00			0.00			
C-A	82.97			82.97			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	35.00	94.61	0.370	35.28	0.6	15.323	C
A-BCD	10.56	168.05	0.063	10.68	0.1	5.757	A
A-B	10.30			10.30			
A-C	42.14			42.14			
D-ABC	41.00	89.51	0.458	41.13	0.9	18.714	C
C-ABD	20.06	197.88	0.101	19.99	0.2	5.065	A
C-D	0.90			0.90			
C-A	79.04			79.04			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	45.00	90.09	0.500	44.65	1.0	19.628	C
A-BCD	16.58	172.08	0.096	16.50	0.2	5.775	A
A-B	17.16			17.16			
A-C	44.26			44.26			
D-ABC	21.00	82.07	0.256	21.52	0.4	14.993	B
C-ABD	17.36	211.10	0.082	17.41	0.2	4.637	A
C-D	0.00			0.00			
C-A	103.64			103.64			

Total Forecast 2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		10.40	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.40	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	Total Forecast 2030	PM	DIRECT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B1108 East		✓	100.000
B - Attleborough Road		✓	100.000
C - B1108 West		✓	100.000
D - Dereham Road		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	21.00	82.00	16.00
	B - Attleborough Road	9.00	0.00	8.00	41.00
	C - B1108 West	67.00	4.00	0.00	0.00
	D - Dereham Road	2.00	18.00	2.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	15.00	114.00	26.00
	B - Attleborough Road	20.00	0.00	13.00	32.00
	C - B1108 West	57.00	4.00	0.00	0.00
	D - Dereham Road	5.00	29.00	2.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	14.00	80.00	16.00
	B - Attleborough Road	13.00	0.00	8.00	32.00
	C - B1108 West	56.00	6.00	0.00	2.00
	D - Dereham Road	2.00	28.00	2.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0.00	23.00	88.00	21.00
	B - Attleborough Road	20.00	0.00	8.00	41.00
	C - B1108 West	72.00	4.00	0.00	0.00
	D - Dereham Road	2.00	13.00	4.00	0.00

Vehicle Mix

Heavy Vehicle %

		To			
		A - B1108 East	B - Attleborough Road	C - B1108 West	D - Dereham Road
From	A - B1108 East	0	3	4	1
	B - Attleborough Road	2	0	3	1
	C - B1108 West	4	0	0	0
	D - Dereham Road	8	2	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.76	36.89	2.7	E
A-BCD	0.27	5.42	0.7	A
A-B				
A-C				
D-ABC	0.41	17.15	0.7	C
C-ABD	0.05	5.99	0.1	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58.00	95.43	0.608	56.55	1.5	22.402	C
A-BCD	31.84	207.05	0.154	31.50	0.3	5.126	A
A-B	17.77			17.77			
A-C	69.39			69.39			
D-ABC	22.00	89.93	0.245	21.68	0.3	13.128	B
C-ABD	6.55	172.14	0.038	6.50	0.1	5.432	A
C-D	0.00			0.00			
C-A	64.45			64.45			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65.00	87.12	0.746	63.89	2.6	36.886	E
A-BCD	60.63	226.63	0.268	60.30	0.7	5.415	A
A-B	10.97			10.97			
A-C	83.39			83.39			
D-ABC	36.00	87.90	0.410	35.64	0.7	17.149	C
C-ABD	6.31	156.53	0.040	6.31	0.1	5.994	A
C-D	0.00			0.00			
C-A	54.69			54.69			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53.00	96.37	0.550	54.28	1.3	21.995	C
A-BCD	30.19	202.27	0.149	30.53	0.3	5.269	A
A-B	11.89			11.89			
A-C	67.93			67.93			
D-ABC	32.00	93.04	0.344	32.14	0.5	14.851	B
C-ABD	9.20	167.45	0.055	9.17	0.1	5.689	A
C-D	1.89			1.89			
C-A	52.91			52.91			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69.00	90.60	0.762	67.53	2.7	36.825	E
A-BCD	44.36	211.73	0.210	44.20	0.5	5.377	A
A-B	18.16			18.16			
A-C	69.48			69.48			
D-ABC	19.00	82.73	0.230	19.24	0.3	13.894	B
C-ABD	6.90	172.63	0.040	6.93	0.1	5.423	A
C-D	0.00			0.00			
C-A	69.10			69.10			

APPENDIX E

Transport Planning Associates Ltd French's Road Cambridge Licence No: 219603

Calculation Reference: AUDIT-219603-241003-1044

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	TE	TELFORD & WREKIN	1 days
09	NORTH		
	TW	TYNE & WEAR	3 days
11	SCOTLAND		
	FA	FALKIRK	1 days
13	MUNSTER		
	LI	LIMERICK	1 days
17	ULSTER (NORTHERN IRELAND)		
	DO	DOWN	1 days

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

Primary Filtering selection:

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

Parameter:	Site area
Actual Range:	0.04 to 1.72 (units: hect)
Range Selected by User:	0.04 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/10/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	4
Village	2
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 CA-07-Q-02 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Site area: 0.37 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 DO-07-Q-01 COMMUNITY CENTRE DOWN
CHURCH ROAD
NEAR BELFAST
MONEYREAGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 1.54 hect
Survey date: FRIDAY *19/06/15* *Survey Type: MANUAL*

3 FA-07-Q-02 COMMUNITY CENTRE FALKIRK
PARKHALL DRIVE
FALKIRK
MADDISTON
Edge of Town
Residential Zone
Total Site area: 0.28 hect
Survey date: MONDAY *03/06/13* *Survey Type: MANUAL*

4 LI-07-Q-01 COMMUNITY CENTRE LIMERICK
CASTLE OAKS VIEW
LIMERICK
DONOUGH O'MALLEY PARK
Edge of Town
Residential Zone
Total Site area: 0.41 hect
Survey date: WEDNESDAY *06/11/13* *Survey Type: MANUAL*

5 TE-07-Q-01 COMMUNITY CENTRE TELFORD & WREKIN
SOUTHGATE
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Site area: 0.15 hect
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

6 TW-07-Q-01 COMMUNITY CENTRE TYNE & WEAR
HIGH STREET
GATESHEAD
WREKENTON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Site area: 0.22 hect
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

7 TW-07-Q-02 COMMUNITY CENTRE TYNE & WEAR
ROSEDON WAY
NEWCASTLE
BRUNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.73 hect
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

8 TW-07-Q-03 COMMUNITY CENTRE TYNE & WEAR
ASKEW ROAD W
GATESHEAD
TEAMS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.33 hect
Survey date: FRIDAY *24/05/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-07-Q-01	15/10/12	Not suitable
CV-07-Q-01	19/12/12	Not suitable
DL-07-Q-01	23/11/16	Not suitable
EC-07-Q-01	07/11/17	Not suitable
GM-07-Q-01	28/04/22	Not suitable
LS-07-Q-01	19/10/15	Not suitable
NG-07-Q-01	13/06/13	Not suitable
NY-07-Q-01	10/05/17	Not suitable
PS-07-Q-01	12/05/15	Not suitable
ST-07-Q-01	09/05/14	Not suitable
SW-07-Q-01	22/10/13	Not suitable
TI-07-Q-01	13/10/22	Not suitable
WM-07-Q-01	18/10/22	Not suitable

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.33	9.000	3	0.33	0.000	3	0.33	9.000
08:00 - 09:00	8	0.50	21.340	8	0.50	7.940	8	0.50	29.280
09:00 - 10:00	8	0.50	19.355	8	0.50	12.903	8	0.50	32.258
10:00 - 11:00	8	0.50	7.940	8	0.50	11.414	8	0.50	19.354
11:00 - 12:00	8	0.50	6.203	8	0.50	10.918	8	0.50	17.121
12:00 - 13:00	8	0.50	14.888	8	0.50	14.888	8	0.50	29.776
13:00 - 14:00	8	0.50	6.203	8	0.50	10.174	8	0.50	16.377
14:00 - 15:00	8	0.50	8.933	8	0.50	4.963	8	0.50	13.896
15:00 - 16:00	8	0.50	16.625	8	0.50	15.136	8	0.50	31.761
16:00 - 17:00	8	0.50	8.933	8	0.50	12.655	8	0.50	21.588
17:00 - 18:00	8	0.50	21.588	8	0.50	21.092	8	0.50	42.680
18:00 - 19:00	7	0.53	25.946	7	0.53	14.054	7	0.53	40.000
19:00 - 20:00	6	0.55	13.070	6	0.55	36.778	6	0.55	49.848
20:00 - 21:00	6	0.55	6.383	6	0.55	11.246	6	0.55	17.629
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			186.407			184.161			370.568

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

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

Parameter summary

Trip rate parameter range selected:	0.04 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 18/10/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
Surveys manually removed from selection:	0

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