

The Keadby 3 Low Carbon Gas Power Station Project

Document Ref: 6.3

Planning Inspectorate Ref: EN010114

The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order

Land at and in the vicinity of the Keadby Power Station site, Trentside, Keadby, North Lincolnshire

Environmental Statement Volume II - Appendix 10A: Transport Assessment

The Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Applicant: Keadby Generation Limited

Date: May 2021

DOCUMENT HISTORY

Document Ref	6.3.10/Appendix 10A
Revision	VP1.0
Document Owner	AECOM

GLOSSARY

Abbreviation	Description
AADT	Annual Average Daily Traffic Movements
ATC	Automatic Traffic Count
CCGT	Combined Cycle Gas Turbine
CCP	Carbon Capture and Compression Plant
CTMP	Construction Traffic Management Plan
CWTP	Construction Workers' Travel Plan
DfT	Department for Transport
DMBC	Doncaster Metropolitan Borough Council
EIA	Environmental Impact Assessment
HGV	Heavy Goods Vehicle
HE	Highways England
NLC	North Lincolnshire Council
RFC	Ratio of Flow to Capacity
TA	Transport Assessment
TTRO	Temporary Traffic Regulation Order

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared by AECOM on behalf of Keadby Generation Limited ('the Applicant') in relation to a proposed application ('the Application') for a Low Carbon Combined Cycle Gas Turbine (CCGT) Generating Station (Keadby 3, herein referred to as 'the Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe ('the Proposed Development Site').
- 1.1.2 The majority of the Proposed Development Site forms part of the landholding of Keadby Power Station. The current operational power station, referred to as Keadby 1 Power Station is a 755MW CCGT power station and has been operating since 1996. Following the grant of a variation to an existing Section 36 consent in 2016, construction of an 910MW CCGT power station (Keadby 2 Power Station) commenced in April 2019 on land adjacent to Keadby 1 Power Station. The construction of Keadby 2 Power Station is ongoing and is expected to be complete by Q1 2022.
- 1.1.3 The Proposed Development is classed as a nationally significant infrastructure project (NSIP) and therefore following submission of an Application, would be the subject of a decision by the Secretary of State, pursuant to the Planning Act 2008, on whether to grant a Development Consent Order (DCO).
- 1.1.4 The Proposed Development would comprise a single CCGT unit achieving an electrical output capacity of up to 910MW onto the national electricity transmission network and will be designed to operate with a fully integrated post-combustion carbon capture and compression plant (CCP) installed such that the plant can be operated as a low carbon generating station.
- 1.1.5 As described in **Chapter 4: The Proposed Development (ES Volume I – Application Document Ref. 6.2)** construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start shortly after Quarter 4 2022 when it is anticipated the consent would be granted.
- 1.1.6 The Applicant would appoint one or more EPC contractors for the construction of the CCGT and CCP (**Work No. 1**). Additional contractors are likely to be appointed to undertake the proposed minor highway works (**Work No. 8A**). An early works phase, including the A18 carriageway improvements and Mabey Bridge replacement, would be undertaken over a circa 6 month period. Construction activities for the main works phase are expected to be completed after this, within approximately three years, followed by commissioning.
- 1.1.7 This TA has been prepared with reference to the National Planning Policy Framework (NPPF) (Department for Communities and Local Government, 2019) and the Planning Practice Guidance document '*Travel plans, transport*

assessments and statements in decision taking (Ministry of Housing, Communities & Local Government, 2014) to investigate the traffic impact of the development proposals. This report provides the findings of the assessment.

- 1.1.8 A transport scoping report was issued to key stakeholders comprising North Lincolnshire Council (NLC), Doncaster Metropolitan Borough Council (DMBC) and Highways England (HE) on 29th July 2020 to agree the approach to the TA. Comments from NLC, DMBC and HE were received, confirming that they agreed to the proposed methodology. The transport scoping report and key stakeholder scoping responses are included within **Annex A**.
- 1.1.9 This TA also considers the feedback received as part of the Environmental Impact Assessment (EIA) scoping opinion received from the Planning Inspectorate in June 2020 (**Appendix 1B** (ES Volume II - **Application Document Ref. 6.3**)), and responses from the Stage 2 and additional statutory consultation that was completed between November 2020 - January 2021 and March 2021 – May 2021 respectively.
- 1.1.10 Based on consultation and best practice, the issues for consideration in this assessment are as follows:
- a description of current conditions;
 - calculation of the profile of generation through the construction period and the identification of peak development flows;
 - distribution and assignment of construction traffic;
 - identification of other committed developments in the study area;
 - network impact analysis;
 - analysis of accidents within the study area; and
 - formulation of mitigation measures.

2.0 EXISTING CONDITIONS

2.1 Site Location and Access

- 2.1.1 The Proposed Development Site is located approximately 4.1km to the west of the town of Scunthorpe. The village of Keadby is the nearest settlement which lies immediately adjacent to the Proposed Development Site and approximately 1km east of the Proposed Power and Carbon Capture (PCC) Site, on which the built development associated with the CCGT and CCP is proposed, at its closest point (refer to **Figure 3.3** (ES Volume III - **Application Document Ref. 6.4**)).
- 2.1.2 Access to the Proposed Development Site during construction and operation would be via the existing access roads from the A18. Perpendicular and skewed construction access points off the A18. Both bridges have been subject to inspection which has identified that Mabey Bridge (perpendicular access) requires replacement prior to the main construction works commencing. The skewed access would be used, where required to transport oversized Abnormal Indivisible Loads (AIL) into the Proposed Development Site and for temporary access into the Proposed Development site whilst Mabey Bridge is replaced.
- 2.1.3 At the same time as Mabey Bridge replacement, it is proposed to upgrade the perpendicular junction access by undertaking carriageway improvements including the provision of a right-turn lane into the Proposed Development Site (refer to **Figure 3.3** (ES Volume III - **Application Document Ref. 6.4**)). The inclusion of the right-turn lane designed to current Design Manual for Roads and Bridges (DMRB) standards (Highways England, 2020a, b) increases the safety of the junction over the existing, as there is currently no dedicated lane for any right-turning traffic into the junction. Providing a right-turn lane would also prevent vehicles that are waiting on the A18 to turn right into the Proposed Development Site from inhibiting the A18 westbound straight on flow.
- 2.1.4 The existing access road from the A18 passes over the Stainforth and Keadby Canal and the Scunthorpe to Doncaster passenger rail line via North Pilsfrey Bridge (Network Rail asset number DOW/26AA at 17m 0550yds). It then links to Bonnyhale Road and onwards towards the Proposed Development Site along existing private access roads.
- 2.1.5 North of the junction with the A18, along the existing site access road, a permanent gatehouse/ security building for the Proposed Development Site and parking would be developed, replacing the temporary facilities in place for Keadby 2 Power Station construction.
- 2.1.6 AIL could also utilise the route from Ealand village via the A161, New Trent Road and Bonnyhale Road which has consent for up to 10 AIL to be brought through the village during construction of Keadby 2 Power Station, as well as the existing temporary Additional AIL route into Keadby Power Station site that has been used for Keadby 2 Power Station AIL deliveries and connects to Railway Wharf (Waterborne Transport Offloading Area).

2.2 Local Highway Network

- 2.2.1 Access to the Proposed Development Site during both construction and operation will be via the existing perpendicular and skewed construction access points off the A18, built for construction vehicles during the building of the Keadby Wind Farm and currently used by construction vehicles associated with the Keadby 2 Power Station. Both bridges have been subject to inspection with Mabey Bridge (perpendicular access) needing to be replaced. As with the construction of Keadby 2 Power Station, it is anticipated that a Temporary Traffic Regulation Order (TTRO) will be secured for the A18 in the vicinity of the construction site entrance to reduce the speed limit to 40mph.
- 2.2.2 The skewed access was constructed to carry oversized turbine blades into the Keadby Wind Farm site. The angle of the skewed bridge means that any oversized loads are forced to travel to and from the west.
- 2.2.3 The A18 continues westwards from the Proposed Development Site access to form a gyratory junction with the A161. The A161 is a single-carriageway link following a north-south alignment between J2 of the M180 and the A18 to the north. This section of the A161 is subject to the National Speed Limit and is rural in nature, with no footways provided on either side of the carriageway. The M180 Junction 2 is a grade separated junction with priority arrangements from the off-slip roads.
- 2.2.4 The A18 continues to the west to join the M180 Junction 1 via the Tudworth roundabout.
- 2.2.5 To the east of the access to the Proposed Development Site, the A18 continues in an easterly direction where it meets the B1392. The A18 is subject to the National Speed Limit which reduces to a 40mph speed limit as the road bends towards the north and bypasses Althorpe. The speed limit reduces further to 30mph on the approach to the B1392.
- 2.2.6 The existing main site access to Keadby Power Station is taken from the B1392, named Station Road in the vicinity of the site, although this would not be used for access to the Proposed Development Site during construction or operation of the Proposed Development. This two lane single carriageway links the A18 at Keadby to the A161 at Eastoft. The road is subject to a 30mph speed limit within the village and to a distance of approximately 400m north of Keadby Power Station entrance, beyond which the National Speed Limit applies. Adjacent to the existing Keadby Power Station site entrance, it is approximately 5.5m in width. Footways are provided within the village and the road is street lit.
- 2.2.7 The B1392 joins the A18 at a priority junction on the southern edge of Keadby, near Althorpe station. Left and right turning lanes are provided from the B1392, while a right turning lane from the A18 is also provided.
- 2.2.8 The A18 crosses the River Trent to the east of the junction with the B1392, via the King George V bridge. This bridge has footway on its northern side which is

provided on a separate structure. There is a bend in the carriageway at the eastern end of the bridge, before the road turns to the north. The speed limit increases from 30mph to 40mph near its junction with the B1216 Station Road. The A18 continues through the village of Gunness, and then continues east towards Scunthorpe, with the speed limit increasing to the National Speed Limit at the eastern edge of the village.

- 2.2.9 The A18 meets the M181 and A1077 at the Frodingham Grange roundabout junction on the western edge of Scunthorpe, before continuing into the town.
- 2.2.10 Chapel Lane runs to the east of the Proposed PCC Site, from the B1392, and provides access to the rear entrance to Keadby 1 and Keadby 2 Power Station. This route will not be used by construction traffic or construction staff during construction of the Proposed Development, nor by operational staff accessing the Proposed Development Site during normal operations. However, Chapel Lane will provide a connection to the proposed Emergency Vehicle Access which would only be utilised as a secondary point of access and egress for emergency vehicles and/ or pedestrians in the event of an emergency to and from the north of the Proposed PCC site over a new private bridge. Chapel Lane is a single carriageway, which is subject to a 30mph speed limit in the residential area to the east and the National Speed Limit in the rural section to the west and south. In the residential area, the carriageway is approximately 5.8m wide, and on-street parking occurs along the northern side, which results in width for just one vehicle to pass at a time. In the rural section of the road approaching the Proposed PCC Site, the width ranges between approximately 4.8m and 6.3m.

2.3 Baseline Flows

[Approach to Baseline Data Collection](#)

- 2.3.1 The study area has been defined based on the sensitivity of the route and the percentage impact that development traffic adds to baseline flows with reference made to the 'Guidelines for Environmental Assessment of Road Traffic' (IEA, 1993).
- 2.3.2 The COVID-19 pandemic has had consequences for the Applicant's proposed approach and ability to obtain relevant environmental information for the purposes of this assessment. It has not been possible to conduct traffic counts given the restrictions on travel and thus significantly lower levels of traffic on the road network during the course of the pandemic, which has made obtaining representative traffic data difficult. Taking into consideration Planning Inspectorate (PINS) Advice Note 7: EIA Process, Preliminary Environmental Information and Environmental Statements (PINS, 2020), the Applicant has therefore agreed its proposed approach to the collection and presentation of baseline traffic data with relevant consultation bodies via the TA Scoping Report (see Section 1) and presentation of a TA within the Preliminary Environmental

Information (PEI) Report provided to inform Stage 2 consultation. Evidence of agreement on approach is presented in **Annex A** of this TA.

Baseline Data for Assessment

2.3.3 Traffic flow data has been collected on the following highway links within the study area (see **Plate 1**) which includes:

- **ATC 1:** 7-day automatic traffic count (ATC) count on the A18 to the west of the Proposed Development Site access/ construction site access for Keadby 2 Power Station;
- **ATC 2:** 7-day ATC count on the A161 between the A18 and the M180 Jct 2;
- **ATC 3:** 7-day ATC count on the A18 Station Road immediately to the west of King George V Bridge; and
- **ATC 4:** ATC count on the A18 High Levels Bank to the east of Tudworth Roundabout.

2.3.4 ATCs 1 and 2 were undertaken between Wednesday 8th November and Tuesday 14th November 2017. ATC 3 was undertaken between Wednesday 13th May and Tuesday 19th May 2015. ATC 4 undertaken in 2018 was obtained from Department for Transport Road Traffic Statistics website (roadtraffic.dft.gov.uk).

2.3.5 Although ATC 1, 2 and 3 counts are 3 years or older, due to the Covid pandemic, it has been agreed that these are the best representative data available for the purposes of this assessment.

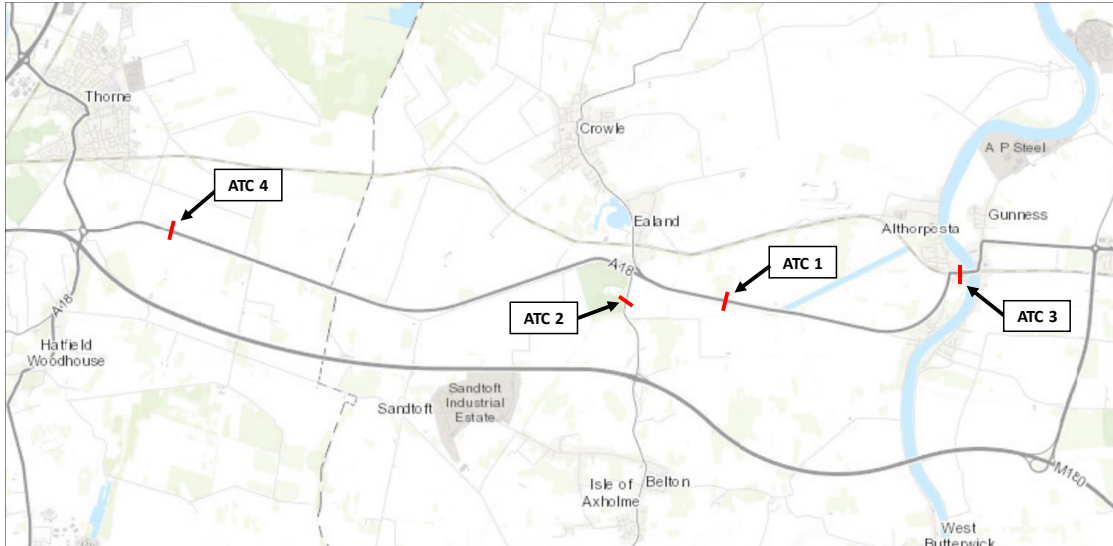
2.3.6 Analysis has been undertaken comparing traffic count data collected on the A18 and A161 in November 2017 with the count data collected at the same locations in May 2015 and reveals that average weekday traffic flows on both links have decreased slightly between 2015 and 2017 as shown in Table 1.

Table 1: Comparison in 24hr AAWT Flows

Link	2015 Count	2017 Count	Percentage Difference
A18 (west of Proposed Development Site access/ Keadby 2 construction site entrance)	8,681	8,414	- 3.2%
A161	6,004	5,890	- 1.9%

2.3.7 The absence of growth between 2015 and 2017 suggests that traffic flows recorded at that time are likely to remain representative of typical local baseline conditions. On this basis, it is considered that the count data available is robust and appropriate for use in this assessment. The raw traffic data is provided in **Annex B**.

Plate 1: Traffic Count Locations



- 2.3.8 To obtain 2020 baseline flows, growth factors have been applied to the counts. Traffic growth factors for the area in which the Proposed Development is located (MSOA 006 within North Lincolnshire District) have been obtained from TEMPRO Version 7 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.
- 2.3.9 The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.
- 2.3.10 The local growth factors based on a principal road type within a rural area are shown in Table 2.

Table 2: Traffic Growth Factors

	Weekday Off-Peak	Weekday AM Peak Period	Weekday Inter Peak Period	Weekday PM Peak Period
2015 - 2020	1.0656	1.0674	1.0767	1.0679
2017 - 2020	1.0367	1.0397	1.0436	1.0386

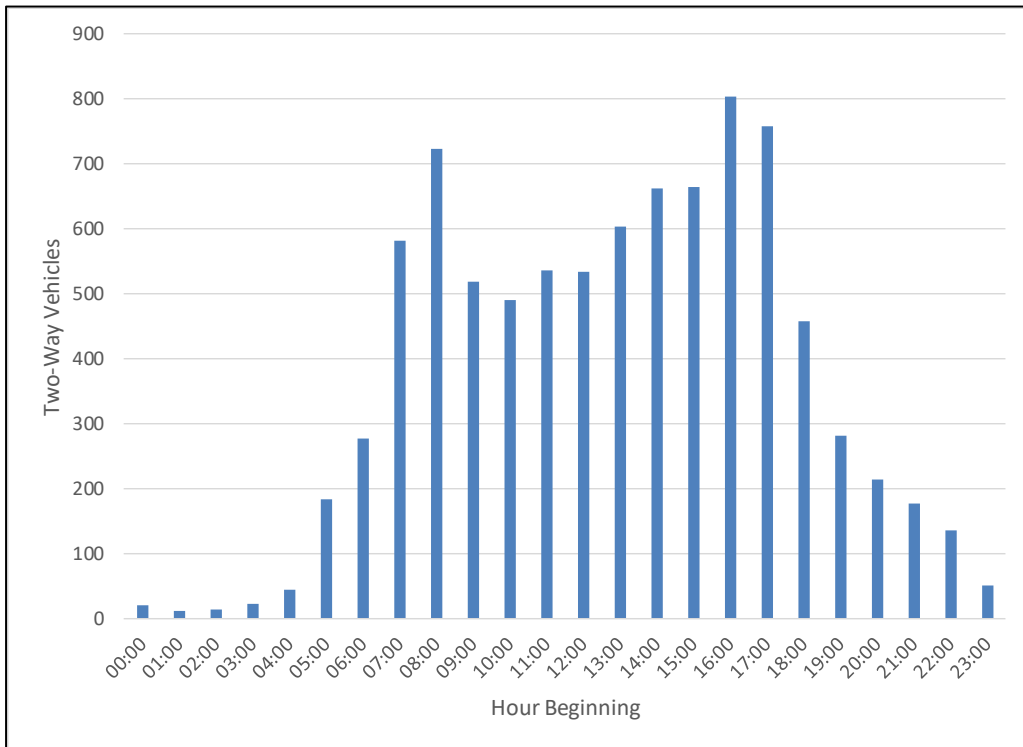
2.3.11 From this data, the following typical 2020 baseline traffic flows are evident on each link:

A18 (west of the Proposed Development Site access/ Keadby 2 Power Station construction site entrance)

- Average Weekday Morning Peak (two-way): 724 vehicles;

- Average Weekday Evening Peak (two-way): 803 vehicles; and
- Annual Average Weekday Traffic (two-way): 8,755 vehicles.

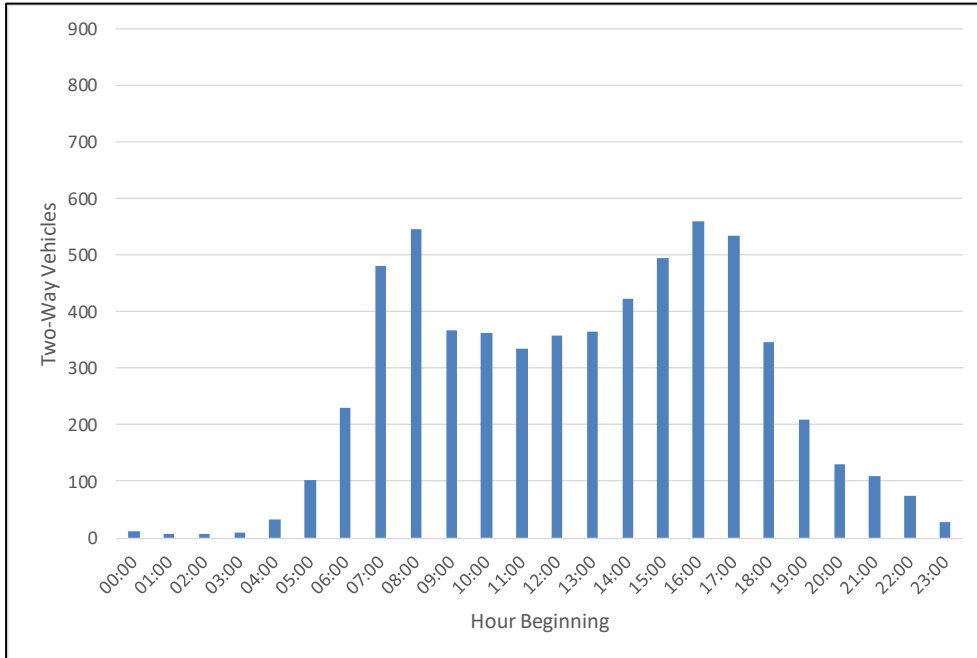
Plate 2: A18 (west of Proposed Development Site access/ Keadby 2 Power Station construction site access) Average Weekday Profile



A161 (between A18 and M180 Junction 2)

- Average Weekday Morning Peak (two-way): 546 vehicles;
- Average Weekday Evening Peak (two-way): 561 vehicles; and
- Annual Average Weekday Traffic (two-way): 6,129 vehicles.

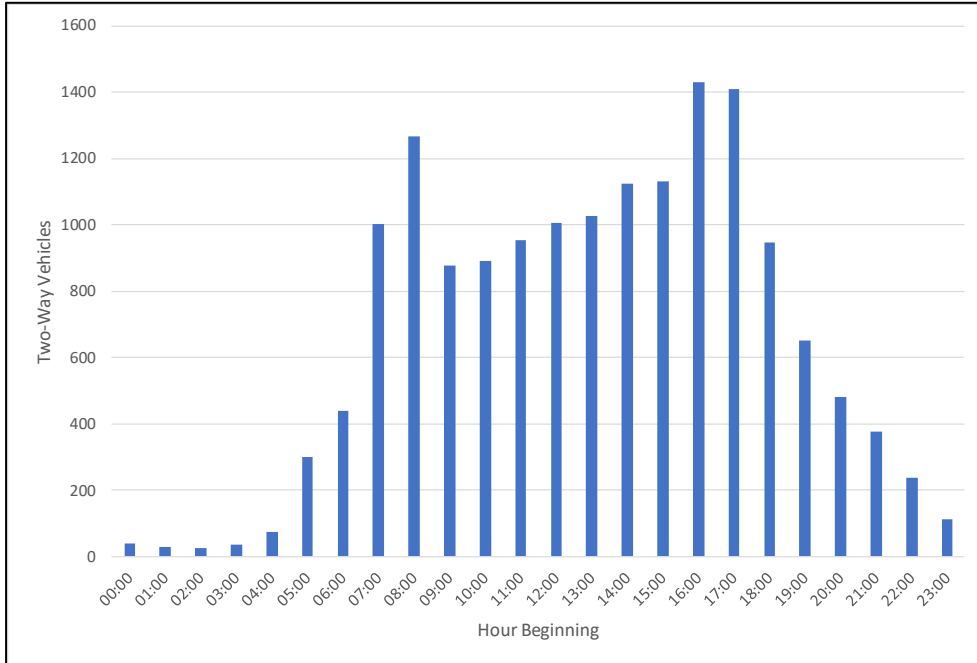
Plate 3: A161 (between A18 and M180 Junction 2) Average Weekday Profile



A18 Station Road (immediately west of King George V Bridge)

- Average Weekday Morning Peak (two-way): 1,266 vehicles;
- Average Weekday Evening Peak (two-way): 1,431 vehicles; and
- Annual Average Weekday Traffic (two-way): 15,874 vehicles.

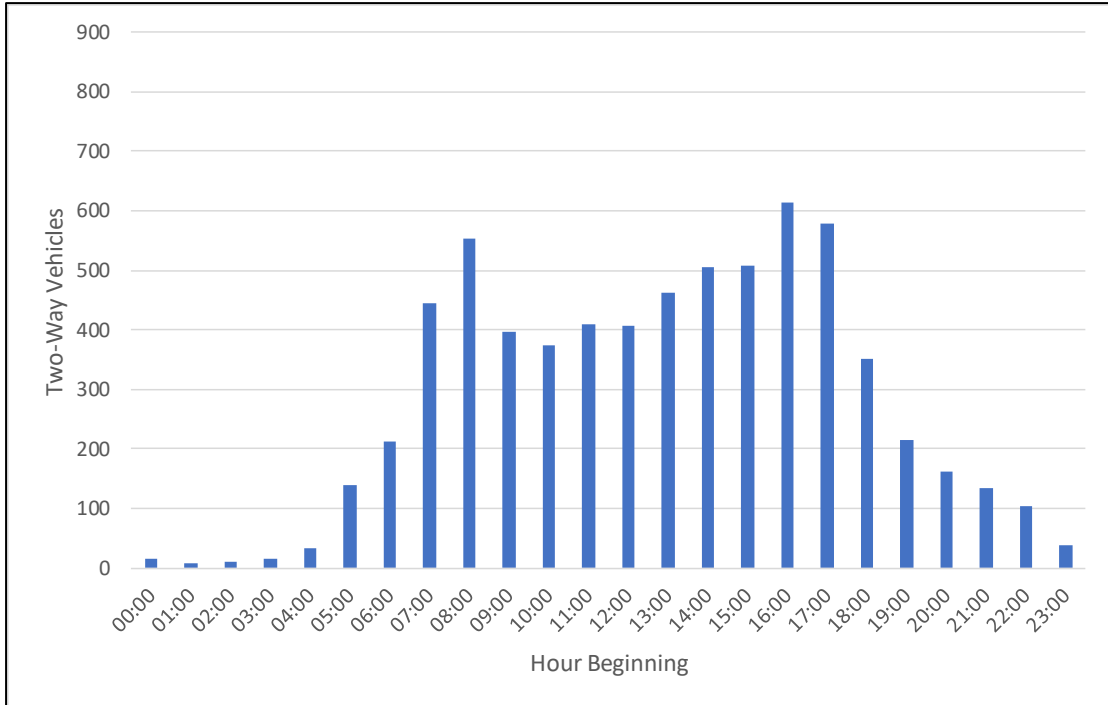
Plate 4: A18 Station Road Average Weekday Profile



A18 High Levels Bank (east of Tudworth Roundabout)

- Average Weekday Morning Peak (two-way): 553 vehicles;
- Average Weekday Evening Peak (two-way): 614 vehicles; and
- Annual Average Weekday Traffic (two-way): 6,693 vehicles.

Plate 5: A18 High Levels Bank Average Weekday Profile



Note: Profile over the 24hr period based on ATC 1 hourly profile

3.0 PERSONAL INJURY COLLISION DATA

3.1 Introduction

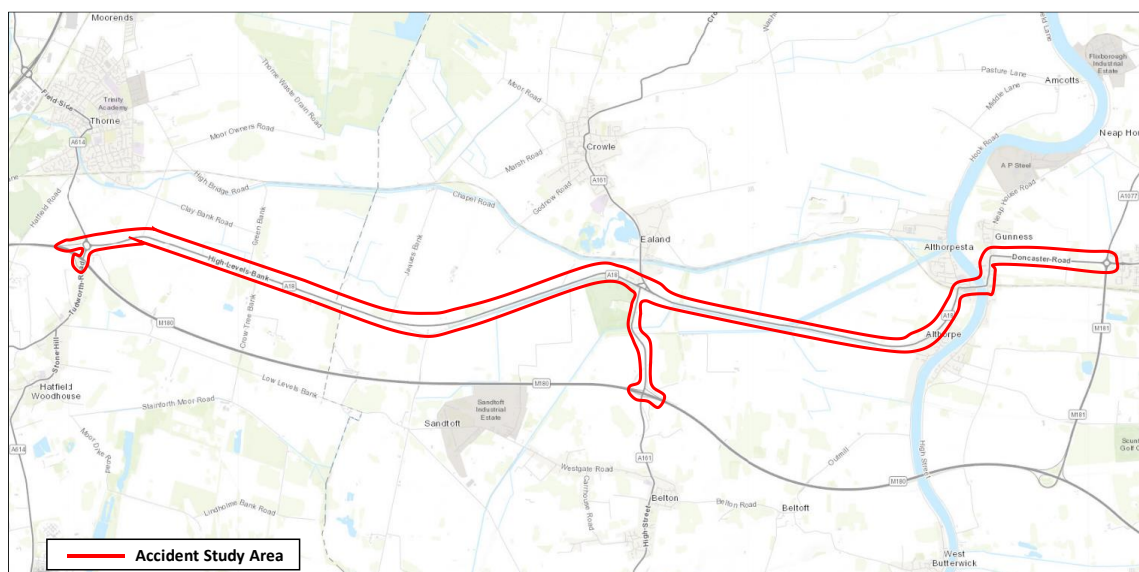
3.1.1 Personal Injury Accident (PIA) Data has been taken into consideration in line with current Department for Transport (DfT) guidance, which requires analysis of any road traffic incidents that have occurred within the most recent five-year period for which data is available. The range analysed in this case is 2015 to 2019 inclusive, with data sourced from Crashmap (www.crashmap.co.uk).

3.1.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary ‘road collisions’ include the following:

- collisions which commence on the highway, but which involve casualties off the highway;
- collisions involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus/ coach are injured, whether or not another vehicle or pedestrian is involved;
- collisions with pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway; and
- some local authorities and organisations refer to road collisions as road accidents or road crashes.

3.1.3 The accident study area for analysis is shown in **Plate 6** below.

Plate 6: Accident Study Area



3.2 Overall Collision Summary

3.2.1 All collisions that have occurred within the accident study area over the five-year period are summarised in Table 3 below. Raw accident data is included within **Annex C**.

Table 3: Accident Summary

Year	Total Accidents	Severity		
		Slight	Serious	Fatal
2015	21	16	5	0
2016	18	15	3	0
2017	17	14	3	0
2018	21	13	8	0
2019	6	5	1	0
Total	83	63	20	0

3.2.2 There has been a total of 83 collisions within the study area over the five year period which covers a distance of approximately 13 miles. Of these, the majority (63) were recorded slight in severity, with 20 recorded as serious. No fatal collisions are recorded. The year-on-year trend for overall incident occurrence is relatively consistent.

3.2.3 Below is a further brief description of the recorded collisions within the study area over the five-year period.

3.3 Area 1 – M180 Junction 1 Slip Roads and Tudworth Roundabout

3.3.1 **Plate 7** below outlines the location of these incidents across these specific sections of the road network.

Plate 7: Area 1 Accident Locations



M180 Junction 1 Slip Roads

3.3.2 Over the five-year study period, four collisions took place across the slip roads for Junction 1 of the M180. Three of these incidents were considered slight in severity, with one serious incident. Table 4 provides a more detailed breakdown of these incidents.

Table 4: M180 Junction 1 Slip Roads Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
23/09/2015	Serious	2	Vehicle proceeding normally along carriageway impacted by vehicle emerging from slip road.
15/04/2015	Slight	2	Vehicle proceeding normally along carriageway impacted by vehicle emerging from slip road.
27/03/2015	Slight	2	Vehicle proceeding along the carriageway impacted into vehicle performing a U-turn.
25/08/2016	Slight	1	Vehicle impacted with central crash barrier when proceeding normally along the carriageway.

3.3.3 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

Tudworth Roundabout

3.3.4 Over the five-year study period, eight collisions took place at Tudworth Roundabout. All but one of these incidents was considered slight in severity. Table 5 provides a more detailed breakdown of these incidents.

Table 5: Tudworth Roundabout Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
17/07/2015	Slight	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
13/06/2015	Slight	1	Vehicle proceeding normally along the carriageway impacted with lamp post.
08/11/2015	Slight	1	Vehicle proceeding normally along the carriageway impacted with lamp post.
30/10/2015	Slight	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
08/12/2015	Serious	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
11/07/2017	Slight	1	Vehicle proceeding normally along the carriageway impacted with kerb.
14/03/2018	Slight	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
08/06/2019	Slight	1	Vehicle proceeding normally along the carriageway impacted with tree.

3.3.5 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly

and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

3.4 Area 2 - A18 between Tudworth Roundabout & A18 / A161 Junction

3.4.1 Over the five year study period, a total of 11 accidents have occurred along the A18 between Tudworth Roundabout and the A18/ A161 junction, a distance of approximately six miles. Of these, seven were considered slight in severity, with four serious incidents. Table 6 provides a more detailed breakdown of these incidents.

Table 6: A18 between Tudworth Roundabout & A18/A161 Junction Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
18/08/2015	Slight	2	Collision between two vehicles proceeding normally along the carriageway.
21/12/2015	Serious	3	Collision between three vehicles, proceeding normally along the carriageway, one of which is held up.
11/02/2016	Slight	4	Collision between four vehicles, one of which attempting to pass another vehicle proceeding normally along the carriageway.
07/11/2016	Serious	3	Collision between three vehicles, one of which attempting to pass another vehicle proceeding normally along the carriageway.
05/01/2016	Slight	1	Vehicle proceeding normally along the carriageway impacted with tree.
19/02/2016	Slight	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
19/06/2017	Slight	2	Vehicle moving off is impacted by vehicle proceeding normally along the carriageway.
22/02/2018	Serious	2	Vehicle in the process of turning left impacted by vehicle proceeding normally along the carriageway.

Date of Incident	Severity	No. of Vehicles	Causation
07/06/2018	Serious	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
15/02/2018	Slight	2	Vehicle in the process of turning right impacted by vehicle proceeding normally along the carriageway.
19/02/2019	Slight	3	Collision between three vehicles, one of which attempting to pass another vehicle proceeding normally along the carriageway.

3.4.2 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

3.5 Area 3 – A18 / A161 Junction

3.5.1 Over the study period, a total of eight incidents occurred at the A18 / A161 junction. All of these collisions were considered slight in severity. **Plate 8** below outlines the location of these incidents, and Table 7 provides a more detailed breakdown of these incidents.

Plate 8: Area 3 Accident Locations



Table 7: A18 / A161 Junction Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
28/11/2016	Slight	2	Vehicle proceeding normally along the carriageway impacted with slowing vehicle.
18/09/2016	Slight	2	Vehicle proceeding normally along the carriageway impacted with vehicle waiting to turn right.
28/02/2016	Slight	2	Vehicle moving off impacted by vehicle proceeding normally along the carriageway.
15/01/2016	Slight	2	Vehicle turning right impacted by another vehicle proceeding normally along the carriageway.
06/10/2016	Slight	2	Slowing vehicle impacted in the rear from another vehicle proceeding along the carriageway.

Date of Incident	Severity	No. of Vehicles	Causation
16/07/2017	Slight	2	Vehicle turning right impacted in the rear from another vehicle turning right.
17/07/2018	Slight	2	Vehicle proceeding normally along the carriageway impacted in the rear from another vehicle proceeding along the carriageway.
20/06/2018	Slight	2	Vehicle proceeding normally along the carriageway impacted with vehicle turning right.

3.5.2 It is noted that improvements to the junction were undertaken in 2019 comprising junction priority changes. Vehicles approaching from the north of the junction along the A161 now have right of way around the junction, whereas those vehicles approaching from the south along the A161 and along the A18 must give way to vehicles already on the junction.

3.6 Area 4 – M180 Junction 2

3.6.1 Over the five year study period, a total of seven incidents occurred at Junction 2 of the M180 including slip roads. **Plate 9** below outlines the location of these incidents, and Table 8 provides a more detailed breakdown of these incidents.

Plate 9: Area 4 Accident Locations

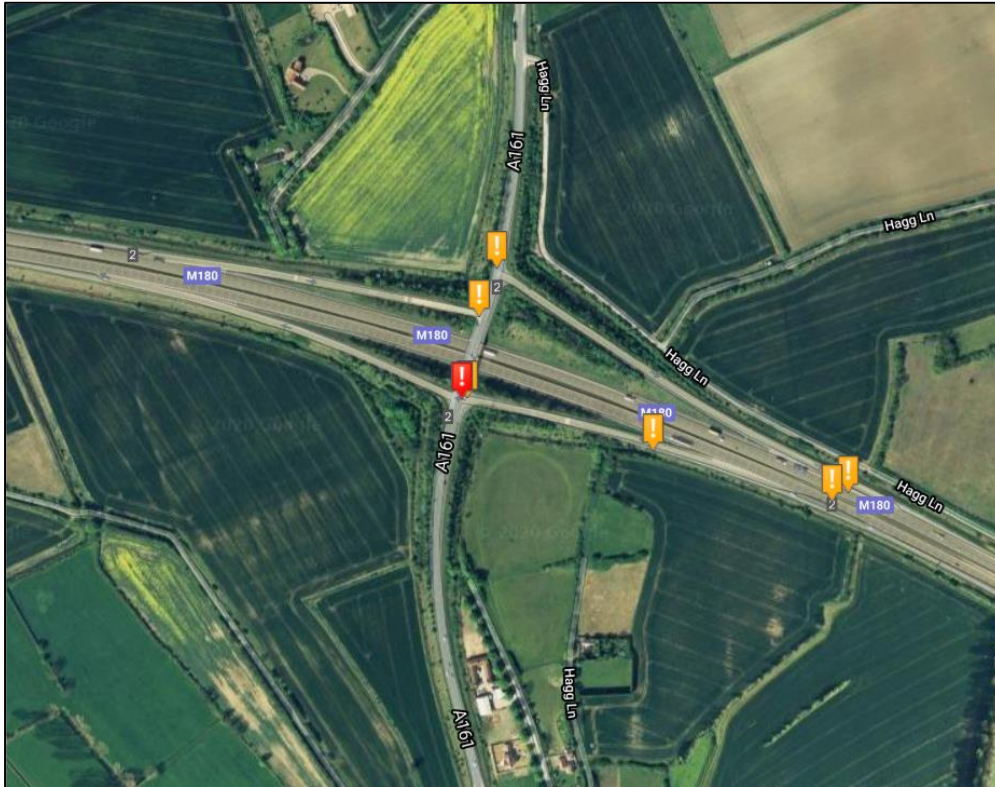


Table 8: M180 Junction 2 Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
12/05/2015	Slight	2	Vehicle parked in the carriageway impacted by vehicle proceeding normally along the carriageway.
27/03/2016	Slight	1	Vehicle changing lane left carriageway entering ditch.
15/09/2017	Slight	2	Vehicle in the process of turning right impacted by vehicle proceeding normally along the carriageway.
19/10/2018	Serious	2	Vehicle in the process of moving off impacted by vehicle proceeding normally along the carriageway.
05/06/2018	Slight	2	Vehicle in the process of turning right impacted by vehicle proceeding normally along the carriageway.

Date of Incident	Severity	No. of Vehicles	Causation
13/08/2018	Slight	2	Vehicle proceeding normally along carriageway impacted by vehicle emerging from slip road.
09/05/2019	Slight	2	Vehicle in the process of turning right impacted by vehicle proceeding normally along the carriageway.

3.6.2 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

3.7 Area 5 – A161 between M180 Junction 2 and A18

3.7.1 Over the study period, a total of three incidents occurred along the A161. All of these collisions were considered slight in severity. Table 9 provides a more detailed breakdown of these incidents.

Table 9: A161 Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
28/01/2015	Slight	2	Vehicle proceeding normally along the carriageway impacted by another vehicle proceeding normally along the carriageway.
24/11/2017	Slight	2	Vehicle proceeding normally along the carriageway impacted by another vehicle proceeding normally along the carriageway.
19/02/2017	Slight	2	Vehicle slowing down impacted from the rear by another slowing vehicle.

3.7.2 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

3.8 Area 6 – A18 between A18 / A161 Junction and A18 / B1392

3.8.1 Over the five year study period, a total of seven incidents have occurred along the section of the A18 between the A18 / A161 junction and the A18 / B1392 junction incorporating the construction site access, a distance of approximately

four miles. Of these incidents, five were considered slight in severity, and two as serious. **Plate 10** below outlines the location of these incidents, and Table 10 provides a more detailed breakdown of these incidents.

Plate 10: Area 6 Accident Locations

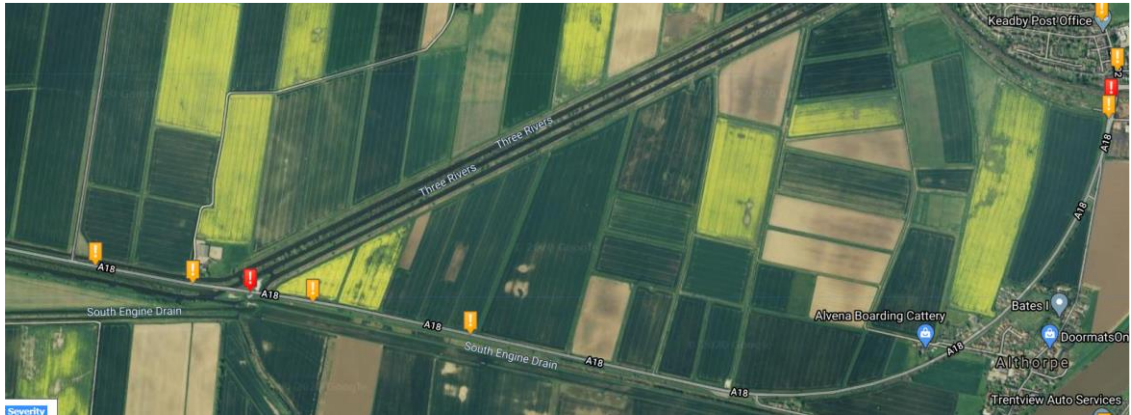


Table 10: A18 Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
08/04/2015	Slight	3	Incurion between three vehicles proceeding normally along the carriageway, no impact.
18/07/2015	Serious	3	Vehicle passing a vehicle parked in the carriageway impacted with another vehicle proceeding normally along the carriageway.
20/02/2015	Slight	1	Vehicle proceeding normally left carriageway entering ditch.
01/05/2016	Slight	2	Collison between two vehicles proceeding normally along the carriageway.
07/05/2016	Slight	1	Motorcycle impacted with carriageway whilst proceeding normally.
23/07/2018	Slight	2	Incurion between two vehicles proceeding normally along the carriageway, no impact.
08/06/2019	Serious	1	Motorcycle impacted with carriageway whilst proceeding normally.

3.8.2 Only one accident of slight severity occurred in close proximity to the A18 / construction site access and involved two cars. This accident occurred in May

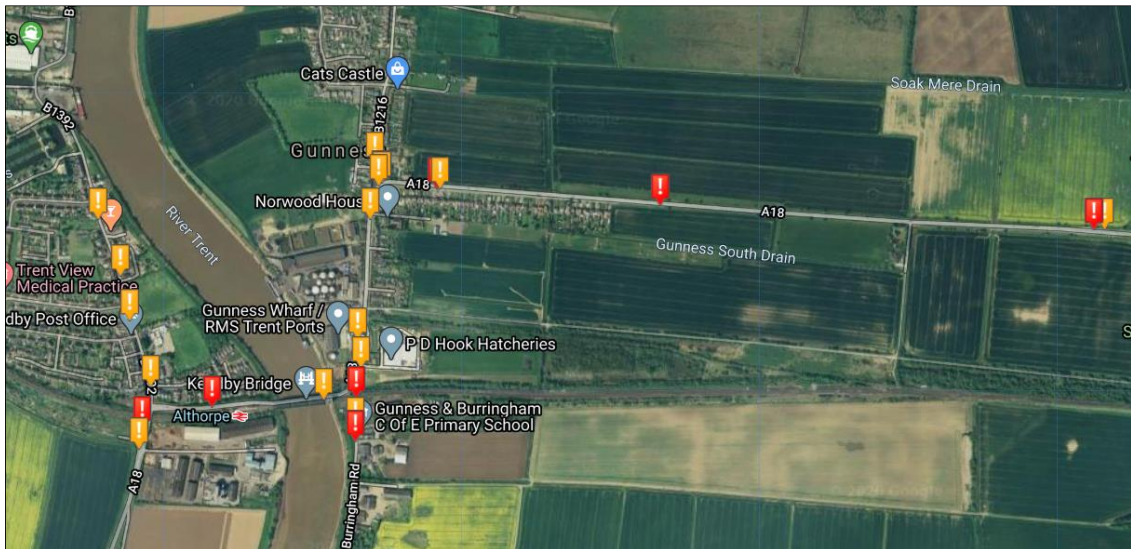
2016 before the start of construction of Keadby 2 Power Station and therefore the accident is not connected with this junction.

3.8.3 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person's path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

3.9 Area 7 between A18 / B1392 Junction and Frodingham Grange Roundabout

3.9.1 **Plate 11** below outlines the location of these incidents across these specific sections of the road network.

Plate 11: Area 7 Accident Locations



3.9.2 This area has been divided into two specific areas; the overall section of the A18, and the A18 / B1392 junction.

3.9.3 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person's path or speed, a failure to look properly and loss of control. None of the accidents can be attributed to an inadequate highway design.

A18

3.9.4 Over the five year study period, nine incidents have occurred along this section of the A18. Of these incidents, four were considered serious in severity, with five being slight. Table 11 provides a more detailed breakdown of these incidents.

Table 11: A18 Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
28/04/2015	Slight	2	Vehicle in the act of turning left impacted by vehicle proceeding normally along the carriageway.
25/11/2016	Serious	2	Slowing vehicle impacted from rear by another slowing vehicle proceeding normally along the carriageway.
09/04/2016	Slight	1	Vehicle proceeding normally along the carriageway impacted with bridge.
10/08/2016	Serious	3	Collision between three vehicles proceeding normally along the carriageway.
20/11/2017	Slight	2	Vehicle in the act of turning left impacted by vehicle proceeding normally along the carriageway.
12/09/2017	Serious	2	Vehicle parked in the carriageway impacted by vehicle proceeding normally along the carriageway.
04/03/2017	Serious	2	Vehicle in the act of moving off impacted by vehicle proceeding normally along the carriageway.
23/01/2018	Slight	3	Vehicle passing another vehicle in the carriageway impacted with vehicle proceeding normally along the carriageway. Third vehicle involved but not impacted.
09/05/2019	Slight	2	Collision between two vehicles proceeding normally along the carriageway.

A18 / B1216 Junction

3.9.5 Over the study period, four incidents have occurred at the A18 / B1216 junction. Of these incidents, all four were considered slight in severity. Table 12 provides a more detailed breakdown of these incidents.

Table 12: A18 / B1216 Junction Collision Summary

Date of Incident	Severity	No. of Vehicles	Causation
11/10/2016	Slight	2	Vehicle in the act of turning right impacted by vehicle proceeding normally along the carriageway.
15/08/2017	Slight	2	Vehicle in the act of turning right impacted by vehicle proceeding normally along the carriageway.
11/11/2017	Slight	2	Vehicle in the act of turning right impacted by vehicle proceeding normally along the carriageway.
11/10/2018	Slight	2	Vehicle in the act of turning right impacted by vehicle proceeding normally along the carriageway.

3.9.6 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

3.10 Area 8 – Frodingham Grange Roundabout

3.10.1 Over the study period, a total of 23 incidents have taken place at the Frodingham Grange Roundabout. Of these, 16 were considered slight in severity, with seven as serious. **Plate 12** below outlines the location of these incidents, with Table 13 providing a detail breakdown of incidents.

3.10.2 Analysis suggests that the accidents were attributed to driver/ rider error such as a failure to judge the other person’s path or speed, a failure to look properly and/ or loss of control. None of the accidents can be attributed to an inadequate highway design.

Date of Incident	Severity	No. of Vehicles	Causation
28/10/2016	Slight	2	Collision between two vehicles proceeding normally along the carriageway.
05/07/2017	Slight	2	Vehicle moving off impacted from the rear by another vehicle moving off.
07/09/2017	Serious	1	Collison between a pedestrian and a vehicle proceeding normally along the carriageway.
23/05/2017	Slight	3	Collision between three vehicles, proceeding normally along the carriageway.
11/12/2017	Slight	2	Vehicle in the process of slowing down impacted from the rear by another vehicle proceeding normally along the carriageway.
20/07/2017	Slight	2	Vehicle waiting to turn right impacted from the rear by another vehicle proceeding normally along the carriageway.
23/05/2017	Slight	2	Collision between two vehicles, proceeding normally along the carriageway.
15/02/2018	Slight	2	Vehicle impacted by another vehicle proceeding normally along the carriageway.
17/11/2018	Serious	2	Vehicle waiting to proceed impacted from the rear by another vehicle proceeding normally along the carriageway.
17/05/2018	Slight	2	Vehicle held up impacted from the rear by vehicle proceeding normally along the carriageway.
26/12/2018	Serious	2	Vehicle waiting to proceed impacted from the rear by another vehicle proceeding normally along the carriageway.
14/02/2018	Serious	2	Vehicle proceeding normally along the carriageway impacted from the rear

Date of Incident	Severity	No. of Vehicles	Causation
			by another vehicle proceeding normally along the carriageway.
15/01/2018	Serious	2	Vehicle moving off impacted from the rear by vehicle proceeding normally along the carriageway.
02/02/2018	Slight	2	Vehicle proceeding normally along the carriageway impacted from the rear by another vehicle proceeding normally along the carriageway.
15/07/2018	Serious	1	Vehicle proceeding normally along the carriageway impacted with kerb.
30/08/2018	Slight	2	Vehicle held up impacted by vehicle proceeding normally along the carriageway.
19/02/2019	Slight	2	Vehicle held up impacted by vehicle proceeding normally along the carriageway.

4.0 PROPOSED DEVELOPMENT

4.1 Introduction

- 4.1.1 The Proposed Development comprises the construction and operation of a single CCGT unit achieving an electrical output capacity of up to 910MW onto the national electricity transmission network. It will be designed to operate with post-combustion CCP installed such that the plant can be operated as a low carbon generating station.
- 4.1.2 As described in **Chapter 4: The Proposed Development (ES Volume I – Application Document Ref. 6.2)** construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start shortly after Quarter 4 2022 when it is anticipated the consent would be granted.
- 4.1.3 The Applicant would appoint one or more EPC contractors for the construction of the CCGT and CCP (**Work No. 1**). Additional contractors are likely to be appointed to undertake the proposed minor highway works (**Work No. 8A**). An early works phase, including the A18 carriageway improvements and Mabey Bridge replacement, would be undertaken over a circa 6 month period. Construction activities for the main works phase are expected to be completed after this, within approximately three years, followed by commissioning. However, as the DCO would be valid for seven years after receipt (anticipated Q4 2022) and could be started at any time, it is necessary to derive a realistic worst-case future assessment year.
- 4.1.4 For the purposes of this assessment and to represent a realistic worst-case scenario, a 42-month build programme, with the early works phase (A18 carriageway improvements and Mabey Bridge replacement) starting in Q2 2029 and ending in Q4 2029; and the main construction works on the Proposed PCC Site starting in Q4 2029 and ending in Q4 2032 has been chosen. It is proposed that all construction workers for the Proposed Development would access the Proposed Development Site via the existing construction site entrance used for Keadby 2 Power Station, located off the A18. It is proposed that all construction heavy goods vehicle (HGV) and some AIL deliveries would also use this entrance. Further details on AIL deliveries is provided in Section 4.4. Access would be controlled by a gatehouse and truck waiting area where vehicle registration and deliveries will be recorded.
- 4.1.5 As with the construction of Keadby 2 Power Station, it is anticipated that a TTRO will be secured for the A18 in the vicinity of the construction site entrance to reduce the speed limit to 40mph.
- 4.1.6 Construction worker vehicles on arriving via the A18 site entrance will be directed to the parking area within the construction worker compound. During the main works phase, it is anticipated that this may be located on an area of land to the south of North Pilfrey Bridge (Area 2, **Figure 5.1** (ES Volume III –

Application Document Ref. 6.4)). A park and ride system will then transport the construction workers between the compound and the Proposed PCC Site.

4.2 Construction Generation

- 4.2.1 The profile of construction workforce over the construction period has been developed based on the indicative construction programme (see **Chapter 5: Construction Programme and Management (ES Volume I – Application Document Ref. 6.2)**) and through discussion with the Applicant.
- 4.2.2 The estimated profile of workforce over the construction period for the Proposed Development is shown in Table 14 below and has been benchmarked against both the Keadby 2 Power Station CCGT Plant (currently under construction) and the proposed Net Zero Teesside CCGT and CCP Plant (for which an Application for a DCO has been submitted to PINS (in May 2021), with Stage 2 consultation and a Preliminary Environmental Information (PEI) Report available in the public domain). The first 6 months of the construction programme would be associated with Early Preparation Works phase including the A18 Junction Improvement Works and the Mabey Bridge replacement works. The main construction build would take place over a period of 36 months between Months 7 and 42. This shows that the peak construction workforce is forecast to occur between months 26 and 27 when circa 1,300 workers are expected on-site (circa 800 workers associated with CCGT construction and circa 500 workers associated with CCP construction).

Table 14: Profile of daily workforce throughout construction of the Proposed Development

Month of construction	Daily workforce in the month
1	30
2	30
3	30
4	30
5	30
6	30
7	70
8	80
9	90
10	180
11	200
12	210
13	270
14	540

Month of construction	Daily workforce in the month
15	810
16	975
17	1,080
18	1,190
19	1,240
20	1,240
21	1,240
22	1,240
23	1,270
24	1,270
25	1,270
26	1,300
27	1,300
28	1,240
29	1,240
30	1,240
31	1,220
32	1,220
33	1,220
34	1,220
35	1,220
36	1,220
37	1,220
38	1,220
39	810
40	540
41	270
42	150

4.2.3 In relation to traffic generation associated with construction workers, it has been assumed that 80% of workers will travel to the Proposed Development Site by private car, with an average occupancy of 2 workers per vehicle and a further 20% will travel to the Proposed Development Site by minibus, with an average occupancy of seven workers per vehicle. This assumption has previously been used as a basis for assessment within the Knottingley CCGT Power Station Transport Assessment (June 2013) which gained DCO consent in March 2015

and Eggborough CCGT Power Station which gained DCO consent in September 2018. This is considered a realistic assumption given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers are likely to want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. It is proposed that this level of traffic generation can be managed and maintained through Travel Plan measures and the availability of on-site parking spaces.

4.2.4 When this occupancy rate is applied to the workforce associated with construction of the Proposed Development at the peak month of construction (months 26 and 27), the following daily car generations on a month-by-month basis result as shown in Table 15 below. This equates to an overall vehicle occupancy rate of 2.33 per vehicle (including minibuses).

Table 15: Construction worker vehicle generation at peak of construction

Month of construction	Total workers per day	No. of cars / vans @ 2 per vehicle	No. of minibuses @ 7 per vehicle	Average two-way daily flow
26 - 27	1,300	520	38	1,116

4.2.5 The volume of construction HGV on the network is predicted to be at its maximum of around 624 two-way daily HGV movements (312 in and 312 out) during the initial Site Enabling and Preparation phase of construction following Mabey Bridge replacement works and A18 junction improvement works. This is associated with the potential cut and fill of the top layer of ground within the Proposed PCC Site for geotechnical purposes. The import and export of material will occur over a circa two-month period during Months 7 and 8 of the construction programme. During the remainder of the construction period, HGV movements will vary with 120 two-way daily HGV movements (60 in and 60 out) from month 24 to month 35 of construction, 60 two-way daily HGV movements (30 in and 30 out) from months 9 to 23 and from months 36 to 42 of construction and 10 two-way daily HGV movements (5 in and 5 out) from months 1 to 6 of the construction programme.

4.2.6 The total two-way construction vehicle traffic expected over the 42 month construction period is illustrated in **Annex D** which identifies months 26 to 27 (Q3 2031) to be the peak month of construction, with 1,236 daily vehicle movements comprising 1,116 construction worker vehicle movements and 120 HGV movements.

4.3 Daily Vehicle Profile during Peak Month

4.3.1 Working hours on major construction sites tend to be long due to pressures of timescales and available light. Therefore, the arrival and departure of workers' vehicles tends to be spread over the peak periods, rather than all falling in the traditional network peak hours for a number of reasons as follows:

- to avoid congestion and delay; and
- to deliver the project in a compressed programme.

4.3.2 Core construction working hours will be 07:00 to 19:00 Monday to Friday and 08:00 – 13:00 on Saturday. Table 16 sets out the percentage of daily inbound and outbound trips on an hour-by-hour basis and calculates total vehicles for the peak month of construction (month 26 – 27) The arrival and departure profile is based on the profile used for Eggborough CCGT Power Station which gained DCO consent in September 2018 and West Burton C Power Station which gained DCO consent in October 2020.

Table 16: Daily vehicle profile during peak month of construction

Hour Beginning	% of Daily Inbound	% of Daily Outbound	Arrivals	Departures
06:00	30%	0%	167	0
07:00	55%	0%	307	0
08:00	10%	0%	56	0
09:00	5%	0%	28	0
16:00	0%	10%	0	56
17:00	0%	15%	0	84
18:00	0%	70%	0	390
19:00	0%	5%	0	28
Total	100%	100%	558	558

4.3.3 The daily profile of HGV movement at the peak of construction is based on experience from other power station construction sites, with arrival and departure of HGV likely to be spread evenly over the day between 07:00 and 19:00 hours. At the peak of construction, it is expected that there would be up to 120 two-way HGV movements per day (60 in and 60 out) which equates to circa 5 inbound and 5 outbound HGV movements per hour.

4.4 Abnormal Indivisible Loads

4.4.1 A number of AIL movements are expected during the construction programme. The exact number and size/ weight is not known at this stage and is based on specific construction methodologies and will be confirmed post consent. However, it is expected that the proposed construction methodology will favour modularisation with pre-assembly off-site supplemented by on-site construction.

4.4.2 In order to provide an indicative estimated number of AIL movements to the Waterborne Transport Offloading Area (Railway Wharf), data from the construction of Keadby 2 Power Station has been reviewed. It is anticipated that the Proposed Development will require a similar number of AIL shipments

for the CCGT unit and an additional number of units for the CCP. Over the course of circa 7 months in 2020, twenty-five AIL shipments arrived at Railway Wharf (SSE, 2020) for Keadby 2 Power Station. A further circa 10 - 15 AIL shipments may be associated with the CCP unit. On this basis, it is estimated that around 35 – 40 AIL movements could be required at Railway Wharf.

- 4.4.3 The Highways England document ‘Water preferred policy guidelines for the movement of abnormal indivisible loads’ (Highways England, 2016), states that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.
- 4.4.4 It is anticipated that delivery of AIL to the Proposed Development Site will use the same routes as those currently being used for the delivery of AIL associated with the construction of Keadby 2 Power Station. It is expected that the largest abnormal loads will be received at the Port of Immingham and barged down the River Trent to Keadby Railway Wharf, which is included within the Order Limits for the Application (‘Waterborne Transport Offloading Area’ in **Figure 3.3** (ES Volume III - **Application Document Ref. 6.4**)). The components will then be transported to the Proposed Development Site crossing the B1392 onto the temporary haul road that runs to the east of PD Port Services (see **Plate 13**) (‘Additional AIL Route’) and via Keadby Power Station. Traffic management in the form of Stop/ Go signs will be required to halt traffic along the B1392 in order to allow the abnormal loads to cross the B1392. The smaller abnormal loads are expected to be transported by road from Immingham Dock via the M180 to Junction 2 and then from the A161 to the A18, entering the Proposed Development Site via either the perpendicular construction access or the skewed construction access off the A18 and then North Pilfrey Bridge (see **Plate 14**). Both routes are included within the indicative order limits for the Application.
- 4.4.5 AIL could also utilise the route from Ealand village via the A161, New Trent Road and Bonnyhale Road (see **Plate 15**) which has consent for up to 10 AIL to be brought through the village during construction of Keadby 2 Power Station. As this is already an established route and no works are required for the purposes of the Proposed Development, this route is not included within the indicative order limits for the Application.
- 4.4.6 The perpendicular and skewed access points to the north of the A18 both cross separate road bridges, including Mabey Bridge over Hatfield Waste Drain. Both access points have historically been used for transporting wind turbines and components to Keadby Wind Farm and are currently used for the delivery of construction materials and small abnormal loads associated with the construction of Keadby 2 Power Station.
- 4.4.7 The load bearing capacity of the bridge using the skewed access from the A18 that would be used during construction is as follows:
- SV80 Vehicle (max gross weight 80 tonnes with a maximum basic axle load of 12.5 tonnes); and

- Turbine 4000F delivery vehicle over the central 6m of the carriageway. Vehicle consists of 2 trailers both of 14No. 19.89 tonne axles.

4.4.8 The load bearing capacity of the existing Mabey Bridge is as follows:

- normal design loading covering vehicles up to 44 tonnes gross vehicle weight;
- SV80 Vehicle (max gross weight 80 tonnes with a maximum basic axle load of 12.5 tonnes); and
- SV100 Vehicle (max gross weight of 100 tonnes with a maximum basic axle load of 16.5 tonnes).

4.4.9 Mabey Bridge is proposed to be replaced for the Proposed Development in order to provide long term access to the Proposed Development Site, with a load bearing capacity matching North Pilfrey Bridge (see below). Plans and sections of the proposed replacement Mabey Bridge are provided as **Application Document Ref. 4.16**.

4.4.10 North Pilfrey Bridge crosses the Stainforth and Keadby Canal and the Scunthorpe to Doncaster passenger rail line. The bridge was constructed in 2012 and has historically been used for transporting wind turbine components to Keadby Windfarm and is currently used for the delivery of construction materials and small abnormal loads associated with the construction of Keadby 2 Power Station. The load bearing capacity of the bridge is as follows:

- normal design loading covering vehicles up to 44 tonnes gross vehicle weight;
- SV80 Vehicle (max gross weight 80 tonnes with a maximum basic axle load of 12.5 tonnes);
- SV100 Vehicle (max gross weight of 100 tonnes with a maximum basic axle load of 16.5 tonnes); and
- SV196 Vehicle (max gross weight of 196 tonnes with a maximum basic axle load of 16.5 tonnes).

4.4.11 All three AIL routes are therefore already established and proven route options and are considered suitable for the transportation purposes required.

Plate 13: AIL Route from Railway Wharf (Waterborne Transport Offloading Area), Keadby

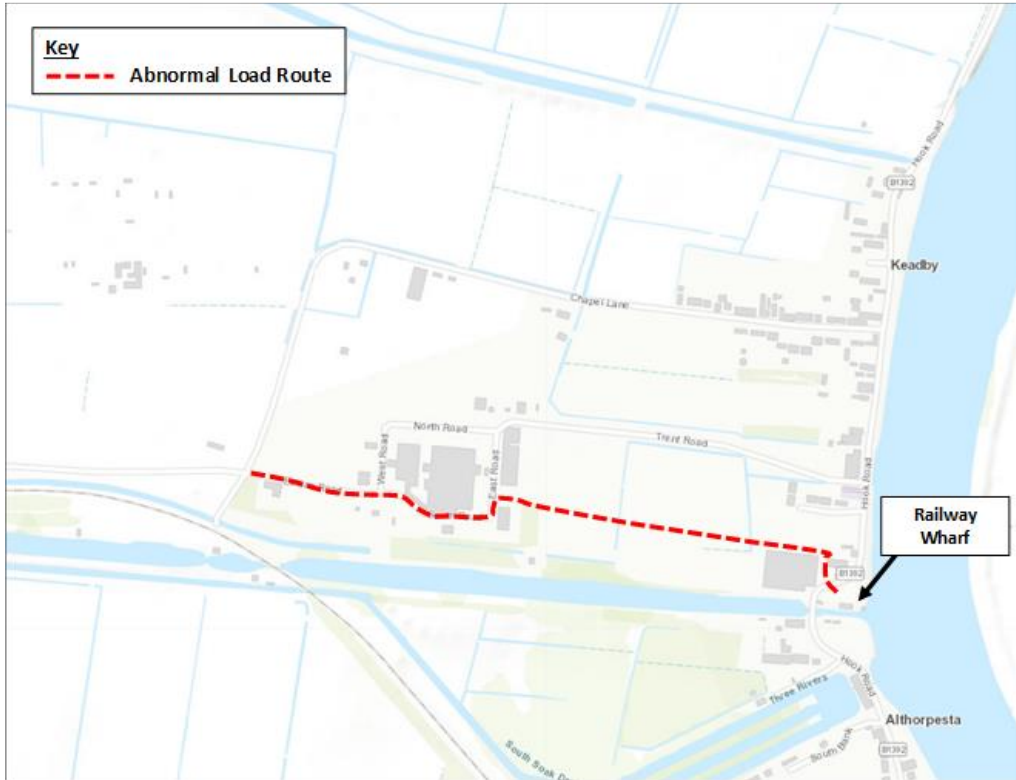


Plate 14: AIL Route from A18 Proposed Development Site access

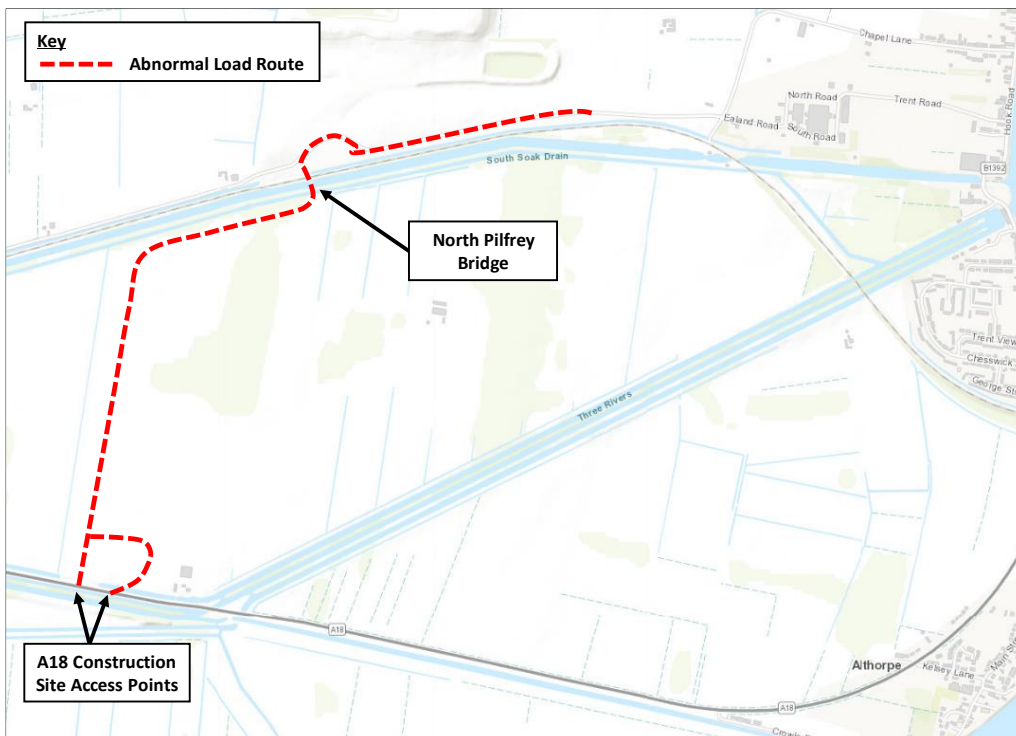
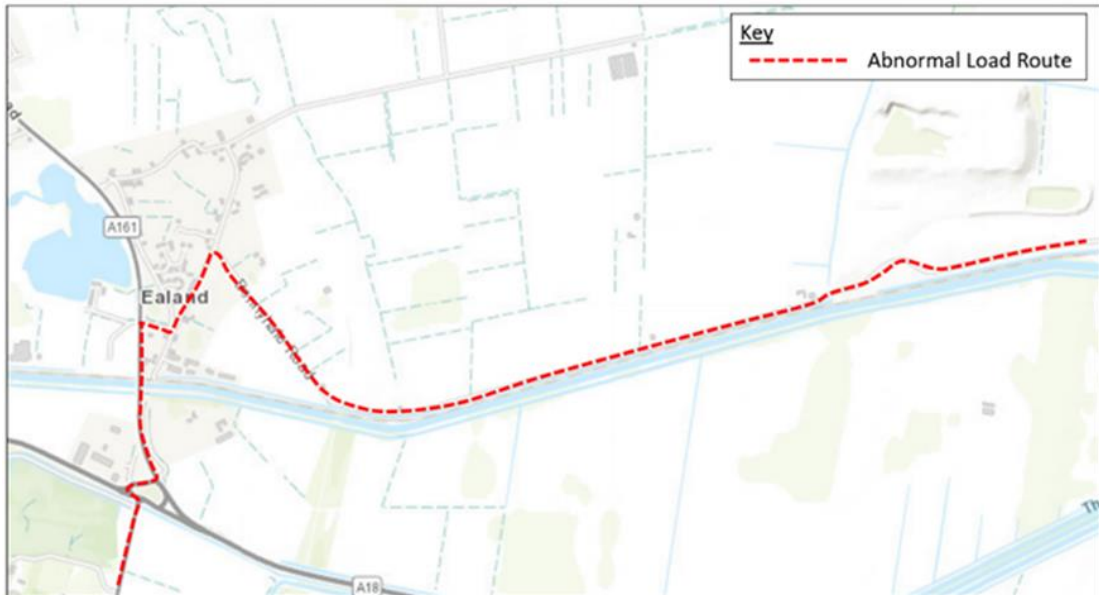


Plate 15: Alternative proposed access route for certain abnormal loads (avoiding North Pilfrey Bridge)



4.5 Operational Period

- 4.5.1 During the operational phase of the Proposed Development, up to circa 50 full-time permanent operational roles would be created. It is anticipated that staff would work a similar shift pattern to existing Keadby Power Station staff, likely working a two shift system 07:00 – 19:00 and 19:00 – 07:00. Administrative staff are anticipated to work an office-hour pattern between 08:30 and 18:00.
- 4.5.2 Fuel (natural gas) would be delivered by pipeline but other operational and maintenance consumables are likely to be delivered by road tanker, including chemical deliveries.
- 4.5.3 Routine maintenance will be planned and scheduled via the maintenance management system with major overhauls occurring approximately once every two to five years, depending on the nature of plant operations in that period. These maintenance activities will require additional contractors to work on-site. The contractors will access the Proposed Development Site via the main entrance. During an outage, it could be expected that an additional 200 staff could be on-site on any one day. Therefore, it is considered that the effects of operational traffic would be negligible and a detailed assessment of the operational phase of the development has not been undertaken within the Transport Assessment, as agreed with NLC and PINS through EIA Scoping.
- 4.5.4 Access to the Proposed Development Site, once operational, will be via the A18 access and crossing North Pilfrey Bridge. No access to the Proposed Development Site would be available off the B1392.

4.5.5 Proposals for emergency vehicle access are described in **Chapter 4: The Proposed Development (ES Volume I - Application Document Ref. 6.2)** and include:

- a northern emergency exit (both pedestrian and single track vehicular). A new private bridge crossing will be installed across the existing Drain 1 (Glew Drain) to allow for emergency vehicle access (single track, circa 3.5m wide) and will connect with the existing service road for Keadby Wind Farm. Plans and sections of the proposed bridge are presented in **Application Document Ref. 4.17**. The emergency access will be gated, and under normal operation this gate will be closed and unmanned;
- a western emergency exit (pedestrian only). This is located south-west of the CCP;
- an eastern emergency exit (pedestrian only). This is located adjacent to the northern perimeter fence and existing 400kV National Grid Substation; and
- the southerly route main access (pedestrian and two lane vehicular). This main access to the Proposed Development Site that would also be available for emergency purposes.

4.5.6 The location of these access points is illustrated on **Figure 4.1 (ES Volume III – Application Document Ref. 6.4)**.

4.6 Decommissioning

4.6.1 The activities involved in the decommissioning process for the Proposed Development are not yet known in detail, as it would have a design life of 25 years. At the end of operation, it is expected that the Proposed Development will have some residual life remaining and an investment decision would then be made based on the market conditions prevailing at that time. If the operating life were to be extended, the Proposed Development would be upgraded in line with the legislative requirements at that time. On this basis, decommissioning activities are currently anticipated to commence after 2058.

4.6.2 There is expected to be some traffic movements associated with the removal (and recycling, as appropriate) of material arising from demolition and potentially the import of materials for land restoration and re-instatement. However, vehicle numbers are not expected to be any higher than those experienced during the construction period.

5.0 DISTRIBUTION AND ASSIGNMENT

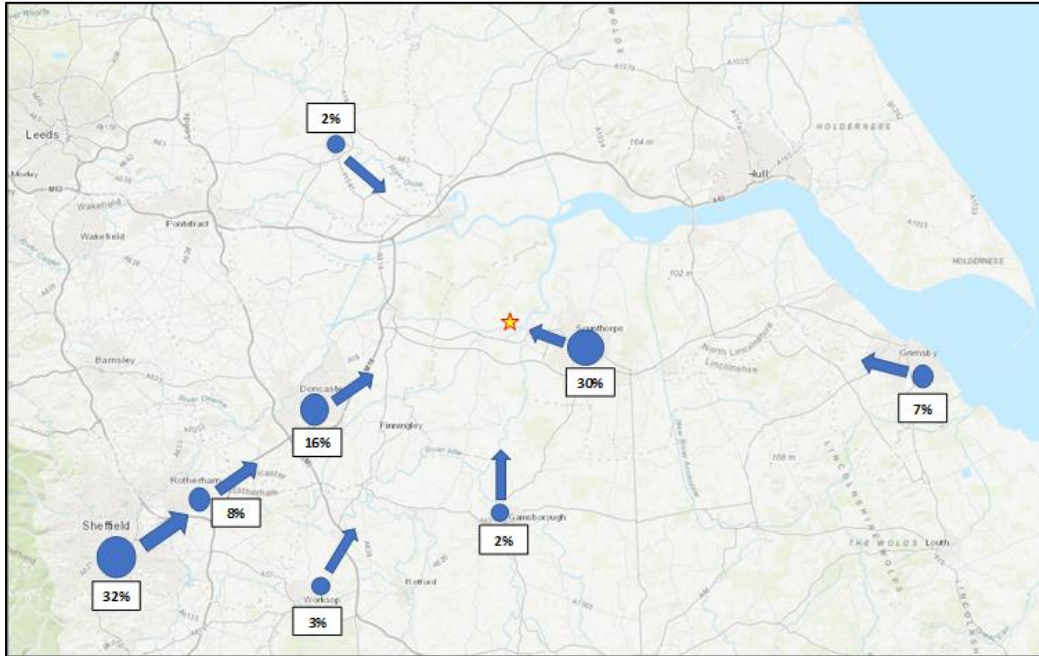
5.1 Trip Distribution

- 5.1.1 The distribution of workforce traffic to the network has been based on a gravity model and the populations of towns and cities within a 45 minute drive time of the Proposed Development Site. Table 17 shows the workforce distribution and the number of workers this equates to at the peak month of construction (Months 26 - 27) and is illustrated in **Plate 16**.

Table 17: Proposed Development Construction Workforce Distribution

Location	Population: 2011 Census	Distance to Centre of location (miles)	Weighting factor (= 1 / distance)	Population x Weighting factor	Percentage distribution	Number of workers (Peak Month of Construction)
Sheffield	552,698	39	0.0256	14,149	32%	416
Doncaster	158,141	23	0.0434	6,863	16%	208
Grimsby	134,160	36	0.0277	3,716	8%	104
Rotherham	109,691	35	0.0285	3,126	7%	91
Scunthorpe	79,977	6	0.1666	13,324	30%	390
Worksop	43,252	35	0.0285	1,233	3%	39
Selby	24,859	30	0.0333	829	2%	26
Gainsborough	20,842	21	0.0476	992	2%	26

Plate 16: Proposed Development construction workforce distribution



5.2 Trip Assignment

5.2.1 All construction worker vehicles associated with the construction of the Proposed Development would access the Proposed Development Site via the proposed site access located off the A18.

5.2.2 Five key routes have been identified in the vicinity of the Proposed Development Site that are most likely to be taken by construction workers travelling to and from the Proposed Development Site. These are shown in **Annex E** of this report and are as follows:

- Route 1: From the west via M180 Junction 2 turning left onto the A161 then right onto the A18;
- Route 2: From the west via M180 Jct 1, Tudworth Roundabout and continuing straight on A18;
- Route 3: From the south via A161 passing over the M180 then turning right onto the A18;
- Route 4: From the east via Frodingham Grange Roundabout and continuing straight on the A18; and
- Route 5: From the east via M180 Jct 2 turning right onto the A161 then right onto the A18.

5.2.3 The assignment of the Proposed Development construction workforce to the network is shown in **Annex F** and is summarised in Table 18.

Table 18: Catchment area and route assignment for Proposed Development construction workforce

Route	Catchment area	% of Catchment area
Route 1: From the west via M180 Jct 2, A161, A18, site access	Sheffield; Rotherham; Doncaster; Worksop; Selby	45%
Route 2: From the west via M180 Jct 1, A18, site access	Sheffield; Rotherham; Doncaster; Worksop;	15%
Route 3: From the south via A161, A18, site access	Gainsborough	2%
Route 4: From the east via A18, site access	Scunthorpe;	30%
Route 5: From the east via M180 Jct 2, A161, A18, site access	Grimsby	8%

5.2.4 All HGV construction traffic will access/ depart the Proposed Development Site from the M180 Junction 2 via the A161 and the A18. At the junction of the M180, it is assumed that 80% would arrive/ depart to the west and 20% arrive/ depart to the east. The routing of HGV between the construction site and the M180 will be controlled through the implementation of a HGV routing plan included as a measure within the Construction Traffic Management Plan (CTMP) which will be prepared by the appointed contractor. A Framework Construction Traffic Management Plan has been prepared to accompany the DCO Application (**Application Document Ref. 7.2**) and the preparation of a CTMP in accordance with that Framework, will be secured by a requirement of the draft DCO (**Application Document Ref. 2.1**).

5.2.5 The total construction vehicle generations for the AM and PM peak periods (06:00 – 10:00 and 16:00 – 20:00) associated with the construction of the Proposed Development during the peak month (Months 26-27) are provided in **Annex G** of this report.

6.0 GROWTH FACTORS

6.1 Factors Applied

- 6.1.1 For the purposes of this assessment, the anticipated peak traffic generation during the construction period would occur in Q3 2031 on the basis the worst-case for traffic assessment purposes i.e. that construction of the Proposed Development begins in Q2 2029 with the early works at Mabey Bridge/A18 and construction of the Main Site commences in Q4 2029. The assessment year for this TA, where the traffic impact would be greatest, is therefore 2031.
- 6.1.2 Traffic growth factors for the area in which the Proposed Development is located (MSOA 006 within North Lincolnshire District) have been obtained from TEMPRO Version 7 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.
- 6.1.3 The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.
- 6.1.4 The local growth factors for AM and PM to be applied to the Base Flows based on a principal road type within a rural area are shown in Table 19.

Table 19: Growth Factors to be applied to Base Flows

	AM Peak	PM Peak
2015 – 2031	1.1981	1.1991
2017 – 2031	1.1671	1.1661

7.0 COMMITTED DEVELOPMENT

7.1.1 The following committed developments have been identified that need to be incorporated into the future baseline and future year assessment, as detailed in **Chapter 19: Cumulative and Combined Effects (ES Volume I - Application Document Ref. 6.2)**, including:

- PA/2017/1513 – erection of 27 residential dwellings, Land off A18, Althorpe;
- PA/2017/464 – erection of 14 residential dwellings, Old Railway Sidings, Althorpe;
- PA/2017/824 – erection of 29 dwellings, Seven Lakes Industrial Estate, Ealand;
- PA/2019/943 – erection of 14 dwellings, Eastcroft, Crowle;
- PA/2019/1088 – erection of 88 dwellings, land West of Turslane Drive, Scunthorpe;
- PA/2019/1607 – erection of 88 dwellings, land south of Silica Lodge Garden Centre, Scunthorpe;
- PA/2019/1107 – erection of 122 dwellings, land west of Dulin Drive, Scunthorpe;
- PA/2019/1807 – erection of 11 Industrial Units, Hebden Road, Scunthorpe;
- PA/2019/1904 – erection of 30 dwellings, Althorpe;
- PA/2020/211 – erection of 12 dwellings, Bottesford Road, Scunthorpe;
- PA/2020/660 – mixed use development, land off Jack Brownsword Way, Scunthorpe;
- PA/2020/1207 – erection of 110 dwellings, land west of Greengarth, Yaddlethorpe;
- PA/2020/1333 – erection of 144 dwellings, land off Burringham Road, Scunthorpe; and
- PA/2020/1417 – erection of 10 dwellings, Westgate Road, Belton.

7.1.2 None of these identified committed developments would generate any significant levels of traffic through the Proposed Development Site study area. However, any development traffic associated with them would be incorporated within background growth applied to the baseline flows.

7.1.3 It is noted that the Planning Inspectorate via their Scoping Opinion (**Appendix 1B (ES Volume II - Application Document Ref. 6.3)**) has requested that the Applicant consider the effects associated with the Little Crow Solar Park NSIP located approximately 10km to the south-east of the Proposed Development and if required, include this within the EIA. An Application has been submitted to the Planning Inspectorate in relation to this proposed NSIP. However, on the basis of the distance from the Proposed Development and available information

provided on the Planning Inspectorate website, including the Transport Assessment (Transport Planning Associates, August 2019) which states that 'On average there will be approximately eight deliveries, or 16 two-way movements, per day by HGVs... this low level of construction vehicle movement means that there will not be a material effect on the highway network during the construction period', it is not anticipated that this NSIP requires consideration within the Transport Assessment.

- 7.1.4 A further NSIP - North Lincolnshire Green Energy Park was notified to PINS in May 2019 and has reached Scoping Stage (Scoping Opinion published December 2020). This comprises circa 600ha of development including 760,000 tonnes per annum energy from waste (EfW) (circa 100MW) and associated development. The development is proposed to be located at and around Flixborough Port on the eastern bank of the tidal River Trent.
- 7.1.5 The site has road, rail and water links. The associated development includes (but is not limited to):
- carbon dioxide capture plant;
 - offices, business centre and visitor centre;
 - expansion of the riverside wharf to 420m;
 - renewable energy storage (hydrogen, battery storage and steam storage);
 - a new railhead and reinstatement of 6km of railway;
 - an access road;
 - polymer production facility;
 - concrete block manufacturing facility;
 - incinerator bottom ash (IBA) and flue gas treatment (FGTr) facility;
 - hydrogen production;
 - back-up heat and power generation to be fuelled by hydrogen;
 - natural gas, hydrogen and bio methane above ground installations (AGI) and infrastructure;
 - electric vehicle and hydrogen refuelling for vehicles; and
 - a heat, cooling, hydrogen gas, carbon dioxide and renewable power off take/export.
- 7.1.6 Given the early stage (scoping) of this NSIP, limited data is available to enable a quantitative assessment of any likely cumulative impacts. It is noted that PINS has advised the applicant of the energy park of the need to take the Proposed Development into account in its assessment of cumulative effects. Based upon the timeline advised to PINS, initial information on cumulative effects in relation to transport may accompany the statutory consultation understood to be

planned for Q2 2021, with a final assessment of cumulative effects which takes into account the Proposed Development and other relevant developments to be published on submission of the DCO application, currently understood to be planned for Q4 2021.

- 7.1.7 No further assessment has therefore been undertaken because there is insufficient detailed information to be able to make an assessment at this time. Consequently, it is envisaged that the cumulative effects of the projects will be considered in the cumulative assessment for North Lincolnshire Green Energy Park.

8.0 IDENTIFICATION OF PEAK HOURS FOR ASSESSMENT

8.1 Identification of Network Peak Hours

8.1.1 In order to identify the relevant time period for assessment, it is necessary to combine base plus committed development flows with Proposed Development flows to determine which hour in the peak periods display the highest combined flows. An overall network peak hour has been selected for the AM and PM Peaks using traffic data obtained from the two link counts on the A18 and the link count on the A161. This analysis as to how the peak hour has been selected is set out in Tables 20 to 22 below.

Table 20: Identification of peak hours for assessment: A18 (west of Proposed Development access/ Keadby 2 construction site entrance)

Hour beginning	2031 baseline	Development traffic	Average weekday total two-way traffic
06:00	312	117	429
07:00	654	225	879
08:00	812	49	861
09:00	582	30	612
16:00	903	49	952
17:00	851	69	920
18:00	514	283	797
19:00	317	20	337

Table 21: Identification of peak hours for assessment: A161 (between M180 Jct 2 and A18)

Hour beginning	2031 baseline	Development traffic	Average weekday total two-way traffic
06:00	259	92	351
07:00	540	179	719
08:00	613	41	654
09:00	412	25	437
16:00	630	41	671
17:00	601	56	657
18:00	388	225	613
19:00	237	15	252

Table 22: Identification of peak hours for assessment: A18 Station Road (immediately to the west of King George V Bridge)

Hour beginning	2031 base	Development traffic	Average weekday total two-way traffic
06:00	494	50	544
07:00	1,125	92	1,217
08:00	1,421	17	1,438
09:00	985	8	993
16:00	1,607	17	1,624
17:00	1,584	25	1,609
18:00	1,062	117	1,179
19:00	735	8	743

8.1.2 The tables above show that the AM Peak hour has been identified as 07:00 – 08:00 and the PM Peak hour as 16:00 – 17:00.

9.0 JUNCTION IMPACT ASSESSMENT

9.1 Introduction

9.1.1 This section describes the junction capacity assessment carried out at the A18/ Proposed Development Site access/ existing Keadby 2 Power Station construction site access during the peak month of construction. The modelling assessment is based on the proposed carriageway improvement works at the junction which includes the provision of a right turn lane facility (refer to **Figure 3.3** (ES Volume III - **Application Document Ref. 6.4**) and the drawings and sections presented as **Application Document Ref. 4.6**).

9.1.2 The modelling software package ‘Junctions 9’ has been used to assess the operation of the junction. The Junctions 9 software uses Ratio of Flow to Capacity (RFC) to measure the capacity of the junction. As a general guide, a junction operating within a threshold of 0.85 is considered to operate within its design capacity. Values of 0.85 and 1 indicate that a junction has exceeded its design capacity but is still operating within its practical capacity. Once the RFC exceeds 1, the junction is considered to have exceeded its ultimate capacity and would fail to operate effectively.

9.2 A18/ Proposed Development Site access/ Keadby 2 Power Station construction site access

2031 Base + Committed + Peak of Construction

9.2.1 The modelling outputs demonstrate that the junction would operate well within its design capacity, with a maximum RFC of 0.20 being forecast on the A18 eastern arm during the AM Peak (07:00 – 08:00). A summary of the capacity results for the 2031 Base + Committed Development + Construction scenario is shown in Table 23. The full outputs of these assessments are attached as **Annex H** of this report.

Table 23: A18 / Construction Site Access (2031 Base + Committed + Construction)

ARM	AM PEAK (07:00 – 08:00)		PM PEAK (16:00 – 17:00)	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Proposed Development Site access (left turn)	0.00	0.0	0.04	0.0
Proposed Development Site access (right turn)	0.03	0.1	0.15	0.2
A18 east	0.19	0.2	0.00	0.0

10.0 MEASURES TO MINIMISE IMPACT OF DEVELOPMENT

10.1 Overview

10.1.1 A number of impact avoidance, mitigation and monitoring measures have been identified to minimise the impact of the Proposed Development on the surrounding road network during construction.

10.2 Construction Worker Travel Plan

10.2.1 A Travel Plan is a management tool designed to minimise the negative impact of travel and transport on the environment by reducing congestion and improving air quality.

10.2.2 The aim of the Construction Workers' Travel Plan (CWTP) will be to identify measures and establish procedures to encourage construction workers to adopt modes of transport which reduce reliance on single occupancy private car use. Measures will include promoting car sharing and crew buses.

10.2.3 A Framework CWTP has been prepared to accompany the DCO Application (**Application Document Ref. 7.3**). The appointed contractor will be required to prepare the final CWTP in accordance with this Framework CWTP, secured by a Requirement of the draft DCO (**Application Document Ref. 2.1**).

10.3 Construction Traffic Management Plan

10.3.1 The contractor will be required to prepare a CTMP which will be in accordance with the Framework CTMP (**Application Document Ref. 7.2**) and which will identify measures to control the routing and impact that HGV will have on the local road network during construction. It is proposed that all construction HGV will be required to arrive and depart the Proposed Development Site to the west via the M180 Junction 2, the A161 and the A18. A programme of monitoring is recommended to assess the effectiveness of the measures proposed.

11.0 SUMMARY AND CONCLUSION

11.1 Summary

11.1.1 This TA has been prepared to support an application for development consent for a new low carbon gas fired generating station, which would be constructed on land at, and in the vicinity of, the existing Keadby Power Station.

11.1.2 As new traffic counts were not able to be undertaken due to the Covid 19 pandemic, network flows for the study area have been derived from 2015 and 2017 traffic counts undertaken by specialist traffic count companies. The approach to baseline data collection has been agreed with all relevant stakeholders through a Transport Scoping Report and subsequent technical engagement throughout the Stage 2 formal consultation (November 2020 – January 2021).

11.1.3 Analysis comparing traffic counts undertaken on the A18 and A161 at the same locations in 2015 and 2017 show no growth between 2015 and 2017 suggesting traffic flows recorded at that time remain representative of typical local baseline conditions and are therefore considered robust.

11.1.4 Growth rates for the North Lincolnshire District have been obtained from TEMPRO software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

11.1.5 Whilst a number of committed developments have been identified in the vicinity of the Proposed Development Site, none of these identified committed developments would generate any significant levels of traffic through the study area. However, any development traffic associated with them would be incorporated within background growth applied to the baseline flows.

11.1.6 A realistic worst-case profile of construction generation throughout the 42 month construction programme has been produced and the peak month identified. The typical daily profile within the peak month has been calculated based on experience at other major power station construction sites.

11.1.7 The assignment of traffic to the network has taken two forms. Firstly, construction HGV traffic has been assigned to/ from the west of the Proposed Development Site via the A18 and A161 and onwards to the M180 Junction 2. The construction workers assignment has been based on the geographic split of population within a 45 minute drive-time of the construction site.

11.1.8 In order to identify the correct time period for junction capacity assessments, base flows were combined with construction development flows to determine which hour in the peak periods displayed the highest combined flows. This identified the peak hours for assessment to be 07:00 – 08:00 hours and 16:00 – 17:00 hours.

11.2 Junction Impacts

11.2.1 It is proposed to undertake highway improvement works at the A18 / Proposed Development Site Access/ existing Keadby construction site access including the incorporation of a right-turn lane facility. Junction Capacity Assessment has been undertaken based on 80% of workers traveling to the Proposed Development Site by private car with an average occupancy of 2 workers per vehicle and 20% traveling to site by minibus with an average occupancy of 7 workers per vehicle. The modelling results show that the junction would operate within capacity during the peak hour periods.

11.3 Mitigation

11.3.1 In order to manage and mitigate the impact of construction traffic, a CWTP and CTMP would be implemented by the contractor and would be in place throughout the construction period. A framework CWTP and CTMP are provided as part of the final DCO Application (**Application Document Ref. 7.2** and **Application Document Ref. 7.3**).

11.4 Conclusion

11.4.1 In summary it is concluded that the traffic and transportation impacts associated with the Proposed Development are temporary and relatively minor and would therefore not result in severe highway capacity or safety problems.

12.0 REFERENCES

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ANNEX A SCOPING REPORT AND RESPONSES

Keadby 3 Low Carbon Gas Power Station

Transport Assessment Scoping Report

SSE Generation Ltd

July 2020

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1	July 2020	Final		P.Firth	Associate Director

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1. Introduction

AECOM has been commissioned by SSE Generation Limited ('the Applicant') to prepare a Transport Assessment in relation to a proposed application (the Application) for a Low Carbon Combined Cycle Gas Turbine (CCGT) Generating Station (Keadby 3 herein referred to as 'the Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe ('the Proposed Development Site').

The Proposed Development Site forms part of the landholding of Keadby Power Station. The current operational power station, referred to as Keadby 1 Power Station is a 755MW CCGT power station and has been operating since 1996. Following the grant of a variation to an existing Section 36 consent in 2016, construction of an 910MW CCGT power station (Keadby 2 Power Station) commenced in April 2019 on land adjacent to Keadby 1 Power Station. The construction of Keadby 2 Power Station is ongoing and is expected to be complete by Q1 2022.

The Proposed Development is classed as a nationally significant infrastructure project (NSIP) and therefore following submission of an Application, would be the subject of a decision by the Secretary of State, pursuant to the Planning Act 2008, on whether to grant a Development Consent Order (DCO).

The Proposed Development would comprise a single CCGT unit achieving an electrical output capacity of up to 910MW onto the national electricity transmission network. It will also be designed to operate either as a hydrogen fired plant or with a post-combustion carbon capture and compression plant (CCP) installed such that the plant can be operated as a low carbon generating station.

Construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start as early as Quarter 3 2022. Construction activities are expected to be completed within three years so the earliest date that the Proposed Development could be commissioned is 2025. A seven year consent will be sought meaning that construction could commence at a period up to Q3 2029 (just before the DCO would expire). In these two alternative scenarios the Proposed Development would commence operation in 2025 or 2032.

This Transport Assessment Scoping Report builds upon the consultation process which has begun via the Environmental Impact Assessment (EIA) scoping consultation by the Planning Inspectorate in June 2020 and takes into account the feedback received, including late consultation responses provided to the Applicant by the Planning Inspectorate.

This Transport Assessment Scoping Report also presents the methodology that is proposed to be adopted within the Transport Assessment that will accompany the DCO Application and has been prepared to seek the agreement in principle of North Lincolnshire Council, Doncaster Metropolitan Borough Council and Highways England.

2. Proposed Development

2.1 Introduction

The Proposed Development comprises the construction and operation of a single CCGT unit achieving an electrical output capacity of up to 910MW onto the national electricity transmission network. It will also be designed to operate either as a hydrogen fired plant or with post-combustion CCP installed such that the plant can be operated as a low carbon generating station.

Construction of the Proposed Development could potentially start as early as Q3 2022. Construction activities are expected to be completed within three years. However, as the DCO would be valid for seven years after receipt (anticipated Q3 2022) and could be started at any time, it is necessary to derive a realistic worst-case future assessment year.

Following discussion with the Applicant, it was agreed that a construction build programme lasting 36 months starting in Q3 2029 and ending Q3 2032 is considered to be the 'realistic' worst-case scenario for assessment purposes.

2.2 Construction Generation

The profile of construction workforce over the construction period has been developed based on the indicative construction programme and through discussion with the Applicant.

The estimated profile of workforce over the construction period for the Proposed Development is shown in Table 1 below and has been benchmarked against both the Keadby 2 CCGT Plant (currently under construction) and the proposed Net Zero Teesside CCGT and CCP Plant (for which an Application for a DCO is currently being prepared, with Stage 2 consultation and a Preliminary Environmental Information (PEI) Report available in the public domain¹. This shows that the peak construction workforce is forecast to occur between Months 20 and 21 when circa 1,300 workers are expected on-site (circa 800 workers associated with CCGT construction and circa 500 workers associated with CCP construction).

Table 1. Profile of Daily Workforce throughout Construction of the Proposed Development

Month	Daily Workforce in the Month
1	70
2	80
3	90
4	180
5	200
6	210
7	270
8	540
9	810
10	975
11	1080
12	1190
13	1240
14	1240
15	1240
16	1240
17	1270
18	1270

¹ <https://www.netzeroteesside.co.uk/peir-documentation/>

Month	Daily Workforce in the Month
19	1270
20	1300
21	1300
22	1240
23	1240
24	1240
25	1220
26	1220
27	1220
28	1220
29	1220
30	1220
31	1220
32	1220
33	810
34	540
35	270
36	150

In relation to traffic generation associated with construction workers, an ambitious and challenging vehicle occupancy has been assumed where 80% of workers will travel to site by private car, with an average occupancy of 2 workers per vehicle and 20% will travel to site by contractor provided minibuses, with an average occupancy of 7 workers per vehicle. This assumption has previously been used as a basis for assessment within the Knottingley CCGT Power Station Transport Assessment (June 2013) which gained DCO consent in March 2015 and Eggborough CCGT Power Station which gained DCO consent in September 2018. This is considered a realistic assumption given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers would want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. It is proposed that this level of traffic generation can be managed and maintained through Travel Plan measures and the availability of on-site parking spaces.

When this occupancy rate is applied to the workforce associated with CCGT and CCP construction at the peak month of construction (Months 20 and 21), the following daily car generations on a month-by-month basis result as shown in Table 2 below. This equates to an overall vehicle occupancy rate of 2.33 per vehicle (including minibuses).

Table 2. Construction Worker Vehicle Generation at Peak of Construction

Month of Construction	Total Workers per Day	No. of Cars / Vans @ 2 per Vehicle	No. of Minibuses @ 7 per vehicle	Average Two-Way Daily Flow
20 - 21	1300	520	38	1,116

Estimates of HGV numbers have been benchmarked against HGV numbers associated with Keadby 2 Power Station which is currently under construction and other power station construction projects. The volume of HGV on the network is at its maximum of 120 two-way daily vehicle movements (60 in and 60 out) from Month 18 to Month 29 of construction. During the remainder of the construction period, HGV movements are estimated to be 60 two-way vehicle movements.

The total two-way construction vehicle traffic expected over the 36 month construction period is illustrated in **Appendix A** which identifies Months 20 to 21 (Q1 2031) to be the peak month of construction, with 1,236 daily vehicle movements comprising 1,116 construction worker vehicle movements and 120 HGV movements.

2.3 Daily Vehicle Profile during the Peak Month

Working hours on major construction sites tend to be long due to pressures of timescales and available light. Therefore, the arrival and departure of workers vehicles tends to be spread over the peak periods, rather than all falling in the traditional network peak hours for a number of reasons as follows:

- To avoid congestion and delay; and
- To deliver the project in a compressed programme.

Table 3 sets out the percentage of daily inbound and outbound trips on an hour-by-hour basis for the peak month of construction. The arrival and departure profile is based on the profile used for Eggborough CCGT Power Station which gained DCO consent in September 2018.

Table 3. Daily Vehicle Profile during Peak Month of Construction

Hour Beginning	% of Daily Inbound	% of Daily Outbound	Arrivals	Departures
06:00	30%	0%	167	0
07:00	55%	0%	307	0
08:00	10%	0%	56	0
09:00	5%	0%	28	0
16:00	0%	10%	0	56
17:00	0%	15%	0	84
18:00	0%	70%	0	390
19:00	0%	5%	0	28

The daily profile of HGV movements at the peak of construction is shown in Table 4. This profile is based on experience from other power station construction sites and shows that the arrival and departure of HGVs from the Proposed Development Site would likely be spread evenly over the day. The profile shows that deliveries would be made between 07:00 and 19:00 hours.

Table 4. Daily HGV Profile during Peak Month of Construction

Hour Beginning	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
HGV In	5	5	5	5	5	5	5	5	5	5	5	5
HGV Out	5	5	5	5	5	5	5	5	5	5	5	5

2.4 Abnormal Load Deliveries

A number of Abnormal Indivisible Load (AIL) movements are expected during the construction programme.

The Highways England document 'Water preferred policy guidelines for the movement of abnormal indivisible loads' published in January 2016, states that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.

It is anticipated that delivery of AIL to the Proposed Development Site will use the same routes as those currently being used for the delivery of AIL associated with the construction of Keadby 2 Power Station. It is expected that the largest abnormal loads will be received at the Port of Immingham and barged down the River Trent to Keadby Railway Wharf, which is included within the indicative order limits for the Application. The components will then be transported to the Proposed Development Site crossing the B1392 onto the temporary haul road that runs to the east of PD Port Services (see Figure 1). Traffic management in the form of Stop / Go signs will be required to halt traffic along the B1392 in order to allow the abnormal loads to cross the B1392.

The smaller abnormal loads are expected to be transported by road from Immingham Dock via the M180 to Junction 2 and then from the A161 to the A18, entering the Proposed Development Site via the existing

construction access road off the A18 and passing over North Pilfrey Bridge (see Figure 2). This route is also included within the indicative order limits for the Application.

Both AIL routes are therefore already established route options and are considered suitable for the transportation purposes required.

Figure 1. AIL Route from Railway Wharf, Keadby

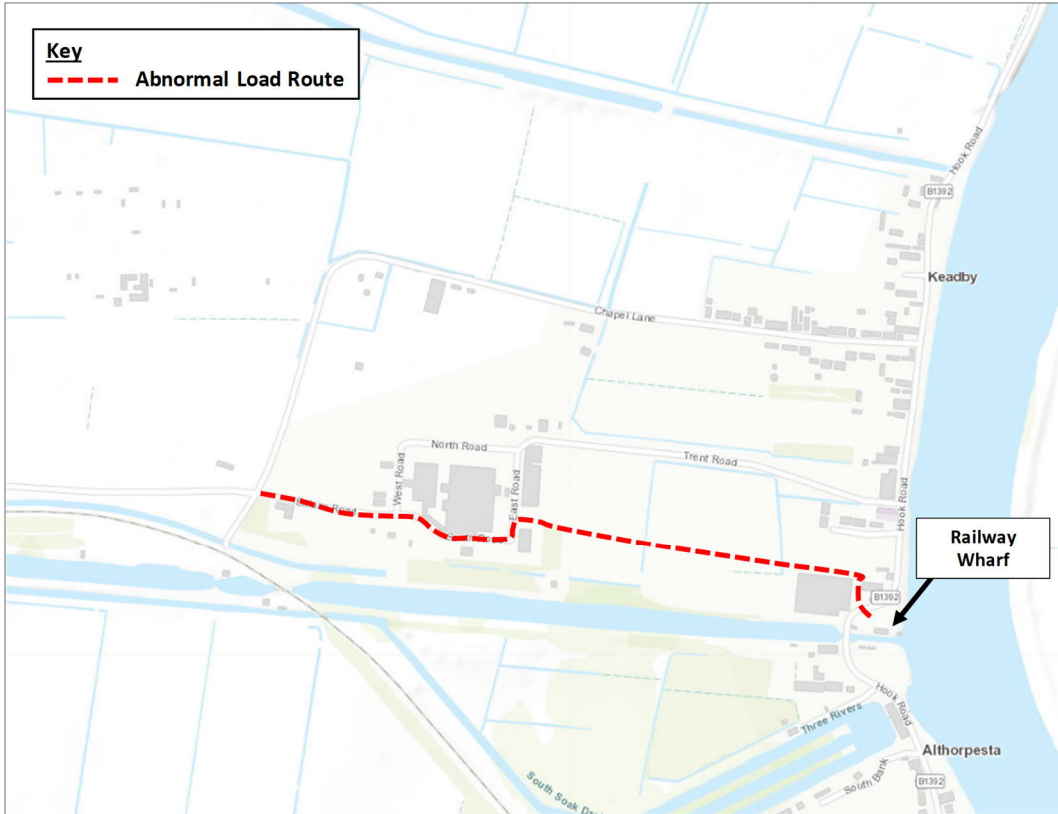
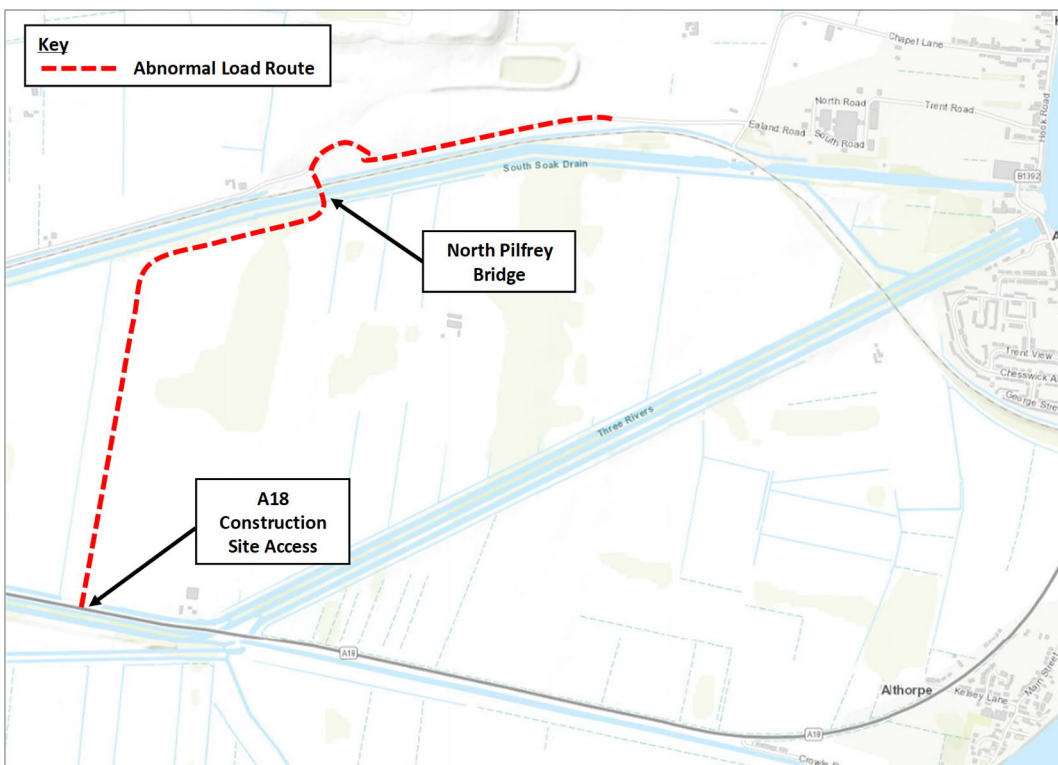


Figure 2. AIL Route from A18 Site Access



2.5 Operational Period

During the operational phase of the proposed development, up to 50 permanent operational roles would be created. Depending on the degree of integration with the existing Keadby 1 and Keadby 2 Power Stations, these may be new jobs or roles undertaken by personnel from K1 and/ or K2 stations. Fuel (natural gas) would be delivered by pipeline and other operational and maintenance consumables are likely to be delivered by road tanker, including chemical deliveries. During an outage, it could be expected that additional staff could be on-site on any one day. However, outages are expected to occur infrequently. Therefore, it is considered that the effects of operational traffic would be negligible and will be quantified, but a detailed assessment of the operational phase of the development is not proposed within the Transport Assessment.

2.6 Decommissioning

The activities involved in the decommissioning process for the Proposed Development are not yet known in detail, as it would have an operational life of up to circa 25 years. There would be expected to be some traffic movements associated with the removal (and recycling, as appropriate) of material arising from demolition and potentially the import of materials for land restoration and re-instatement. However, vehicle numbers are not expected to be any higher than those experienced during the construction period.

3. Distribution and Assignment

3.1 Trip Distribution

The distribution of workforce traffic to the network has been based on a gravity model and the populations of towns and cities within a 45 minute drive time of the Proposed Development Site. Table 5 shows the workforce distribution and the number of workers this equates to at the peak month of construction (Months 20 - 21) and is illustrated in Figure 3.

Table 5. Proposed Development construction workforce distribution

Location	Population (2011 Census)	Distance to Centroid (miles)	Weighting Factor (= 1 / d)	Population x Weighting Factor	Percentage Distribution	No. of Workers (Peak Month of Construction)
Sheffield	552,698	39	0.0256	14,149	32%	416
Doncaster	158,141	23	0.0434	6,863	16%	208
Grimsby	134,160	36	0.0277	3,716	8%	104
Rotherham	109,691	35	0.0285	3,126	7%	91
Scunthorpe	79,977	6	0.1666	13,324	30%	390
Worksop	43,252	35	0.0285	1,233	3%	39
Selby	24,859	30	0.0333	829	2%	26
Gainsborough	20,842	21	0.0476	992	2%	26

Figure 3. Proposed Development construction workforce distribution



3.2 Trip Assignment

All construction worker vehicles associated with the construction of the Proposed Development would access the Proposed Development Site via the existing construction access for Keadby 2 Power Station located off the A18.

Five key routes have been identified in the vicinity of the Proposed Development Site that are most likely to be taken by construction workers travelling to and from the Proposed Development Site. These are shown in **Appendix B** of this report and are as follows:

- Route 1: From the west via M180 Junction 2 turning left onto the A161 then right onto the A18;
- Route 2: From the west via M180 Jct 1, Tudworth Roundabout and continuing straight on A18;
- Route 3: From the south via A161 passing over the M180 then turning right onto the A18;
- Route 4: From the east via Frodingham Grange Roundabout and continuing straight on the A18; and
- Route 5: From the east via M180 Jct 2 turning right onto the A161 then right onto the A18.

The assignment of the Proposed Development construction workforce to the network is shown in **Appendix C** and is summarised in Table 6.

Table 6. Catchment Area and Route Assignment for Proposed Development Construction Workforce

Route	Catchment Area	% of Catchment Area
Route 1: From the west via M180 Jct 2, A161, A18, site access	Sheffield; Rotherham; Doncaster; Worksop; Selby	45%
Route 2: From the west via M180 Jct 1, A18, site access	Sheffield; Rotherham; Doncaster; Worksop;	15%
Route 3: From the south via A161, A18, site access	Gainsborough	2%
Route 4: From the east via A18, site access	Scunthorpe;	30%
Route 5: From the east via M180 Jct 2, A161, A18, site access	Grimsby	8%

All HGV construction traffic will access/ depart the Proposed Development Site from the M180 Junction 2 via the A161 and the A18. At the junction of the M180, it is assumed that 80% would arrive/ depart to the west and 20% arrive/ depart to the east. The routing of HGVs between the construction site and the M180 will be controlled through the implementation of an HGV routing plan included as a measure within the Construction Traffic Management Plan (CTMP) which will be prepared by the appointed contractor. A Framework Construction Traffic Management Plan will be prepared to accompany the DCO Application and the preparation of a CTMP in accordance with that Framework, would likely be a requirement of the DCO.

The total construction vehicle generations for the AM and PM peak periods (06:00 – 10:00 and 16:00 – 20:00) associated with the construction of the Proposed Development during the peak months (Months 20-21) are provided in **Appendix D** of this report.

4. Study Area

4.1 Traffic Count Locations

It is proposed that the following highway links will be included within the Transport Assessment as were agreed with North Lincolnshire Highways as part of the Keadby 2 Power Station Section 36 consent application.

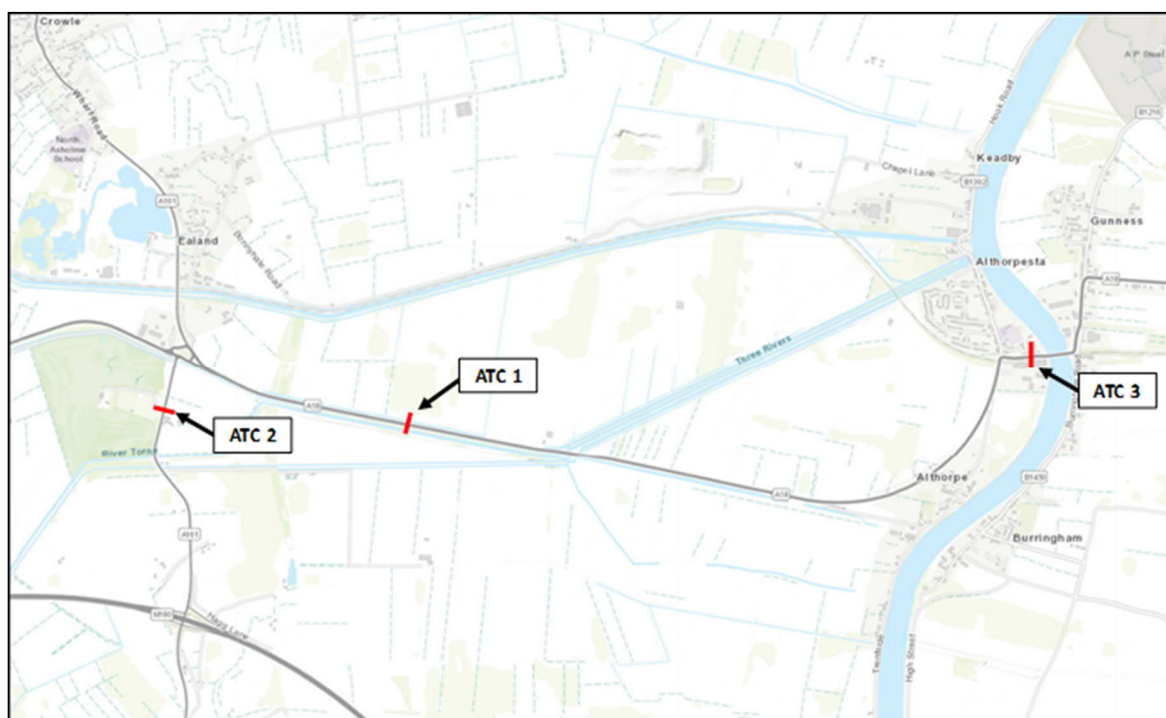
- ATC 1: 7-day ATC Count on the A18 to the west of the Construction Site Access for Keadby 2 (count undertaken November 2017);
- ATC 2: 7-day ATC Count on the A161 between the A18 and the M180 Jct 2 (count undertaken November 2017);
- ATC 3: 7-day ATC Count on the A18 Station Road immediately to the west of King George V Bridge (count undertaken May 2015);

Figure 4 shows the location of the link counts.

Whilst it is noted that the count data set out above is between 3 and 5 years old, due to the current COVID 19 pandemic, undertaking new traffic counts is unlikely to provide an accurate representation of typical traffic flows given the majority of the population are currently working from home at this time.

Analysis has been undertaken comparing traffic count data collected on the A18 and A161 in November 2017 with the count data collected at the same locations in May 2015 and reveals that average weekday traffic flows on both links have decreased slightly between 2015 and 2017. The fact that there has been no growth between 2015 and 2017 suggests traffic flows recorded at that time remain representative of typical local baseline conditions. On this basis, it is considered that the count data available is robust and can therefore be used in order to calculate the 2020 baseline that would be used for assessment purposes in the Transport Assessment.

Figure 4. Traffic Count Locations



4.2 Growth Factors

The anticipated peak traffic generation during the construction period would occur in Q1 2031 on the basis the worst-case for traffic assessment purposes i.e. that construction of the Proposed Development begins in Q3 2029. The assessment year for this Transport Assessment, where the traffic impact would be greatest, is therefore 2031.

Traffic growth factors for the area in which the Proposed Development is located (MSOA 006 within North Lincolnshire District) have been obtained from TEMPRO Version 7 software. The use of TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to base flows in order to estimate future year traffic flows.

The TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth factors for geographical areas.

The local growth factors for AM and PM to be applied to the Base Flows based on a principal road type within a rural area are shown in Table 7.

Table 7. Growth Factors to be applied to Base Flows

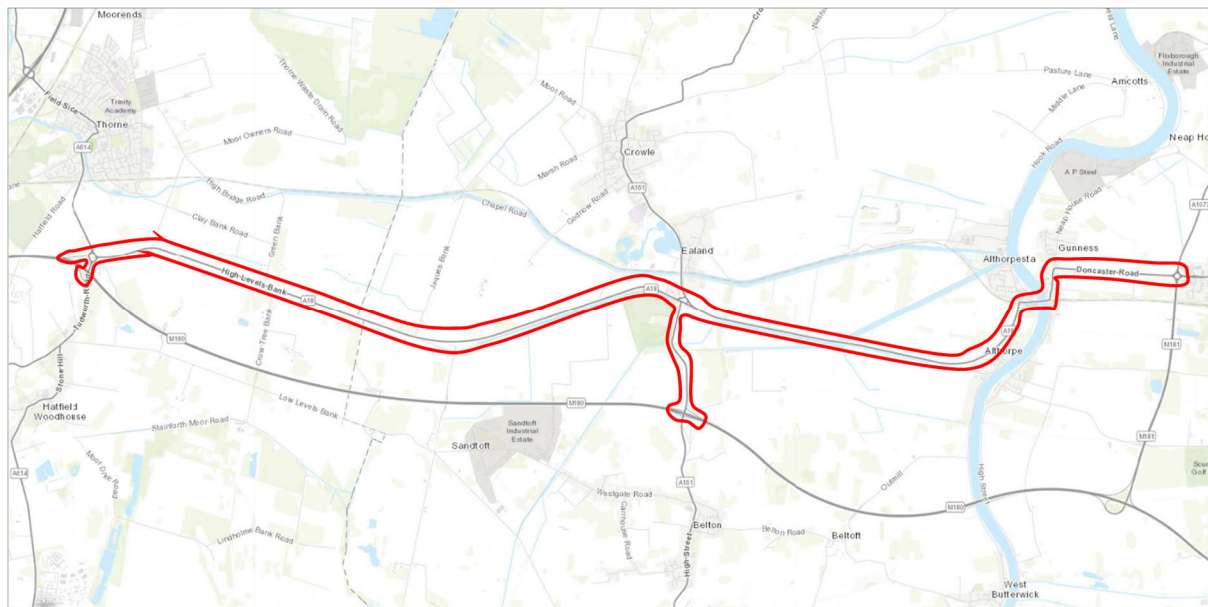
	AM Peak	PM Peak
2015 - 2020	1.0674	1.0679
2015 – 2031	1.1981	1.1991
2017 - 2020	1.0397	1.0386
2017 – 2031	1.1671	1.1661

4.3 Road Safety Assessment

A road safety assessment will be undertaken in order to identify existing issues that may be affected by the Proposed Development. The area of investigation proposed includes the A18 from its junction with Tudworth Roundabout to its junction with Frodingham Grange Roundabout in addition to the A161 to its junction with the M180. The study area also includes Junctions 1 and 2 of the M180 including slip roads.

Personal Injury Accident Data (PIA) would be obtained over a period of five years for the study area shown below.

Figure 5. Proposed Accident Study Area



5. Committed Developments

The Applicant has noted in paragraph 6.206, Table 9 of its EIA Scoping Report submitted to the Planning Inspectorate a number of committed developments within the study area. It is noted that the Planning Inspectorate has requested that the Applicant consider the effects associated with the Little Crow Solar Park NSIP located approximately 10km to the south-east of the Proposed Development and if required, include this within the EIA. An Application has not yet been submitted to the Planning Inspectorate in relation to this proposed NSIP. However, on the basis of the distance from the Proposed Development and available information provided on the Planning Inspectorate website, including the Scoping Opinion² which states that 'Appendix 2.1 states that a maximum of 25 Annual Average Daily Traffic Movements (AADT) is expected during the construction phase period', it is not anticipated that this NSIP requires consideration within the Transport Assessment.

North Lincolnshire Council, Doncaster Metropolitan Borough Council and Highways England are asked to provide details of any known committed developments that need to be accounted for within the Transport Assessment.

² <https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/little-crow-solar-park/>

6. Junction Modelling

We anticipate undertaking junction modelling at the A18 / Construction Site Access during the peak of construction in 2031.

In order to identify the correct time period for junction capacity assessment, the link count on the A18 will be analysed combining base plus committed development flows with development flows, to determine which hour in the peak periods displays the highest combined flows.

No junction modelling is proposed at any other junctions within the study area given that undertaking new traffic counts is unlikely to provide an accurate representation of typical traffic flows given the majority of the population are currently working from home at this time. In addition, the temporary nature of construction and the fact that the road network in the vicinity of the Proposed Development Site during the AM and PM Peak periods appears to operate well, with no identified junction capacity issues suggests junction capacity assessments are not required.

7. Summary

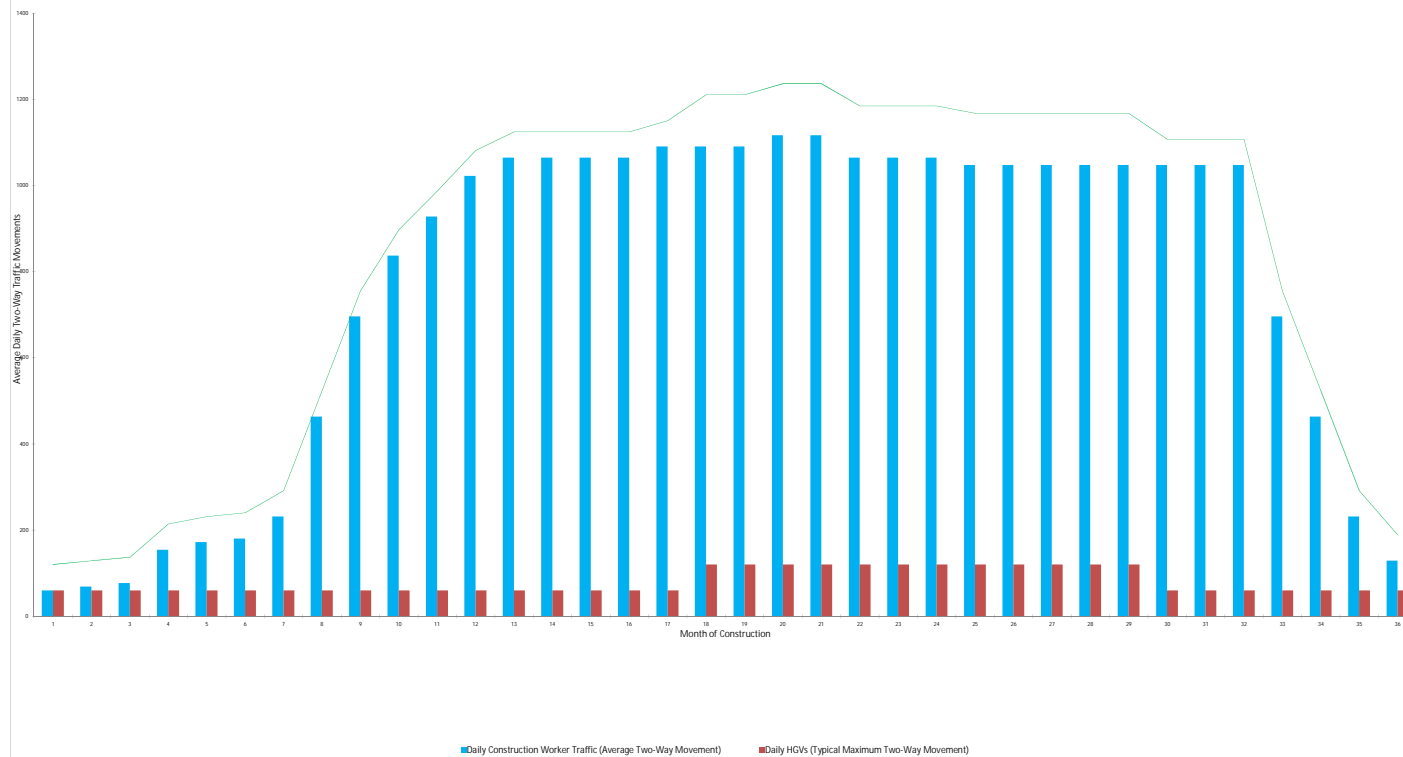
A Transport Assessment would be prepared to support the DCO Application.

North Lincolnshire Council, Doncaster Metropolitan Borough Council and Highways England are asked to agree:

- The calculated trip generations;
- the trip distribution and assignment to the network;
- the study area;
- the historical count data collected;
- the approach to traffic growth;
- the approach to committed developments;
- the junctions to be modelled; and
- the road safety assessment methodology.

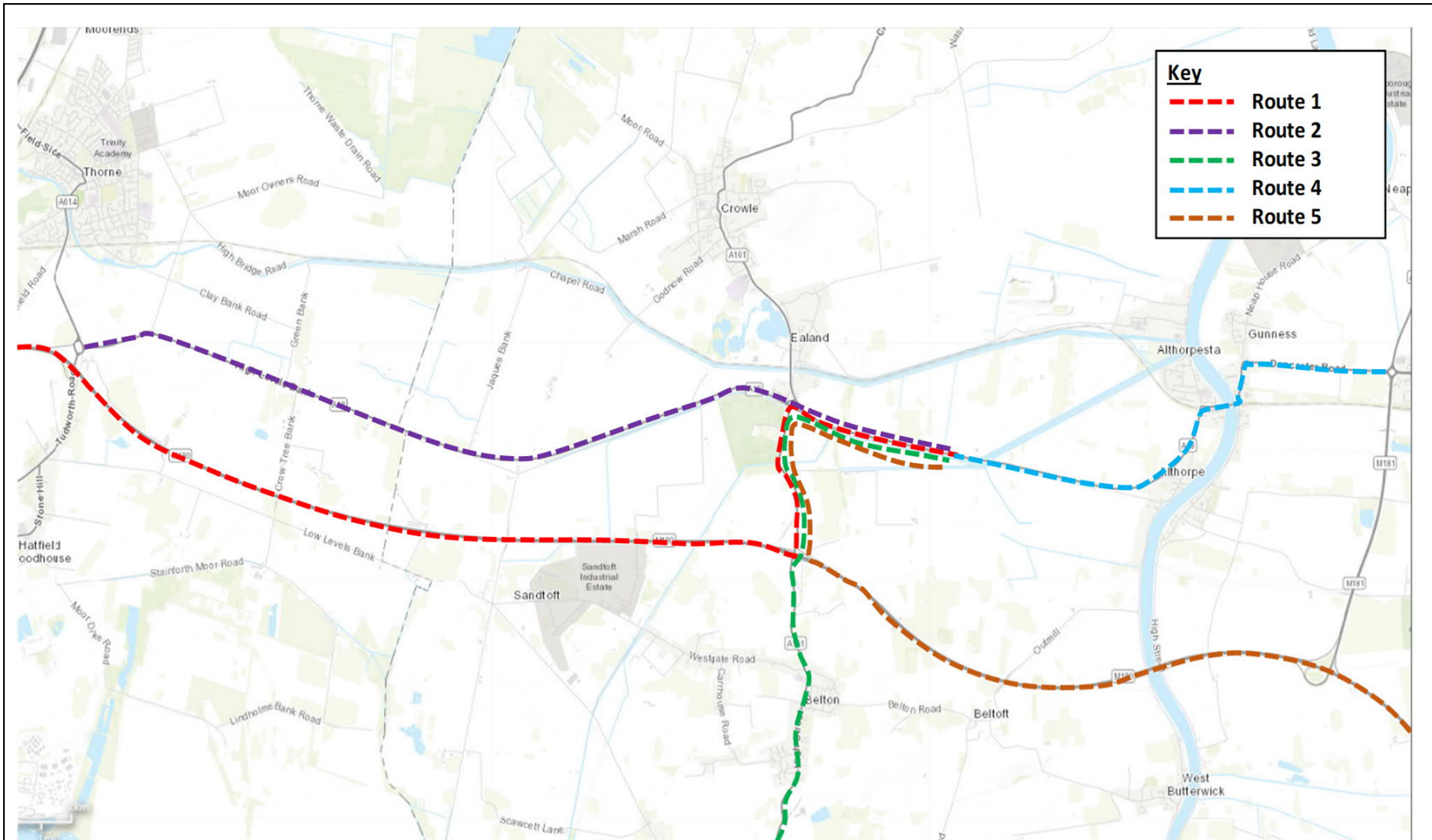
Appendix A – Profile of Construction Traffic

Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36			
Typical Daily CCGT and CCP Construction Workforce in Month	70	80	90	180	200	210	270	540	810	975	1080	1190	1240	1240	1240	1240	1270	1270	1270	1300	1300	1240	1240	1240	1220	1220	1220	1220	1220	1220	1220	1220	1220	1220	810	540	270	150	
Typical Daily Construction Worker Vehicles (Inbound) (Based on 2.33 per vehicle)	30	34	39	77	86	90	116	232	348	418	464	511	532	532	532	532	545	545	545	558	558	532	532	532	524	524	524	524	524	524	524	524	524	524	348	232	116	64	
Typical Daily Construction Worker Vehicles (Outbound) (Based on 2.33 per vehicle)	30	34	39	77	86	90	116	232	348	418	464	511	532	532	532	532	545	545	545	558	558	532	532	532	524	524	524	524	524	524	524	524	524	524	348	232	116	64	
Typical Maximum Daily HGV Traffic in Month (Inbound)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Typical Maximum Daily HGV Traffic in Month (Outbound)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Daily Construction Worker Traffic (Average Two-Way Movement)	60	69	77	155	172	180	232	464	695	837	927	1021	1064	1064	1064	1064	1090	1090	1090	1116	1116	1064	1064	1064	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	695	464	232	129	
Daily HGVs (Typical Maximum Two-Way Movement)	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Total Daily Two-Way Construction Traffic	120	129	137	215	232	240	292	524	755	897	987	1081	1124	1124	1124	1124	1150	1210	1210	1236	1236	1184	1184	1184	1167	1167	1167	1167	1167	1167	1167	1167	1107	1107	1107	755	524	292	189



Keadby 3 - Construction Workforce Profile

Appendix B – Key Construction Worker Routes Plan



Key	
- - -	Route 1
- - -	Route 2
- - -	Route 3
- - -	Route 4
- - -	Route 5

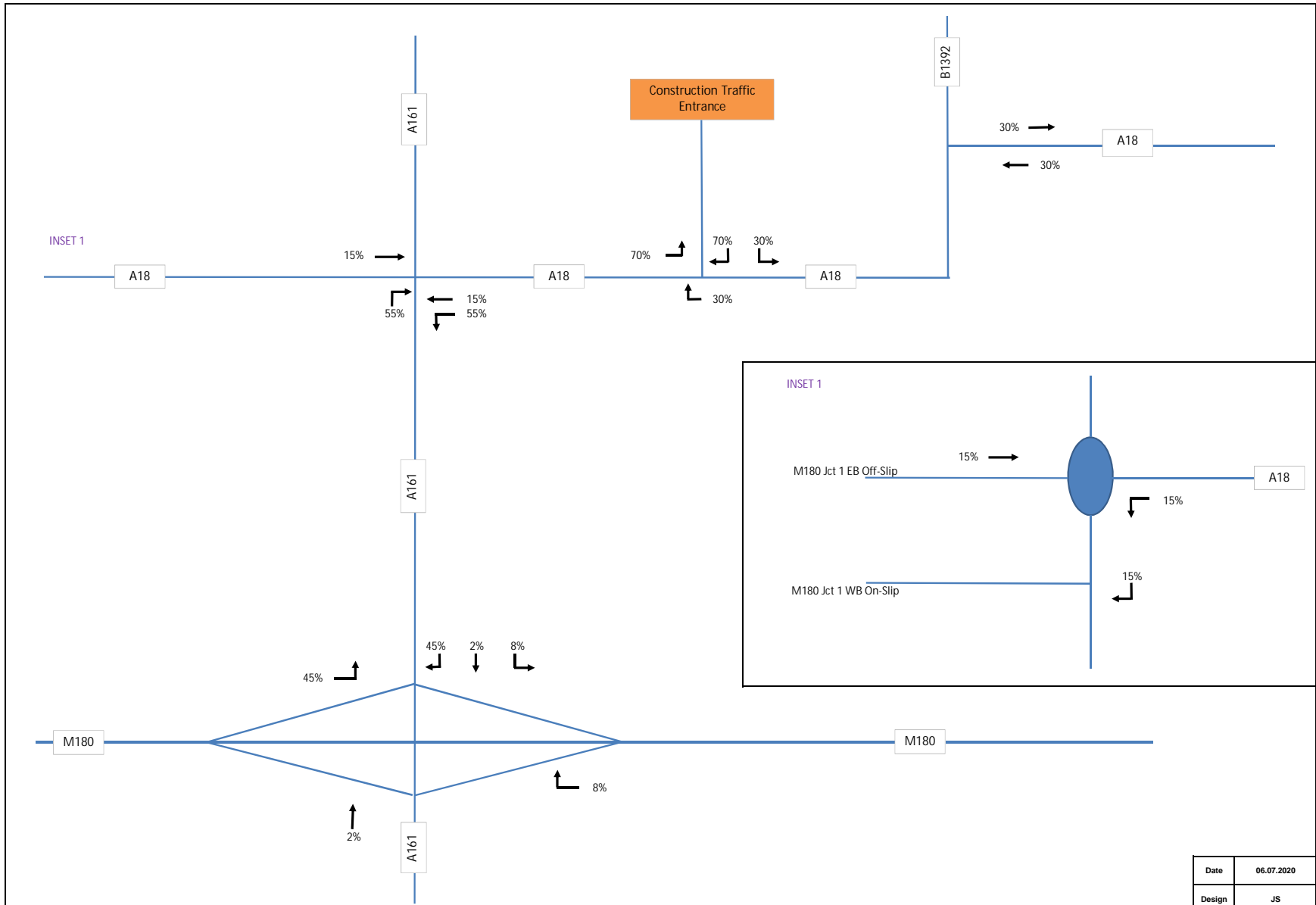
Date	06.07.2020
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Worker Vehicle Routes



Drawing Number:	Revision:
	A
File:	

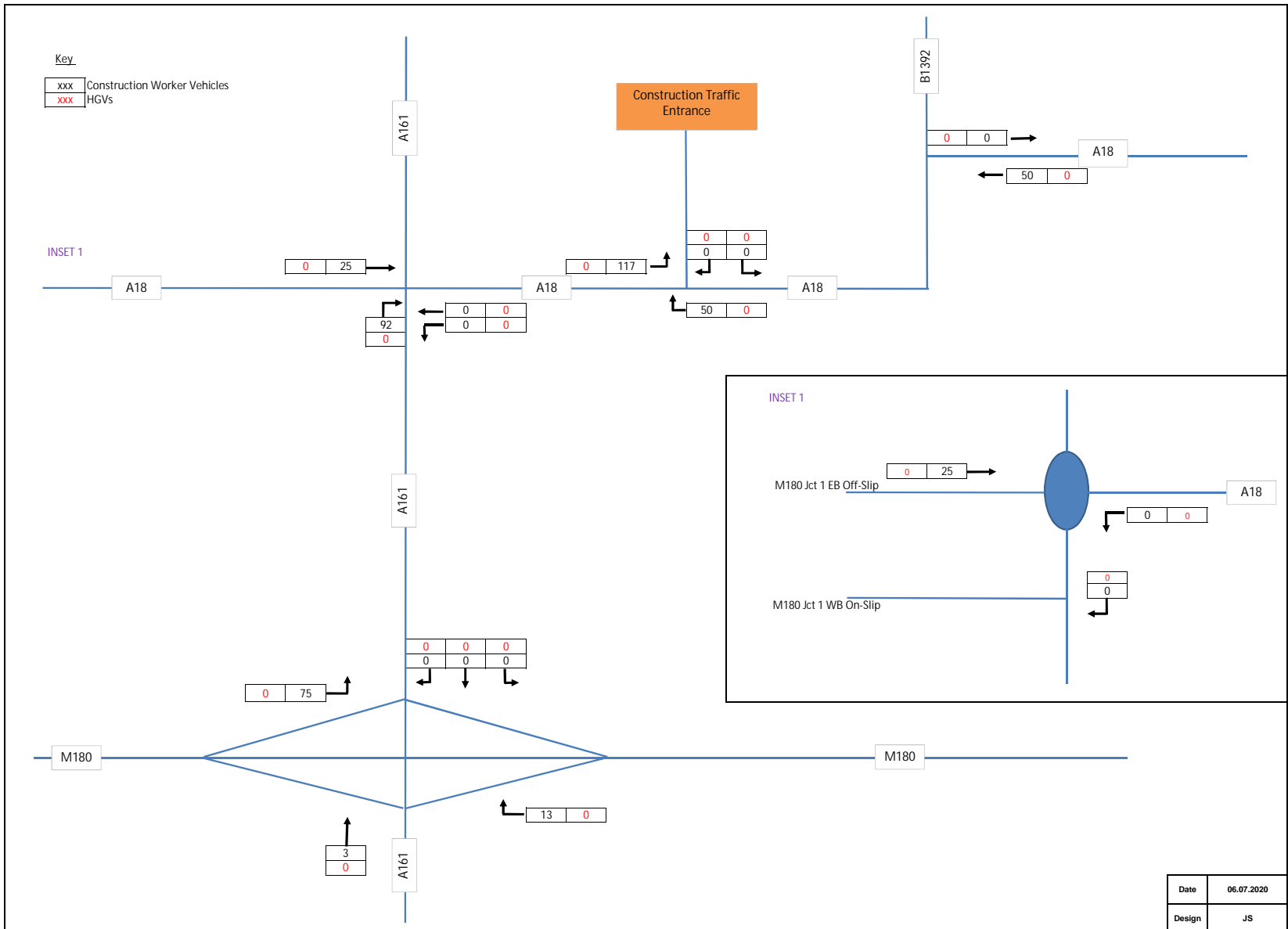
Appendix C – Construction Worker Vehicle Assignment



Client:	Project:	Title:		Drawing Number:	Revision:
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Worker Vehicle Assignment			A
			File:		

Date	06.07.2020
Design	JS
Checked	PF
Appr'd	PF

Appendix D – Construction Workforce Vehicle Flows



Key
 xxx Construction Worker Vehicles
 xxx HGVs

INSET 1

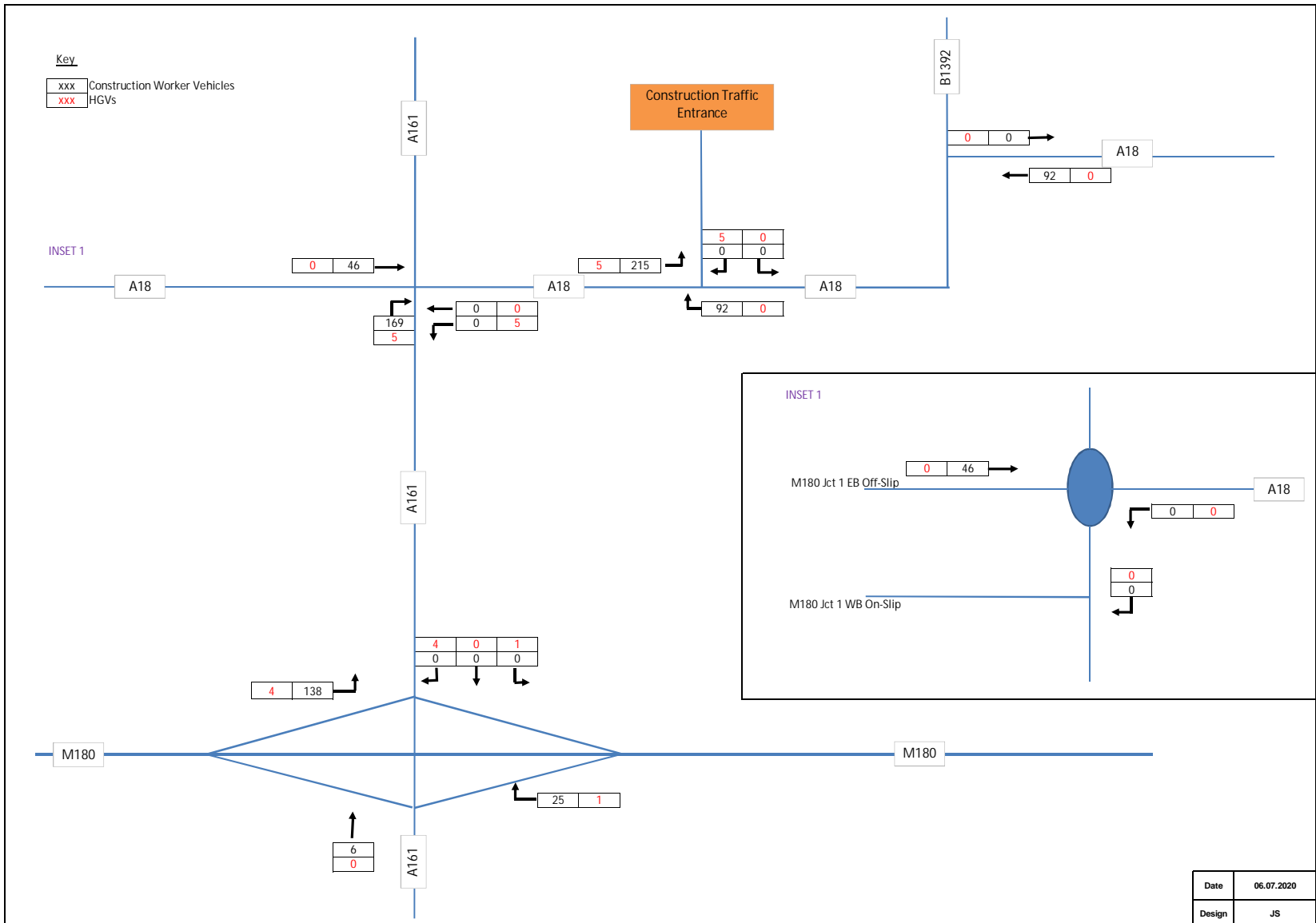
INSET 1

Date	06.07.2020
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (06:00 - 07:00)

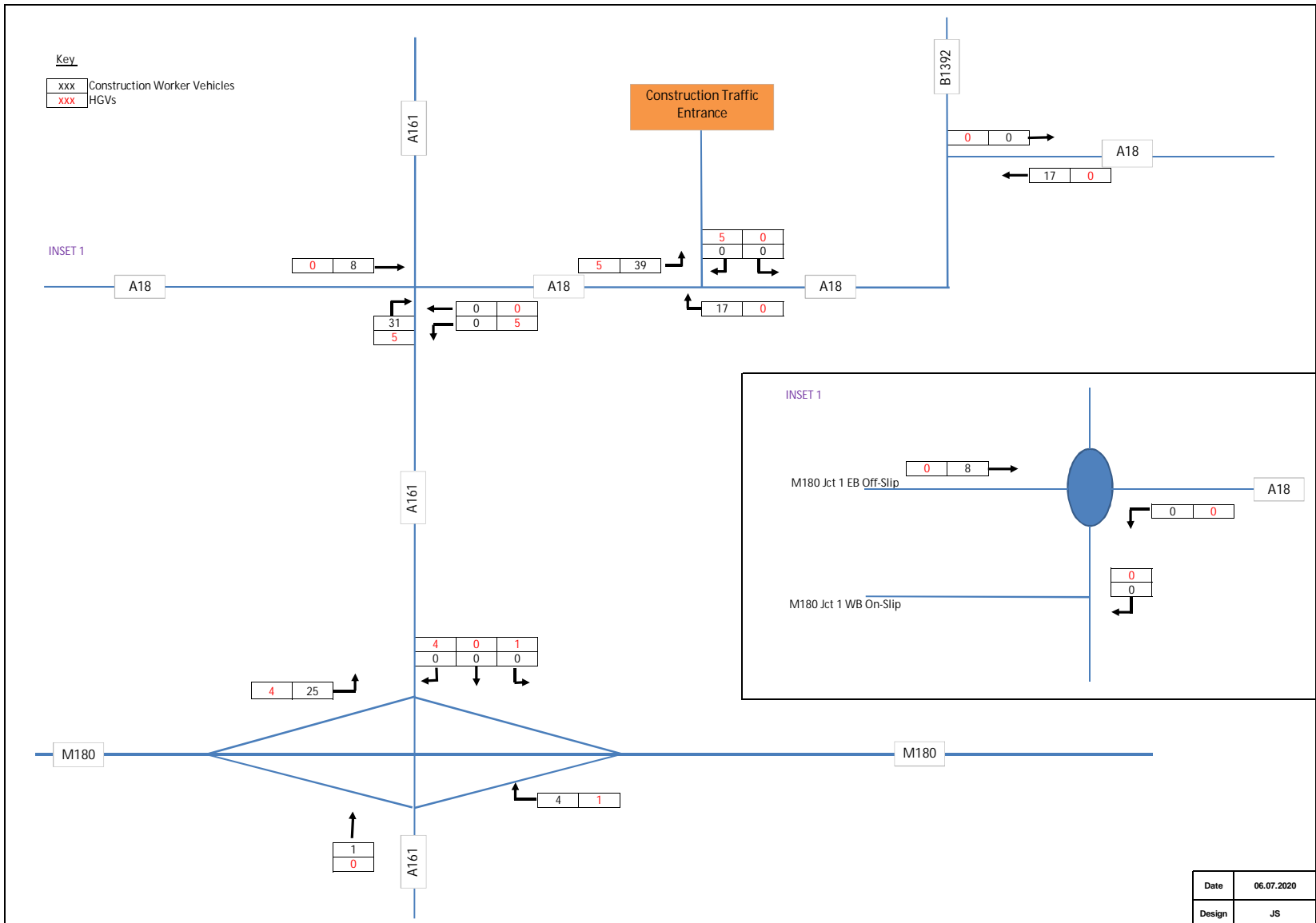


Drawing Number:	Revision:
	A
File:	



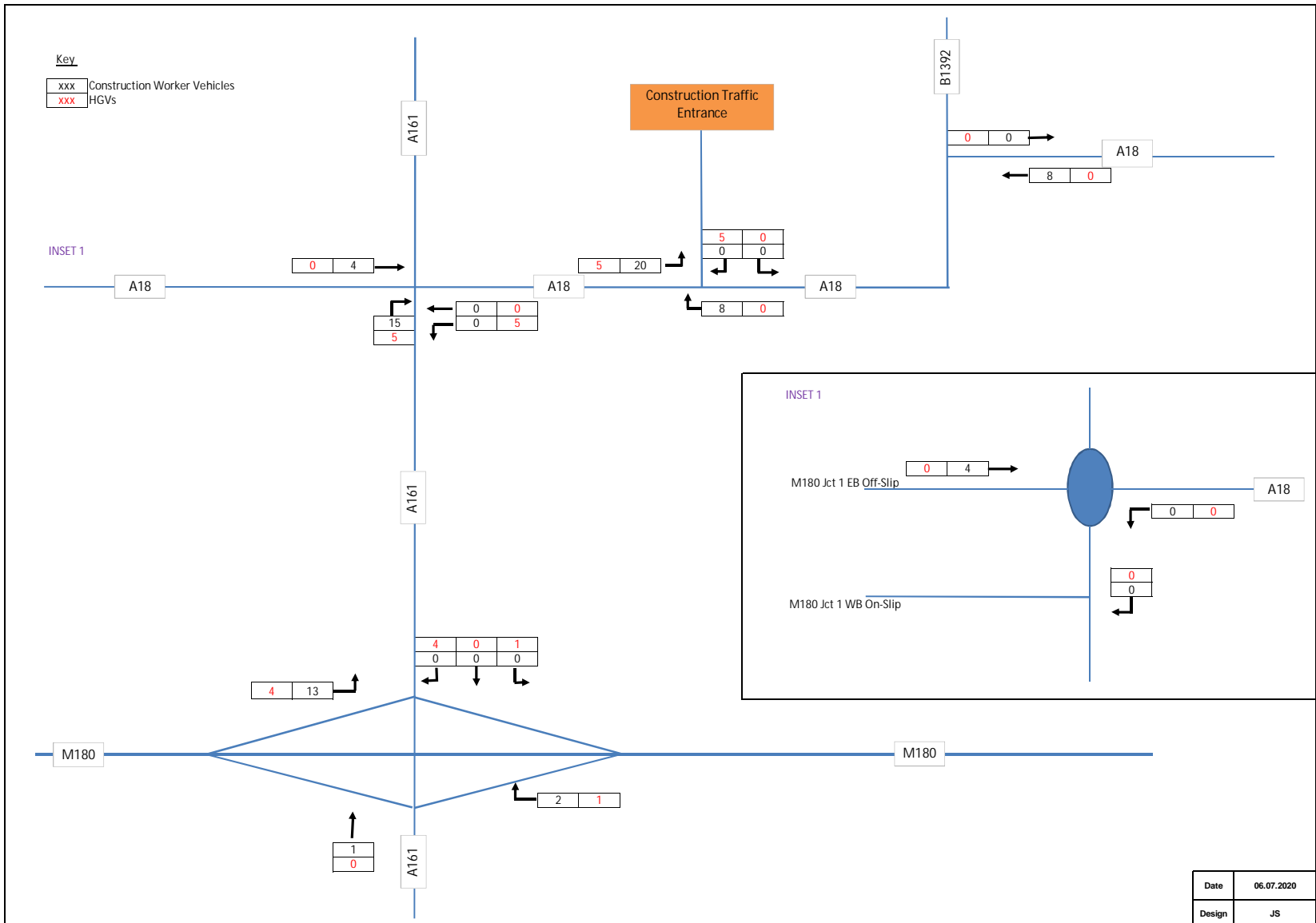
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					Checked
					PF
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					PF
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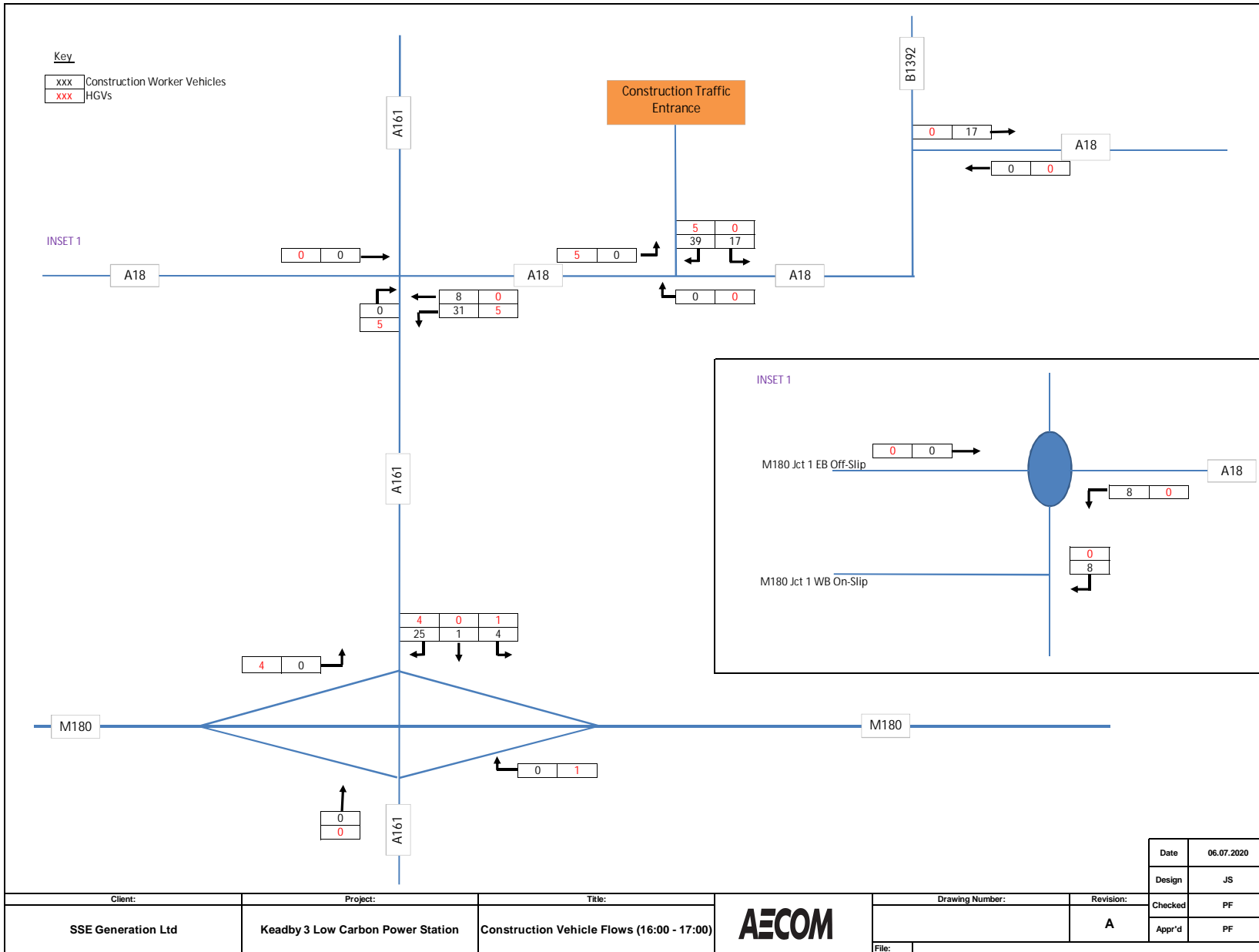
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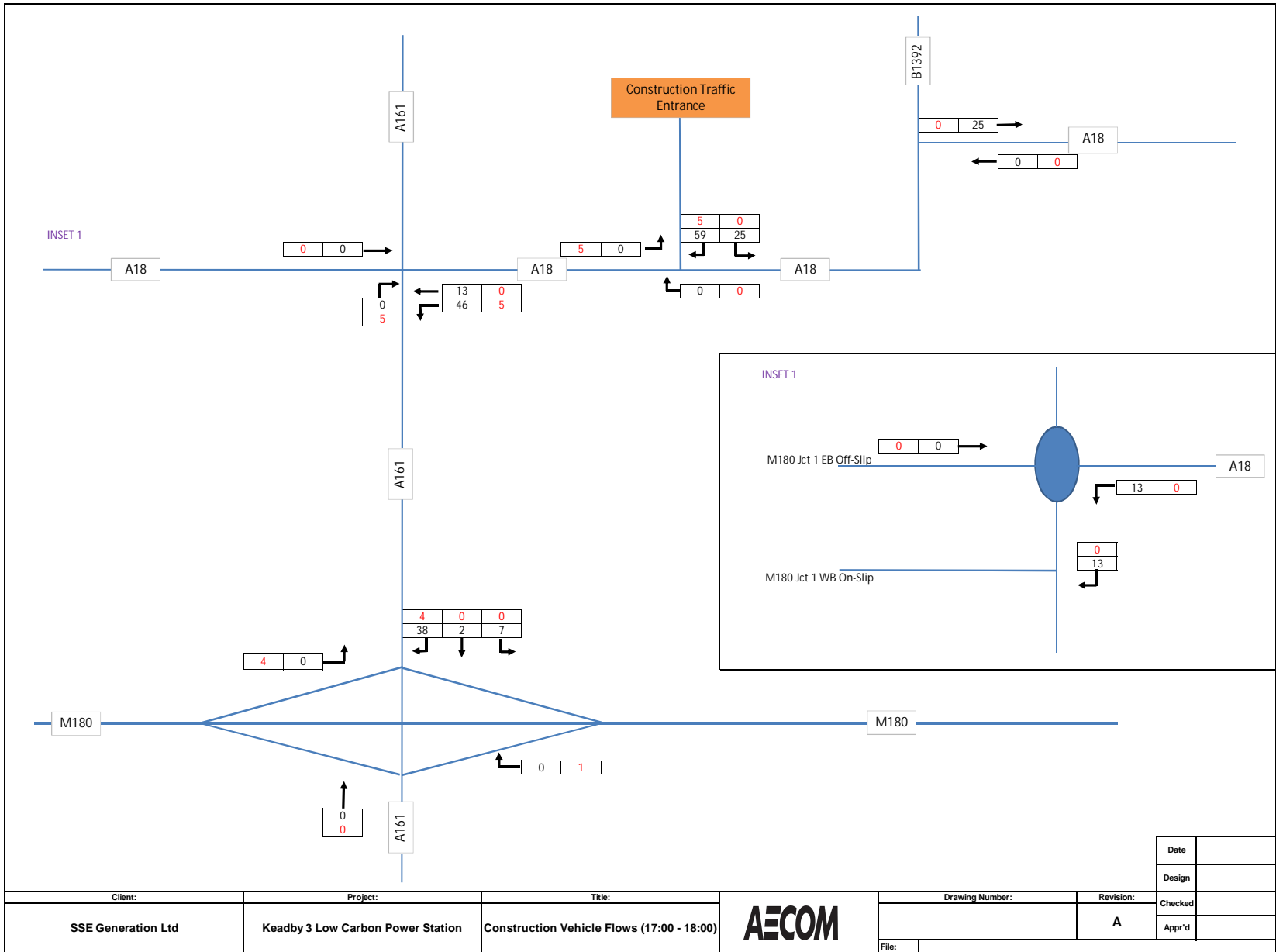




Client:	Project:	Title:	Drawing Number:	Revision:	Date
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (09:00 - 10:00)		A	06.07.2020
					Design
					JS
					Checked
					PF
					Appr'd
					PF
					File:







Scott, Jonathan (Leeds)

From: Louisa Simpson <Louisa.Simpson@northlincs.gov.uk>
Sent: 22 September 2020 11:43
To: Scott, Jonathan (Leeds)
Subject: [EXTERNAL] RE: Keadby 3 Power Station: Transport Assessment Scoping

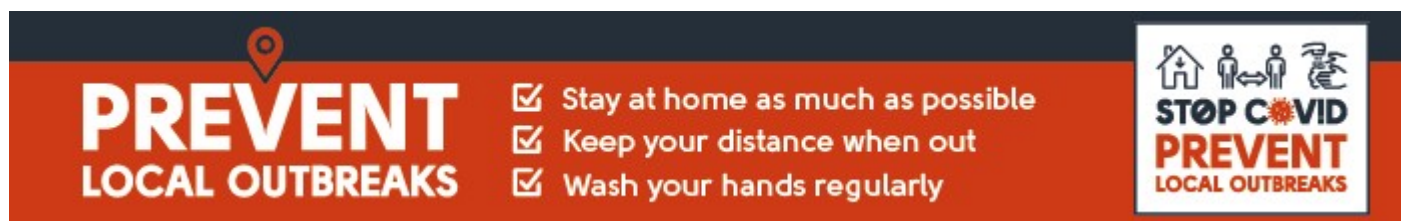
Morning Jonathan,

Apologies for the delay in replying.

Having looked through the TA scoping report, I can confirm that the proposed approach is acceptable.

Kind regards

Louisa Simpson
Senior Transport Planner
Assets & Infrastructure
North Lincolnshire Council



From: Scott, Jonathan (Leeds) <jonathan.scott@aecom.com>
Sent: 22 September 2020 11:01
To: Louisa Simpson <Louisa.Simpson@northlincs.gov.uk>
Cc: Firth, Peter <peter.firth@aecom.com>
Subject: RE: Keadby 3 Power Station: Transport Assessment Scoping

Louisa,

Please could you provide an update as to when we are likely to receive your comments on the TA scoping report issued on 29th July 2020?

I trust the approach adopted for the Transport Assessment is acceptable and would be grateful if you could confirm.

Kind Regards,
Jonathan

From: Scott, Jonathan (Leeds)
Sent: 02 September 2020 16:30
To: 'louisa.simpson@northlincs.gov.uk' <louisa.simpson@northlincs.gov.uk>
Cc: Firth, Peter <peter.firth@aecom.com>
Subject: RE: Keadby 3 Power Station: Transport Assessment Scoping

Louisa,

Scott, Jonathan (Leeds)

From: Geoghegan, Simon <Simon.Geoghegan@highwaysengland.co.uk>
Sent: 26 August 2020 10:50
To: Scott, Jonathan (Leeds)
Cc: Firth, Peter
Subject: [EXTERNAL] RE: Keadby 3 Power Station: Transport Assessment Scoping
Attachments: DevHU0050 TM001 - Keadby 3 Power Station - CH2M Review (JP Issued).pdf

Jonathan

I am attaching the review made by Jonathan Parsons at our Transport Consultants. Last week I was on holiday in Latvia-Estonia-Lithuania so was not able to send this to you earlier.

Six points appear to require addressing, but I will leave you to read the report unfiltered by this non-technical person.

One point I would like to bring to your attention is on the matter of Abnormal Indivisible Loads [AIL]. We have a road improvement in Hull at A63 Castle Street which has just started and will progress for approximately five years. This will involve full closure of the A63 for a long period for deep excavations. If your construction involves transporting AILs through the Port of Hull and down to your site then you may need to factor in this issue. I am also told that Humber Bridge can only accept loads up to about 350 tonnes.

Regards.

During the Coronavirus Pandemic in common with many of my colleagues I am working from home and no messages should be left on the Lateral Phone Number. My **personal** mobile number is given below but this should only be given out to direct stakeholders with a business need.

Simon Geoghegan, Planning and Development
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
~~Tel:~~ +44 (0) 300 4702420 | **Mobile: 0742 747 9830**
Web: <http://www.highways.gov.uk>

From: Scott, Jonathan (Leeds) <jonathan.scott@aecom.com>
Sent: 25 August 2020 16:19
To: Geoghegan, Simon <Simon.Geoghegan@highwaysengland.co.uk>
Cc: Firth, Peter <peter.firth@aecom.com>
Subject: RE: Keadby 3 Power Station: Transport Assessment Scoping

Hi Simon,

I just wanted to follow up on my email of 29th July 2020 (see below) and when we are likely to receive a response to the Transport Assessment Scoping Report?

Keadby 3 Power Station – Transport Assessment Scoping Report – CH2M Review

PREPARED FOR: Simon Geoghegan (Highways England)
PREPARED BY: Emma Poolan (CH2M)
DATE: 19th August 2020
PROJECT NUMBER: 679066.AA.20.13.05 DevHU0050
DOCUMENT REF: TM001
REVIEWED / APPROVED BY: Jonathan Parsons (CH2M)

Task Overview

The purpose of this Technical Memorandum [TM] is to review the Transport Assessment Scoping Report [the Report] submitted by AECOM on behalf of SSE Generation Limited [the Applicant] in relation to a Low Carbon Combined Gas Turbine [CCGT] at Keadby 3 [the proposed development]. The proposed development lies in the vicinity of the existing Keadby Power Station, Trentside, Scunthorpe [the proposed site].

The proposed site is located close to M180 Junction 2, which forms part of the Strategic Road Network [SRN], hence the requirement for Highways England to be consulted on the proposals.

This TM reviews addresses matters of interest to Highways England from the Report and addresses the issues in the order of which they are presented. It is stated that at a later date, a Development Consent Order [DCO] is expected to be submitted in relation the proposed development. As such, it is considered that any issues highlighted by CH2M within this TM will be fed into the transport documentation that forms part of the DCO application.

A summary and conclusion section is presented at the end of this TM.

Proposed Development

Construction Phase

It is stated that the development is proposed to commence as early as Q3 of 2022 and is due to take 36 months until completion. The worst-case scenario, as stated in the Report, is that construction would commence in Q3 2029, with months 20 and 21 forecasted to be the peak construction months with circa 1,300 daily workers on site. AECOM have provided assumptions of construction worker vehicle generation at peak construction times, which can be seen in Table 1.

Table 1 – Construction Worker Vehicle Generation (Peak of Construction)

Month of Construction	Total Workers per Day	No. Cars/ Vans @ 2/veh	No. minibuses @ 7/veh	Average two-way daily flow
20-21	1,300	520	38	1,116

(Source: AECOM Scoping Report – Table 2)

AECOM has provided a Daily Vehicle Profile showing that the trips to and from the site will be spread across the morning and evening peak periods, which are 06:00 – 09:00 and 16:00 – 19:00, CH2M independently verified this and concur the morning and evening peak periods fall within the time frame set out by AECOM. Within this time frame, it is stated that 07:00-08:00 and 18:00-19:00 will have the highest arrival and departure rates for the construction workers. However, it is further stated that by diluting the arrivals and departures across three hours, it prevents a surge which will prevent potential congestion and delays on the SRN.

Heavy Goods Vehicles [HGVs] daily movements are also proposed to be spaced across the whole day with deliveries scheduled between 07:00 – 19:00, and this is estimated by AECOM to be 60 two-way vehicle movements.

The Report states that these assumptions are based upon other Power Station sites (Eggborough CCGT and Knottingley CCGT), thus providing a realistic assumption of construction worker and HGV travel habits. Such an approach is welcomed by CH2M.

It is proposed that a Travel Plan will be put in place to managed traffic generation and on-site parking, and CH2M agrees with this approach.

Abnormal Loads Deliveries

AECOM has specifically reviewed abnormal loads deliveries [AIL] in the construction phase of the development.

The Report states that there will be traffic management in place, allowing AIL to cross the local road network and it is assumed by CH2M that the contractor will work alongside relevant authorities to ensure that the appropriate measures are in place. There are two AIL routes; via Railway Wharf and North Pillfrey Bridge, both of which are stated as being established routes.

Given the road network in the vicinity of the site is local road network, it is considered that AIL routing will be more of an issue for the local highway authority to consider. However, it is considered that AECOM will need to consider the AIL routing implications for M180 Junction 2 within the documentation prepared as part of the DCO application to enable Highways England to take a view on the implications at the SRN.

Operational Routing

The Report states that in the operational phase of the development up to 50 permanent roles would be based at the site.

Although this is stated to be dependent operational needs, the numbers presented are not considered to have a severe impact on the SRN in terms of peak hour impact. However, for clarity, CH2M request for the timings of deliveries throughout the week and the shift patterns that the permanent staff are likely to be working on to ensure that a robust assessment of the operational element of the proposed development can be undertaken.

Distribution and Assignment

Trip Distribution and Assignment

The Report states that the distribution of construction workforce traffic to the network has been based on the population of towns and cities circa 45 minutes from the proposed site; and the workforce distribution is seen in Table 2.

Table 2 – Proposed development construction workforce distribution

Location	Population (Census 2011)	Percentage Distribution	No. of Workers (Peak Month of Construction)
Sheffield	552,698	32%	416
Doncaster	158,141	16%	208
Grimsby	134,160	8%	104
Rotherham	109,691	7%	91
Scunthorpe	79,977	30%	390
Worksop	43,252	3%	39
Selby	24,859	2%	26
Gainsborough	20,842	2%	26

(Source: AECOM Report – table 5)

It is stated that access is designated off the A18, and five key routes have been identified that correlate to the workforce distribution. Overall, three of the routes, utilise the SRN:

Route 1: From the west via M180 J2, A161, A18 (45%)

Route 2: From the west via M180 J1, A18 (15%)

Route 5: From the east via M180 J2, A161, A18 (8%).

This distribution and route assignment appear to be an appropriate distribution given the location of the development and the surrounding area, however, for clarity, CH2M request this information to be provided in Excel format within the DCO application for verification.

In addition, it is stated that HGV construction traffic will also access the proposed site from the M180, with 80% of journeys using Route 1 (Western access) and the remaining 20% using Route 5 (Eastern access). AECOM has stated that the HGV routing plan will be implemented by the appointed contractor and a Construction Traffic Management Plan [CTMP] will also be prepared. This is welcomed by CH2M.

Study Area

Traffic Counts

It is stated that three Automatic Traffic Count [ATC] will be included in the final assessment, although these are all on the local road network. No reference is made to the use of count data on the SRN, which leads CH2M to the conclusion that the SRN will not be assessed as within the DCO application. As such, justification will be required from AECOM as to why this is the case.

Furthermore, it is stated that due to the COVID 19 pandemic, collecting new traffic counts is not considered a viable option by AECOM. As such, it is stated within the Report that using 2015 and 2017 traffic count data and using growth factors to calculate a 2020 baseline assessment is deemed an acceptable approach.

CH2M concur that collecting new traffic data is not a viable option, and that as long as a robust approach to deriving base flows is clearly demonstrated by AECOM, that then is considered to be a pragmatic approach.

Growth Factors

The Report states that the worst-case scenario and most robust approach would be construction of the proposed development beginning in Q3, 2029, therefore peak construction traffic and the greatest impact would land in 2031 (Q1). As such, growth factors have been derived from TEMPro software and MSOA 006 (North Lincolnshire) has been correctly used as it is where the proposed development is located. This approach is accepted by CH2M.

Notwithstanding, the transport documentation prepared as part of the DCO application should be compliant with DfT Circular 02/2013.

Road Safety Assessment

The report states that a Road Safety Assessment will be prepared, to identify existing issues that the proposed development may affect, including access off the A18 and Junctions 1 and 2 of the M180 (including slip roads). CH2M support this approach.

Committed Developments

AECOM have stated there are no committed developments that they have to list and asked for stakeholders to come forward with any known developments. It is considered by CH2M that AECOM should liaise with the local authority on such matters and providing a list of committed developments is agreed with them, then CH2M would support this.

Junction Modelling

AECOM have anticipated that junction modelling will be focused at the A18 and Construction Site Access. Currently, no part of the SRN is included within the study area. As stated previously, the Report leads CH2M to the conclusion that the SRN will not be assessed as within the DCO application. As such, justification will be required from AECOM as to why this is the case.

Summary and Conclusions

CH2M have been commissioned by Highways England to respond to AECOM's Transport Assessment Scoping Report in regard to Keadby 3 Power Station. The development proposal is located close to the M180, part of Highways England's Strategic Road Network.

This Technical Memorandum has been prepared to give guidance to AECOM regarding the transport documentation required to support a Development Consent Order application, following the submission of the Transport Assessment Scoping Report.

The following conclusions are aimed to advise Highways England on the suitability of the information provided in the report, with CH2M paying due cognisance to the impact of the development proposals on the capacity, operation and safety of the Strategic Road Network.

On the basis on this review, some key issues have been raised, which CH2M expect to be included, or clarified if not before then, within the transport documentation required to support a DCO application:

- 1) It is considered that AECOM will need to consider the AIL routing implications for M180 Junction 2 within the documentation prepared as part of the DCO application to enable Highways England to take a view on the implications at the SRN:

- 2) For clarity, CH2M request for the timings of deliveries throughout the week and the shift patterns that the permanent staff are likely to be working on to ensure that a robust assessment of the operational element of the proposed development can be undertaken;
- 3) This distribution and route assignment appear to be an appropriate distribution given the location of the development and the surrounding area, however, for clarity, CH2M request this information to be provided in Excel format within the DCO application for verification;
- 4) No reference is made to the use of count data on the SRN, which leads CH2M to the conclusion that the SRN will not be assessed as within the DCO application. As such, justification will be required from AECOM as to why this is the case;
- 5) The transport documentation prepared as part of the DCO application should be compliant with DfT Circular 02/2013; and
- 6) It is considered by CH2M that AECOM should liaise with the local authority on such matters and providing a list of committed developments is agreed with them, then CH2M would support this.

Scott, Jonathan (Leeds)

From: Scott, Jonathan (Leeds)
Sent: 14 September 2020 08:16
To: Geoghegan, Simon
Cc: Firth, Peter; Romanowski, Mark
Subject: RE: Keadby 3 Power Station: Transport Assessment Scoping
Attachments: Workforce Distribution Calculation.xlsx

Simon,

Thank you for your response dated 26th August 2020 in relation to my request dated 29th July 2020 regarding the Keadby 3 Power Station DCO application Transport Assessment scope. Please see our responses below to your comments and trust that these provide the necessary information.

Kind Regards,
Jonathan

- 1. It is considered that AECOM will need to consider the AIL routing implications for M180 Junction 2 within the documentation prepared as part of the DCO application to enable Highways England to take a view on the implications at the SRN.**

Firstly, it should be noted that Abnormal Indivisible Load (AIL) deliveries associated with the construction Keadby 2 power station that arrive by road from Immingham Dock do so via M180 Junction 2 and therefore this is already a proven AIL route.

A number of AILs will need to be brought into the construction site over the construction period for Keadby 3. It is expected that the larger abnormal loads will be delivered by barge along the River Trent to Railway Wharf and transported into the site along a haul road within the Keadby Power Station landholding. It is expected that the smaller abnormal loads will be transported by road from Immingham Dock via the M180 to Junction 2 leaving the westbound off-slip and travelling north on the A161 then east on the A18. Detailed consideration will be given to the AIL route during detailed design once final details of the size, number and origin of loads are known and is likely to be secured via a Requirement of the DCO. Abnormal Loads Officers at Highways England and North Lincolnshire Council will be consulted at the earliest opportunity on the programme and plan for the delivery of AILs.

- 2. For clarity, CH2M request for the timings of deliveries throughout the week and the shift patterns that the permanent staff are likely to be working on to ensure that a robust assessment of the operational element of the proposed development can be undertaken**

This point is noted and the information will be provided once received from the applicant.

- 3. This distribution and route assignment appear to be an appropriate distribution given the location of the development and the surrounding area, however, for clarity, CH2M request this information to be provided in Excel format within the DCO application for verification;**

Please see attached Excel spreadsheet that provides details of the distribution and assignment for information.

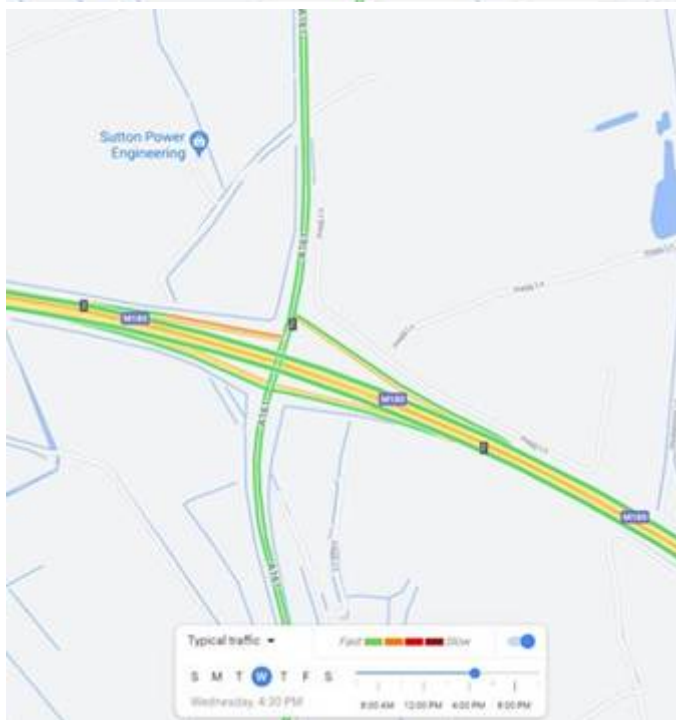
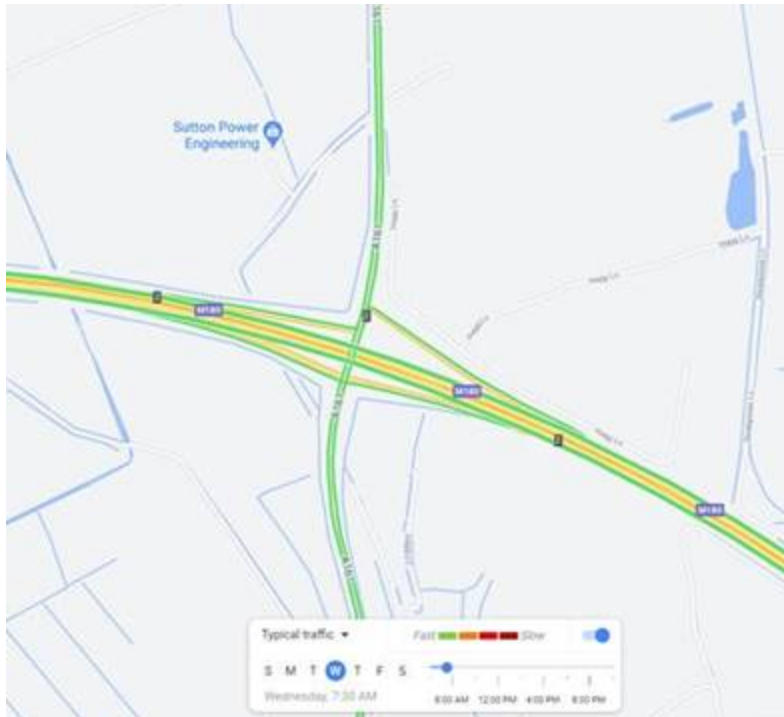
- 4. No reference is made to the use of count data on the SRN, which leads CH2M to the conclusion that the SRN will not be assessed as within the DCO application. As such, justification will be required from AECOM as to why this is the case;**

A review of Highways England's Webtris database provides count data on the M180 to the west of Junction 2. Count data extracted for August 2018 shows the average two-way weekday traffic flow to be 44,883 vehicles. At the peak of construction of Keadby 3, an additional 598 two-way vehicles per day are expected on the M180 to the west of Junction 2. This represents a very low percentage on the M180 equating to 1.3% of total traffic. In addition, the temporary effect of construction traffic of which there are only 2 months over the 36 month build programme where peak construction traffic occurs and the fact that the Keadby 2 Section 36 application did not assess the SRN, no further assessment of the SRN is considered necessary.

As set out in the Transport Scoping note, no junction modelling is proposed at any SRN junctions within the study area given that undertaking new traffic counts is unlikely to provide an accurate representation of typical traffic flows given the majority of the population are currently working from home at this time. It is noted on page 4 of Highways England's response that they concur that collecting new traffic data is not viable. A review of google traffic at M180 Junction 2 for the peak hours 07:00 – 08:00 and 16:00 – 17:00 on a typical weekday shows the junction to be operating without any capacity issues with free flowing conditions on all arms of the junction. Given the temporary nature of construction and the measures proposed including the preparation of a Construction Worker Travel Plan and Construction Traffic Management Plan to manage down the traffic impact of the proposals, it is considered that this provides the necessary justification for not assessing SRN junctions.

Wednesday AM Peak: 07:30

Wednesday PM Peak: 16:30



5. **The transport documentation prepared as part of the DCO application should be compliant with DfT Circular 02/2013;**

A future year assessment scenario of 2031 (ten years after the submission of the application - expected in Q1 2021) will be assessed to take into account the anticipated worst-case peak of construction traffic forecast at the latest start date in the available construction programme, considering a consent with a 7 year duration. Measures including a Construction Traffic Management Plan and Construction Worker Travel Plan will also be prepared and implemented to manage down the traffic impact of the proposals. The TA is therefore compliant with Circular 02/2013.

6. **It is considered by CH2M that AECOM should liaise with the local authority on such matters and providing a list of committed developments is agreed with them, the CH2M would support this.**

A list of committed developments has been identified during DCO scoping and will be updated as the application progresses. It is noted that AECOM should liaise with the local authority on such matters.

Scott, Jonathan (Leeds)

From: Geoghegan, Simon <Simon.Geoghegan@highwaysengland.co.uk>
Sent: 17 September 2020 11:10
To: Scott, Jonathan (Leeds); Firth, Peter
Cc: Romanowski, Mark
Subject: [EXTERNAL] Keadby 3 Power Station: Transport Assessment Scoping
Attachments: NLC - AECOM - LET - Scoping Keadby 3 Power Station.pdf

Jonathan

We have reviewed that your response of September 14 2020, and are content that your approach is reasonable.

Our full review is attached. We look forward to working with you as this project progresses.

Regards

During the Coronavirus Pandemic in common with many of my colleagues I am working from home and no messages should be left on the Lateral Phone Number. My **personal** mobile number is given below but this should only be given out to direct stakeholders with a business need.

Simon Geoghegan, Planning and Development

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Tel: +44 (0) 300 4702420 | **Mobile: 0742 747 9830**

Web: <http://www.highways.gov.uk>

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Our ref: SE 805 101
Your ref: Keadby 3

AECOM
2 City Walk
Leeds
LS11 9AR

Simon GP Geoghegan
Planning and Development
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

~~Direct Line: 0300 470 2420~~

For the attention of Jonathan Scott

September 19 2020

Dear Jonathan

Keadby 3 Power Station: Transport Assessment Scoping

In response to your reply to me on September 14, our Transport Consultants have made the following comments

Abnormal Loads

AECOM advise that they will give detailed consideration to this during the detailed design stage and that this will likely be secured via a requirement of the DCO. Highways England Abnormal Loads Officers will be consulted. This is considered an appropriate approach and something that Highways England will need to ensure is secured during the DCO process.

Operational stage impacts

It is identified that the information requested by Highways England will be provided by the applicant. This will need to be ensured by Highways England as further work is undertaken.

Construction stage – distribution and assignment

The excel spreadsheet that was requested to verify the distribution and assignment has now been provided and this supports our view that distribution is reasonable.

Assessment of the SRN

AECOM has identified that due to the level of construction traffic, as compared to base SRN data from the Webtris database, the temporary impacts are low (circa 1.3% of total traffic) and that assessment of the SRN is considered necessary.

While ...

- (i) this daily view is welcome;
- (ii) AECOM point towards measures proposed including the preparation of a Construction Worker Travel Plan and Construction Traffic Management Plan to manage down the traffic impact of the proposals; and
- (iii) Information is provided from google traffic to identify the typical traffic conditions at Junction 2.

... information should also be afforded in relation to the impacts of the construction stage during the peak periods to ensure that appropriate consideration has been given to the (albeit temporary) impacts in these peak periods. Such information will allow Highways England to confirm the intended approach and to assist in steering specific requirements of the Construction Worker Travel Plan and Construction Traffic Management Plan.

Compliance with DfT Circular 02/2013

AECOM recognize that the assessment needs to be compliant in this regard.

Committed developments

AECOM recognize the need to liaise with the Local Planning Authority in relation to the committed developments that need considering in the assessment.

Summary and Conclusions

On the basis of the above review, Highways England consider your approach is reasonable. However, with regard the temporary construction impact at the SRN, some further detail of the peak period impacts would be beneficial to aid your review with regard the safe and efficient operation of the SRN.

Yours sincerely



Simon GP Geoghegan
Planning and Development

Scott, Jonathan (Leeds)

From: Higham, Suzanne <Suzanne.Higham@Doncaster.Gov.Uk>
Sent: 19 August 2020 08:32
To: Scott, Jonathan (Leeds)
Subject: [EXTERNAL] RE: Keadby 3 Power Station: Transport Assessment Scoping

Morning Jonathan

I can confirm that the approach contained within the Transport Scoping Note is acceptable.

There is one development within Doncaster just off the M18/M180 junction, it may too far out, it is outside the Study Area, but I will make you aware of it anyway just for your information.

15/01300/OUTA - Outline application for a mixed use development comprising residential development (3100 units), community facilities, industrial and logistical development, commercial development and a local centre with associated infrastructure and details of access.

On site now, the link road is currently under construction.

I hope this information is useful.

Kind Regards

Sue Higham
Transport Planner
Transportation Unit

 01302 735121

 Economy & Environment Directorate

Doncaster Council
Civic Office
Waterdale
Doncaster

DN1 3BU

 Suzanne.Higham@doncaster.gov.uk

Please use email for all correspondence. Please note I work part-time, my normal working days are Monday, Tuesday and Wednesday.

Please consider the environment before printing this e-mail or its attachment(s)

Please treat this e-mail as confidential. If you have received this e-mail and it is not addressed to you please accept our apologies and notify us as soon as possible. Thank you.

ANNEX B TRAFFIC COUNT DATA



Client: Aecom

Project Number: TSP13568

Project Name: Keadby, near Scunthorpe

Survey Type: ATC Site 1

Survey Date: From 08/11/2017

Survey Time: 24 Hours x 7 Days

Weather: Dry

Comments: N/a



TSP Class Profile All Days 15 Mins

Report Id - CustomList-132

Site Name - KEADBY-1

Description - A18 [60M]

Direction - East

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	0	5	0	0	0	0	0	0	0	0
0015	3	0	2	0	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	2	0	1	0	0	1	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	0	1	0
0215	4	0	3	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0
0245	4	0	3	0	1	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0
0315	3	0	1	0	2	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	7	1	5	0	0	0	0	0	0	1	0
0430	9	0	7	0	1	0	0	0	0	1	0
0445	8	0	6	0	0	0	0	0	0	2	0
0500	23	0	22	0	1	0	0	0	0	0	0
0515	32	1	28	1	2	0	0	0	0	0	0
0530	42	0	40	0	1	0	0	0	0	1	0
0545	23	0	19	0	1	0	0	0	2	0	1
0600	28	1	23	0	1	0	0	0	1	1	1
0615	32	0	27	1	2	0	0	0	1	0	1
0630	43	0	36	0	5	0	0	1	0	1	0
0645	48	0	41	1	4	0	0	0	0	1	1
0700	54	0	44	1	7	0	0	0	0	1	1
0715	63	0	60	0	3	0	0	0	0	0	0
0730	108	1	100	0	6	0	0	0	0	1	0
0745	100	1	87	1	8	0	0	0	1	1	1
0800	134	0	117	2	11	0	3	0	1	0	0
0815	122	0	113	0	9	0	0	0	0	0	0
0830	148	0	128	2	16	0	1	0	0	0	1
0845	74	0	60	1	7	1	2	0	0	0	3
0900	90	0	75	2	9	0	2	0	1	0	1
0915	71	0	59	0	8	1	1	0	0	0	2
0930	63	0	58	0	5	0	0	0	0	0	0
0945	70	0	54	1	13	0	1	0	0	0	1
1000	75	1	66	1	5	0	1	0	0	0	1
1015	58	0	52	1	2	0	2	0	0	0	1
1030	76	0	64	1	8	0	0	0	1	0	2
1045	69	0	60	0	6	0	0	0	0	1	2
1100	69	0	55	1	8	0	2	0	0	0	3
1115	61	0	48	0	7	1	2	0	0	2	1
1130	70	0	62	0	6	0	0	0	0	1	1
1145	60	0	52	0	3	0	0	0	1	3	1
1200	74	0	60	1	7	0	1	0	0	2	3
1215	82	2	73	0	2	0	1	0	0	3	1

0145	4	0	4	0	0	0	0	0	0	0	0
0200	3	0	2	0	0	0	0	0	0	1	0
0215	1	0	0	0	0	0	0	0	0	1	0
0230	6	0	5	0	0	0	0	0	0	1	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	7	0	5	0	2	0	0	0	0	0	0
0345	5	0	4	0	0	0	0	0	0	1	0
0400	3	0	3	0	0	0	0	0	0	0	0
0415	5	0	4	0	1	0	0	0	0	0	0
0430	7	1	4	0	1	0	0	0	1	0	0
0445	9	0	7	0	0	0	0	0	0	1	1
0500	16	0	16	0	0	0	0	0	0	0	0
0515	31	0	29	0	1	0	0	0	0	1	0
0530	36	0	35	0	1	0	0	0	0	0	0
0545	28	0	25	0	1	0	0	0	0	0	2
0600	16	0	14	0	1	0	0	0	0	1	0
0615	34	1	31	0	1	0	0	0	1	0	0
0630	46	0	43	0	3	0	0	0	0	0	0
0645	36	0	30	0	4	0	0	0	0	1	1
0700	46	1	41	1	3	0	0	0	0	0	0
0715	60	2	54	1	3	0	0	0	0	0	0
0730	113	1	102	1	8	1	0	0	0	0	0
0745	86	0	77	1	7	0	0	0	0	0	1
0800	123	0	106	0	12	0	2	0	0	2	1
0815	136	0	116	0	15	0	3	0	1	0	1
0830	117	1	104	0	9	0	1	1	1	0	0
0845	85	0	69	0	14	0	1	0	1	0	0
0900	69	2	58	0	7	1	0	0	0	0	1
0915	69	0	59	0	7	0	1	0	0	1	1
0930	86	1	75	1	6	0	1	0	0	1	1
0945	89	0	82	0	3	0	3	0	0	1	0
1000	69	1	58	0	5	0	0	0	1	1	3
1015	46	0	37	1	5	1	0	0	1	1	0
1030	67	0	60	1	4	0	0	0	0	0	2
1045	64	0	54	1	7	0	1	0	1	0	0
1100	67	0	57	0	6	1	2	0	0	0	1
1115	72	0	60	1	7	0	2	0	0	1	1
1130	74	0	62	2	8	0	1	0	1	0	0
1145	69	0	61	0	6	1	0	1	0	0	0
1200	59	1	53	1	1	1	1	0	0	0	1
1215	51	0	42	0	5	1	0	0	1	1	1
1230	72	0	65	1	4	0	2	0	0	0	0
1245	50	1	46	0	2	0	0	0	0	0	1
1300	57	0	47	1	5	0	1	0	1	1	1
1315	68	0	59	0	5	0	2	0	1	0	1
1330	59	0	46	0	8	0	2	0	0	2	1
1345	55	0	50	0	4	0	0	0	0	1	0
1400	78	0	64	1	9	1	1	0	0	2	0
1415	63	0	53	2	6	0	1	0	0	0	1
1430	77	0	72	0	2	1	0	0	0	1	1
1445	58	0	51	1	5	0	0	0	0	1	0
1500	61	3	48	1	6	0	0	0	0	2	1
1515	73	0	66	0	6	0	0	0	0	0	1
1530	74	1	67	0	6	0	0	0	0	0	0
1545	64	1	55	1	4	1	0	0	0	1	1
1600	95	1	79	3	6	0	2	0	2	0	2
1615	74	0	68	0	6	0	0	0	0	0	0
1630	78	1	67	0	9	0	0	0	0	1	0
1645	91	2	78	0	9	0	0	0	0	1	1
1700	82	0	77	0	5	0	0	0	0	0	0
1715	99	0	91	0	6	0	0	0	1	0	1
1730	75	0	71	2	2	0	0	0	0	0	0
1745	68	0	66	0	1	1	0	0	0	0	0

1800	50	0	45	0	4	1	0	0	0	0	0
1815	47	0	42	0	4	0	0	0	0	0	1
1830	64	0	60	0	3	0	0	0	0	1	0
1845	37	0	34	0	3	0	0	0	0	0	0
1900	29	0	27	0	2	0	0	0	0	0	0
1915	24	0	21	0	3	0	0	0	0	0	0
1930	39	0	38	0	1	0	0	0	0	0	0
1945	26	0	24	0	2	0	0	0	0	0	0
2000	29	0	27	0	1	0	0	0	0	0	1
2015	30	0	29	0	1	0	0	0	0	0	0
2030	19	0	18	0	1	0	0	0	0	0	0
2045	15	0	15	0	0	0	0	0	0	0	0
2100	17	0	15	0	2	0	0	0	0	0	0
2115	23	1	20	0	2	0	0	0	0	0	0
2130	17	0	15	0	1	0	0	0	0	0	1
2145	12	0	12	0	0	0	0	0	0	0	0
2200	29	0	29	0	0	0	0	0	0	0	0
2215	20	1	17	0	1	0	0	0	0	1	0
2230	9	0	8	0	1	0	0	0	0	0	0
2245	6	0	5	0	0	0	0	0	0	1	0
2300	6	0	6	0	0	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0
2330	7	0	5	0	1	0	0	0	0	1	0
2345	5	0	3	0	1	0	0	0	0	0	1
07-19	3486	20	3054	25	278	12	30	2	13	23	29
06-22	3898	22	3433	25	303	12	30	2	14	25	32
06-00	3986	23	3512	25	307	12	30	2	14	28	33
00-00	4160	24	3668	25	314	12	30	2	15	34	36

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	1	0	0	0	0	0	0	1	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0
0045	3	0	3	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	4	0	2	0	1	0	0	0	0	1	0
0215	1	0	0	0	1	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	0	0	1	0	0	0	0	1	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	3	0	3	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0
0345	5	0	4	0	0	0	0	0	0	1	0
0400	5	0	4	0	1	0	0	0	0	0	0
0415	4	0	3	0	1	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0
0445	7	0	6	0	0	0	0	0	0	1	0
0500	15	0	13	0	2	0	0	0	0	0	0
0515	36	0	33	0	0	0	0	0	0	1	2
0530	40	0	39	0	1	0	0	0	0	0	0
0545	13	0	12	0	1	0	0	0	0	0	0
0600	24	0	20	0	2	0	0	0	1	0	1
0615	34	1	33	0	0	0	0	0	0	0	0
0630	37	0	32	1	3	0	0	0	0	1	0
0645	39	0	35	0	3	0	0	0	0	1	0
0700	48	1	42	0	5	0	0	0	0	0	0

0715	60	1	52	0	5	1	0	0	0	0	1
0730	96	1	85	0	7	0	1	0	0	2	0
0745	99	0	92	1	6	0	0	0	0	0	0
0800	122	1	107	0	12	0	0	0	0	2	0
0815	132	0	113	1	17	0	1	0	0	0	0
0830	126	1	112	0	12	0	0	0	1	0	0
0845	78	1	71	1	4	0	0	0	0	0	1
0900	83	0	75	1	7	0	0	0	0	0	0
0915	70	0	61	0	7	0	0	0	1	1	0
0930	86	2	71	2	7	2	1	0	1	0	0
0945	67	0	59	0	6	1	0	0	0	1	0
1000	73	1	64	0	6	0	0	0	0	1	1
1015	75	1	66	0	5	1	0	0	1	1	0
1030	91	2	78	1	7	1	0	0	1	1	0
1045	68	0	61	0	7	0	0	0	0	0	0
1100	71	0	61	1	7	0	0	0	0	2	0
1115	83	0	70	2	10	0	0	0	1	0	0
1130	69	1	62	0	3	0	0	0	0	1	2
1145	78	0	66	0	8	0	0	1	0	3	0
1200	71	0	59	1	6	2	1	0	0	2	0
1215	63	1	50	0	11	0	1	0	0	0	0
1230	70	1	59	0	6	1	0	0	0	2	1
1245	69	1	64	0	4	0	0	0	0	0	0
1300	75	0	70	1	3	0	0	0	0	1	0
1315	85	2	73	0	7	0	1	0	0	2	0
1330	62	0	50	1	9	0	0	0	0	1	1
1345	63	0	58	1	4	0	0	0	0	0	0
1400	70	1	59	0	8	0	1	1	0	0	0
1415	78	0	68	2	4	0	2	0	2	0	0
1430	77	0	67	0	6	0	1	0	0	1	2
1445	70	1	60	0	8	0	0	0	0	0	1
1500	70	0	56	2	11	0	0	0	0	1	0
1515	72	0	60	2	9	1	0	0	0	0	0
1530	81	0	75	0	6	0	0	0	0	0	0
1545	79	0	67	0	12	0	0	0	0	0	0
1600	90	1	83	0	6	0	0	0	0	0	0
1615	81	0	74	0	7	0	0	0	0	0	0
1630	70	0	63	0	7	0	0	0	0	0	0
1645	93	1	85	1	6	0	0	0	0	0	0
1700	77	0	70	1	6	0	0	0	0	0	0
1715	99	0	91	0	6	0	0	0	0	2	0
1730	78	0	73	0	5	0	0	0	0	0	0
1745	70	0	66	0	4	0	0	0	0	0	0
1800	62	0	57	0	5	0	0	0	0	0	0
1815	67	0	62	0	3	0	0	0	1	0	1
1830	46	0	44	0	1	0	0	0	0	1	0
1845	60	0	54	2	4	0	0	0	0	0	0
1900	42	0	40	0	2	0	0	0	0	0	0
1915	32	0	31	0	0	1	0	0	0	0	0
1930	28	0	27	1	0	0	0	0	0	0	0
1945	38	0	36	0	2	0	0	0	0	0	0
2000	20	0	19	0	1	0	0	0	0	0	0
2015	18	0	18	0	0	0	0	0	0	0	0
2030	23	0	23	0	0	0	0	0	0	0	0
2045	10	0	10	0	0	0	0	0	0	0	0
2100	21	0	19	0	2	0	0	0	0	0	0
2115	33	0	29	0	3	0	0	0	0	1	0
2130	18	0	18	0	0	0	0	0	0	0	0
2145	13	0	13	0	0	0	0	0	0	0	0
2200	15	0	15	0	0	0	0	0	0	0	0
2215	15	0	14	0	1	0	0	0	0	0	0
2230	15	0	14	1	0	0	0	0	0	0	0
2245	11	0	11	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0
2315	6	0	4	0	2	0	0	0	0	0	0

2330	12	0	11	0	1	0	0	0	0	0	0
2345	7	0	7	0	0	0	0	0	0	0	0
07-19	3723	22	3285	24	322	10	10	2	9	28	11
06-22	4153	23	3688	26	340	11	10	2	10	31	12
06-00	4243	23	3773	27	344	11	10	2	10	31	12
00-00	4397	23	3910	27	353	11	10	2	10	37	14

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	7	0	7	0	0	0	0	0	0	0	0
0015	3	1	2	0	0	0	0	0	0	0	0
0030	6	0	6	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	4	0	3	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	1	0	1	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	1	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	4	0	1	0	2	0	0	0	0	0	1
0445	2	0	2	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0
0515	15	0	13	0	1	0	0	0	0	1	0
0530	22	0	21	0	1	0	0	0	0	0	0
0545	6	0	5	0	1	0	0	0	0	0	0
0600	16	0	15	0	1	0	0	0	0	0	0
0615	17	0	14	0	2	0	0	0	0	0	1
0630	21	2	16	0	2	0	0	0	0	0	1
0645	10	0	10	0	0	0	0	0	0	0	0
0700	17	0	14	1	1	0	0	0	0	1	0
0715	25	0	23	0	1	0	0	0	0	1	0
0730	37	0	29	0	7	0	0	0	0	1	0
0745	38	1	34	0	3	0	0	0	0	0	0
0800	34	1	30	1	2	0	0	0	0	0	0
0815	45	0	44	0	0	1	0	0	0	0	0
0830	55	0	51	0	4	0	0	0	0	0	0
0845	57	0	55	0	2	0	0	0	0	0	0
0900	63	0	60	0	3	0	0	0	0	0	0
0915	62	2	50	1	9	0	0	0	0	0	0
0930	65	1	61	0	2	0	1	0	0	0	0
0945	71	0	68	1	2	0	0	0	0	0	0
1000	94	0	90	0	4	0	0	0	0	0	0
1015	87	0	81	2	3	0	0	0	0	1	0
1030	80	0	77	1	2	0	0	0	0	0	0
1045	81	0	76	0	5	0	0	0	0	0	0
1100	80	0	71	2	6	0	0	0	0	0	1
1115	79	0	74	1	3	0	1	0	0	0	0
1130	97	0	88	1	7	0	0	0	0	1	0
1145	66	1	59	0	6	0	0	0	0	0	0
1200	85	3	77	0	5	0	0	0	0	0	0
1215	80	0	78	1	1	0	0	0	0	0	0
1230	85	1	80	0	4	0	0	0	0	0	0

0200	2	0	2	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	3	0	2	0	1	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	2	0	1	0	1	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	5	1	3	1	0	0	0	0	0	0	0
0445	5	0	4	0	1	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0
0515	9	0	9	0	0	0	0	0	0	0	0
0530	14	0	14	0	0	0	0	0	0	0	0
0545	8	0	7	0	1	0	0	0	0	0	0
0600	6	1	5	0	0	0	0	0	0	0	0
0615	10	0	8	0	2	0	0	0	0	0	0
0630	7	0	7	0	0	0	0	0	0	0	0
0645	12	0	12	0	0	0	0	0	0	0	0
0700	9	0	6	0	3	0	0	0	0	0	0
0715	13	0	11	1	1	0	0	0	0	0	0
0730	11	0	10	0	1	0	0	0	0	0	0
0745	14	0	13	0	1	0	0	0	0	0	0
0800	14	3	11	0	0	0	0	0	0	0	0
0815	20	0	17	0	3	0	0	0	0	0	0
0830	15	0	14	1	0	0	0	0	0	0	0
0845	27	0	24	0	3	0	0	0	0	0	0
0900	36	1	32	0	3	0	0	0	0	0	0
0915	35	0	34	0	1	0	0	0	0	0	0
0930	61	0	58	0	3	0	0	0	0	0	0
0945	59	0	57	0	2	0	0	0	0	0	0
1000	72	0	71	0	1	0	0	0	0	0	0
1015	74	0	69	0	5	0	0	0	0	0	0
1030	50	0	48	0	2	0	0	0	0	0	0
1045	56	0	54	0	2	0	0	0	0	0	0
1100	71	0	70	0	1	0	0	0	0	0	0
1115	61	0	57	2	1	0	0	1	0	0	0
1130	85	2	81	0	2	0	0	0	0	0	0
1145	72	1	69	1	1	0	0	0	0	0	0
1200	94	2	89	1	2	0	0	0	0	0	0
1215	79	1	75	1	2	0	0	0	0	0	0
1230	94	0	91	0	3	0	0	0	0	0	0
1245	62	0	61	0	1	0	0	0	0	0	0
1300	60	0	56	0	4	0	0	0	0	0	0
1315	65	1	62	0	1	0	0	0	1	0	0
1330	58	0	56	0	2	0	0	0	0	0	0
1345	59	1	55	1	2	0	0	0	0	0	0
1400	61	1	54	0	5	0	0	0	1	0	0
1415	50	0	44	2	4	0	0	0	0	0	0
1430	64	3	57	0	4	0	0	0	0	0	0
1445	48	0	46	0	2	0	0	0	0	0	0
1500	57	0	57	0	0	0	0	0	0	0	0
1515	48	1	45	0	1	0	1	0	0	0	0
1530	59	1	54	1	2	0	0	1	0	0	0
1545	55	0	51	0	4	0	0	0	0	0	0
1600	55	0	52	1	2	0	0	0	0	0	0
1615	55	1	52	0	2	0	0	0	0	0	0
1630	33	0	30	0	3	0	0	0	0	0	0
1645	46	0	46	0	0	0	0	0	0	0	0
1700	40	0	38	0	2	0	0	0	0	0	0
1715	40	0	39	0	1	0	0	0	0	0	0
1730	37	0	36	1	0	0	0	0	0	0	0
1745	36	0	34	1	1	0	0	0	0	0	0
1800	34	0	32	0	2	0	0	0	0	0	0

1815	22	0	21	1	0	0	0	0	0	0	0	0
1830	31	0	30	0	1	0	0	0	0	0	0	0
1845	23	1	19	0	3	0	0	0	0	0	0	0
1900	12	0	12	0	0	0	0	0	0	0	0	0
1915	18	0	15	0	3	0	0	0	0	0	0	0
1930	17	0	17	0	0	0	0	0	0	0	0	0
1945	18	0	18	0	0	0	0	0	0	0	0	0
2000	14	0	14	0	0	0	0	0	0	0	0	0
2015	13	0	13	0	0	0	0	0	0	0	0	0
2030	15	0	14	0	1	0	0	0	0	0	0	0
2045	15	0	15	0	0	0	0	0	0	0	0	0
2100	18	0	17	0	1	0	0	0	0	0	0	0
2115	17	0	17	0	0	0	0	0	0	0	0	0
2130	13	0	11	0	2	0	0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0
2215	12	0	12	0	0	0	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0
2330	2	0	1	0	0	1	0	0	0	0	0	0
2345	7	0	4	2	1	0	0	0	0	0	0	0
07-19	2320	20	2188	15	92	0	1	2	2	0	0	0
06-22	2531	21	2389	15	101	0	1	2	2	0	0	0
06-00	2578	21	2432	17	102	1	1	2	2	0	0	0
00-00	2696	22	2537	20	109	1	1	2	3	0	1	1

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	3	0	2	0	0	0	0	0	0	1	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	5	0	4	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	5	0	4	0	1	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	3	0	3	0	0	0	0	0	0	0	0
0330	8	0	8	0	0	0	0	0	0	0	0
0345	6	0	5	0	1	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	8	0	7	0	1	0	0	0	0	0	0
0430	7	0	7	0	0	0	0	0	0	0	0
0445	10	1	7	0	1	0	0	0	0	0	1
0500	15	0	15	0	0	0	0	0	0	0	0
0515	34	0	33	0	1	0	0	0	0	0	0
0530	41	0	36	0	4	0	0	0	0	1	0
0545	27	0	25	0	2	0	0	0	0	0	0
0600	19	0	19	0	0	0	0	0	0	0	0
0615	29	0	29	0	0	0	0	0	0	0	0
0630	47	1	43	0	1	0	0	0	0	0	2
0645	38	0	32	0	5	0	0	0	0	0	1
0700	54	2	45	0	5	0	1	0	0	1	0
0715	67	0	58	0	6	0	1	0	0	2	0

0730	104	1	94	1	5	0	1	0	1	0	1
0745	101	0	98	1	1	0	0	0	0	1	0
0800	132	1	111	0	15	0	1	0	2	1	1
0815	108	0	94	0	12	0	1	0	0	1	0
0830	117	1	108	1	5	0	0	0	0	2	0
0845	79	0	68	0	8	1	2	0	0	0	0
0900	67	0	59	2	5	1	0	0	0	0	0
0915	73	1	61	3	5	0	1	0	0	1	1
0930	57	0	54	0	3	0	0	0	0	0	0
0945	77	0	67	0	8	0	0	0	0	2	0
1000	70	0	61	0	8	0	0	0	1	0	0
1015	61	0	54	0	6	0	0	0	0	0	1
1030	65	0	52	1	7	0	1	1	0	1	2
1045	56	0	50	1	4	0	0	0	0	1	0
1100	54	0	46	0	5	0	0	0	1	2	0
1115	88	0	74	3	9	1	0	0	0	1	0
1130	49	0	41	1	5	1	0	0	0	0	1
1145	72	0	64	1	7	0	0	0	0	0	0
1200	66	0	52	0	11	1	0	0	0	1	1
1215	58	0	47	0	6	0	0	0	2	3	0
1230	62	0	56	0	5	1	0	0	0	0	0
1245	50	0	42	0	3	2	0	0	1	2	0
1300	76	1	70	0	4	0	0	0	1	0	0
1315	71	0	66	1	2	2	0	0	0	0	0
1330	76	0	71	0	3	1	0	0	0	1	0
1345	48	0	41	0	6	0	0	0	0	0	1
1400	79	0	71	1	4	1	1	0	0	0	1
1415	75	0	61	1	8	0	0	0	2	3	0
1430	67	0	56	2	7	1	0	0	0	1	0
1445	68	0	56	0	8	0	0	0	0	3	1
1500	67	0	57	1	7	1	1	0	0	0	0
1515	66	0	54	1	9	0	1	0	0	0	1
1530	51	0	46	0	2	0	0	0	0	3	0
1545	70	0	61	0	6	0	1	0	1	1	0
1600	71	2	58	1	6	0	1	1	0	2	0
1615	79	0	69	0	9	0	0	0	0	1	0
1630	68	0	62	1	5	0	0	0	0	0	0
1645	65	0	60	0	4	0	0	0	0	1	0
1700	64	0	60	0	4	0	0	0	0	0	0
1715	91	1	83	1	6	0	0	0	0	0	0
1730	69	1	60	1	6	0	0	0	0	0	1
1745	71	0	66	1	2	0	1	0	0	1	0
1800	48	0	47	0	1	0	0	0	0	0	0
1815	52	0	49	0	1	0	0	0	0	0	2
1830	62	0	61	0	1	0	0	0	0	0	0
1845	40	0	37	0	2	0	0	0	0	1	0
1900	26	0	24	0	1	0	0	0	0	1	0
1915	27	0	24	0	3	0	0	0	0	0	0
1930	19	0	18	0	0	0	0	0	0	0	1
1945	24	0	22	0	2	0	0	0	0	0	0
2000	18	0	17	1	0	0	0	0	0	0	0
2015	17	0	17	0	0	0	0	0	0	0	0
2030	32	1	30	0	0	0	0	0	0	0	1
2045	17	1	14	0	2	0	0	0	0	0	0
2100	19	0	19	0	0	0	0	0	0	0	0
2115	24	0	21	0	3	0	0	0	0	0	0
2130	14	0	14	0	0	0	0	0	0	0	0
2145	13	0	12	0	1	0	0	0	0	0	0
2200	27	0	26	0	1	0	0	0	0	0	0
2215	11	1	10	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0
2245	8	0	7	0	1	0	0	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0
2315	7	0	6	0	1	0	0	0	0	0	0
2330	7	0	6	0	1	0	0	0	0	0	0

2345	4	0	4	0	0	0	0	0	0	0	0
07-19	3381	11	2978	27	267	14	15	2	12	40	15
06-22	3764	14	3333	28	285	14	15	2	12	41	20
06-00	3839	15	3402	28	290	14	15	2	12	41	20
00-00	4021	16	3568	28	302	14	15	2	12	43	21

14 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	0	0	0	0	0	0	0	0	0	0	0
0015	3	0	2	0	0	0	0	0	0	0	1
0030	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	0	0	0	0	1
0115	2	0	2	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	2	0	1	0	0	0	0	0	0	1	0
0245	2	0	1	0	0	0	0	0	0	1	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0
0330	5	0	5	0	0	0	0	0	0	0	0
0345	5	0	4	0	0	0	0	0	0	1	0
0400	5	0	5	0	0	0	0	0	0	0	0
0415	6	0	5	0	0	0	0	0	0	1	0
0430	10	1	8	0	1	0	0	0	0	0	0
0445	9	0	7	0	2	0	0	0	0	0	0
0500	18	0	17	0	1	0	0	0	0	0	0
0515	34	0	31	0	2	0	0	0	0	0	1
0530	41	0	38	0	1	0	0	0	0	1	1
0545	29	0	24	0	0	0	0	0	1	0	4
0600	23	0	20	0	3	0	0	0	0	0	0
0615	29	0	29	0	0	0	0	0	0	0	0
0630	44	1	38	0	2	0	1	0	1	1	0
0645	40	0	33	0	4	0	1	0	0	1	1
0700	47	1	45	0	1	0	0	0	0	0	0
0715	73	1	65	0	6	1	0	0	0	0	0
0730	102	1	93	0	5	1	0	0	0	1	1
0745	104	1	91	2	8	1	1	0	0	0	0
0800	142	0	125	0	14	0	0	0	0	2	1
0815	124	2	109	0	12	0	0	0	0	0	1
0830	111	0	100	1	7	0	1	0	1	0	1
0845	83	0	75	0	6	0	1	0	0	1	0
0900	74	0	65	0	6	0	0	0	0	0	3
0915	60	1	49	0	7	0	0	0	1	1	1
0930	89	0	81	1	6	0	1	0	0	0	0
0945	64	0	53	2	4	0	3	0	1	1	0
1000	63	0	55	1	6	0	0	0	0	0	1
1015	63	3	51	0	7	0	0	0	0	0	2
1030	65	0	57	0	6	0	2	0	0	0	0
1045	66	0	57	0	6	0	0	0	1	1	1
1100	53	0	47	0	4	0	0	0	0	1	1
1115	72	1	55	1	10	0	0	0	0	3	2
1130	73	1	63	1	6	0	0	0	0	1	1
1145	64	0	55	0	5	0	2	1	0	0	1
1200	56	1	46	2	6	0	1	0	0	0	0
1215	60	0	50	0	7	0	1	0	0	2	0
1230	68	0	62	1	2	1	0	0	1	1	0
1245	59	0	53	1	4	1	0	0	0	0	0

1300	68	1	54	0	8	2	1	0	0	1	1
1315	71	0	64	0	5	0	2	0	0	0	0
1330	60	0	51	0	6	0	2	0	0	0	1
1345	59	0	56	0	3	0	0	0	0	0	0
1400	83	0	71	1	5	1	0	0	0	2	3
1415	59	0	51	0	4	2	0	0	1	1	0
1430	52	0	43	0	7	0	1	0	0	0	1
1445	57	0	52	0	2	2	1	0	0	0	0
1500	75	0	59	0	8	0	0	0	1	4	3
1515	80	0	68	2	7	0	0	0	0	2	1
1530	61	0	53	0	8	0	0	0	0	0	0
1545	64	1	53	1	6	1	2	0	0	0	0
1600	73	1	65	0	6	0	0	0	1	0	0
1615	83	1	72	0	7	0	2	0	0	1	0
1630	80	0	69	1	6	0	2	0	0	2	0
1645	85	0	78	2	5	0	0	0	0	0	0
1700	84	1	74	1	8	0	0	0	0	0	0
1715	89	0	81	2	5	0	1	0	0	0	0
1730	68	1	63	0	3	0	1	0	0	0	0
1745	71	0	66	0	5	0	0	0	0	0	0
1800	67	0	64	0	2	0	1	0	0	0	0
1815	61	1	55	0	4	0	0	0	0	1	0
1830	46	0	43	0	3	0	0	0	0	0	0
1845	34	0	33	0	1	0	0	0	0	0	0
1900	41	0	40	0	1	0	0	0	0	0	0
1915	42	0	41	0	0	0	0	0	0	1	0
1930	26	0	25	0	0	0	0	0	0	1	0
1945	27	0	22	0	5	0	0	0	0	0	0
2000	20	0	19	0	0	0	0	0	1	0	0
2015	24	0	20	0	4	0	0	0	0	0	0
2030	19	0	16	0	3	0	0	0	0	0	0
2045	12	0	11	0	1	0	0	0	0	0	0
2100	27	0	23	0	3	1	0	0	0	0	0
2115	29	0	26	0	2	1	0	0	0	0	0
2130	22	0	21	0	1	0	0	0	0	0	0
2145	17	0	16	0	1	0	0	0	0	0	0
2200	23	0	23	0	0	0	0	0	0	0	0
2215	20	2	18	0	0	0	0	0	0	0	0
2230	14	0	14	0	0	0	0	0	0	0	0
2245	10	0	10	0	0	0	0	0	0	0	0
2300	7	0	6	0	1	0	0	0	0	0	0
2315	7	0	6	0	0	0	0	0	0	0	1
2330	11	0	11	0	0	0	0	0	0	0	0
2345	3	0	2	0	1	0	0	0	0	0	0
07-19	3465	20	3040	23	275	13	29	1	8	29	27
06-22	3907	21	3440	23	305	15	31	1	10	33	28
06-00	4002	23	3530	23	307	15	31	1	10	33	29
00-00	4184	24	3689	23	315	15	31	1	11	38	37

TSP Class Profile All Days 15 Mins

Report Id - CustomList-132

Site Name - KEADBY-1

Description - A18 [60M]

Direction - West

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	1	0	0	0	0	0	0	0	1
0015	9	0	6	0	0	1	0	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	1	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	7	0	6	0	1	0	0	0	0	0	0
0430	8	0	8	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	6	0	5	0	1	0	0	0	0	0	0
0515	15	0	13	0	2	0	0	0	0	0	0
0530	19	0	18	0	0	0	0	0	0	0	1
0545	17	0	16	0	0	0	0	0	0	0	1
0600	19	0	19	0	0	0	0	0	0	0	0
0615	43	0	36	0	6	0	0	0	0	1	0
0630	37	0	28	1	4	1	0	0	0	2	1
0645	40	1	35	0	4	0	0	0	0	0	0
0700	42	0	34	0	4	4	0	0	0	0	0
0715	61	0	53	0	6	2	0	0	0	0	0
0730	85	1	73	1	6	0	2	0	0	2	0
0745	75	0	64	0	9	0	0	0	1	0	1
0800	71	1	62	0	7	0	0	0	0	0	1
0815	70	0	60	0	7	0	2	0	0	0	1
0830	60	0	53	1	5	0	1	0	0	0	0
0845	42	0	29	3	7	0	2	0	0	0	1
0900	56	0	41	2	11	1	0	0	0	0	1
0915	53	0	41	0	9	0	0	1	0	1	1
0930	53	0	49	0	3	0	1	0	0	0	0
0945	49	0	37	0	8	1	3	0	0	0	0
1000	47	0	41	0	3	0	0	0	0	1	2
1015	57	0	51	0	6	0	0	0	0	0	0
1030	49	0	45	0	1	0	2	0	1	0	0
1045	61	1	53	0	4	0	2	1	0	0	0
1100	75	0	61	1	11	0	0	0	0	1	1
1115	63	0	58	0	5	0	0	0	0	0	0
1130	54	0	51	2	1	0	0	0	0	0	0
1145	72	0	63	0	4	0	1	1	2	0	1
1200	47	0	42	0	2	2	0	0	0	0	1
1215	65	0	63	0	1	0	0	0	0	0	1

0145	2	0	2	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0
0400	7	0	6	0	0	0	0	0	0	0	0	1
0415	5	0	5	0	0	0	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0	0
0445	6	0	6	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0
0515	17	0	15	0	2	0	0	0	0	0	0	0
0530	23	0	22	0	0	1	0	0	0	0	0	0
0545	15	0	14	0	1	0	0	0	0	0	0	0
0600	23	1	20	0	2	0	0	0	0	0	0	0
0615	44	0	41	0	3	0	0	0	0	0	0	0
0630	35	1	29	0	4	0	0	0	0	0	0	1
0645	35	1	30	0	4	0	0	0	0	0	0	0
0700	47	0	42	0	5	0	0	0	0	0	0	0
0715	55	0	47	0	7	1	0	0	0	0	0	0
0730	70	1	56	0	7	0	4	0	0	0	0	2
0745	68	0	60	0	6	0	2	0	0	0	0	0
0800	76	0	68	0	7	0	0	0	0	0	0	1
0815	64	0	59	0	3	0	0	0	1	0	0	1
0830	54	0	46	0	6	1	0	0	0	1	0	0
0845	51	1	38	1	9	0	1	0	0	1	0	0
0900	43	0	37	0	4	0	2	0	0	0	0	0
0915	55	0	46	0	7	0	1	0	0	0	0	1
0930	57	0	50	0	5	0	1	0	0	0	0	1
0945	40	0	33	0	6	0	0	0	0	0	0	1
1000	46	0	40	0	5	0	0	0	0	1	0	0
1015	53	1	46	1	3	0	1	0	1	0	0	0
1030	43	0	34	0	4	1	3	0	0	1	0	0
1045	52	0	47	1	2	1	0	0	0	1	0	0
1100	49	0	44	0	3	0	0	0	1	0	0	1
1115	57	0	49	0	8	0	0	0	0	0	0	0
1130	53	0	46	0	7	0	0	0	0	0	0	0
1145	63	0	53	0	7	1	1	0	0	0	0	1
1200	64	0	56	0	7	0	0	0	0	0	0	1
1215	51	0	42	0	7	1	0	0	0	0	0	1
1230	59	0	49	0	6	0	1	1	0	1	1	1
1245	73	0	63	0	7	0	2	0	0	1	0	0
1300	59	0	53	0	5	0	1	0	0	0	0	0
1315	84	0	73	1	7	0	1	0	1	0	0	1
1330	80	0	73	1	4	0	0	0	0	0	0	2
1345	83	1	71	1	8	0	1	0	1	0	0	0
1400	70	1	60	0	4	0	3	0	0	0	0	2
1415	77	0	69	0	7	0	0	0	0	0	1	0
1430	89	1	85	1	2	0	0	0	0	0	0	0
1445	98	2	86	3	6	0	0	0	0	0	0	1
1500	74	0	67	2	2	0	0	0	1	1	1	1
1515	100	0	85	1	11	0	1	0	0	1	1	1
1530	86	1	72	1	9	0	0	0	1	1	1	1
1545	91	1	86	1	2	0	0	0	0	1	0	0
1600	88	0	82	0	6	0	0	0	0	0	0	0
1615	116	2	109	0	5	0	0	0	0	0	0	0
1630	124	0	109	4	8	0	1	0	1	1	0	0
1645	114	0	109	0	4	0	0	0	0	1	0	0
1700	111	1	101	0	7	1	1	0	0	0	0	0
1715	132	0	124	1	6	0	0	0	0	0	0	1
1730	99	1	92	2	3	0	0	0	0	0	0	1
1745	93	0	83	0	9	0	0	0	0	0	0	1

1800	71	0	66	0	5	0	0	0	0	0	0
1815	64	0	60	0	4	0	0	0	0	0	0
1830	56	1	54	0	1	0	0	0	0	0	0
1845	45	1	42	0	2	0	0	0	0	0	0
1900	36	0	36	0	0	0	0	0	0	0	0
1915	33	1	29	0	2	0	0	0	0	0	1
1930	34	1	31	0	1	0	0	0	0	0	1
1945	32	0	31	0	1	0	0	0	0	0	0
2000	38	0	36	0	2	0	0	0	0	0	0
2015	41	0	41	0	0	0	0	0	0	0	0
2030	29	1	26	0	1	0	0	0	1	0	0
2045	29	0	28	1	0	0	0	0	0	0	0
2100	22	0	19	0	2	1	0	0	0	0	0
2115	17	0	17	0	0	0	0	0	0	0	0
2130	27	0	26	0	1	0	0	0	0	0	0
2145	29	0	28	0	1	0	0	0	0	0	0
2200	33	1	32	0	0	0	0	0	0	0	0
2215	25	1	23	0	1	0	0	0	0	0	0
2230	10	0	8	0	1	0	0	0	1	0	0
2245	9	0	9	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	3447	16	3062	22	265	7	28	1	8	14	24
06-22	3951	22	3530	23	289	8	28	1	9	14	27
06-00	4045	24	3619	23	291	8	28	1	10	14	27
00-00	4159	24	3727	23	295	9	28	1	10	14	28

10 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	1	0	0	1	0	0	0	0	0
0015	4	0	4	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	4	0	4	0	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0
0115	4	0	3	0	1	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	4	0	4	0	0	0	0	0	0	0	0
0430	4	0	4	0	0	0	0	0	0	0	0
0445	9	0	8	0	0	0	0	0	0	0	1
0500	8	0	6	0	2	0	0	0	0	0	0
0515	10	0	10	0	0	0	0	0	0	0	0
0530	25	0	24	0	1	0	0	0	0	0	0
0545	16	0	14	0	0	0	1	0	0	1	0
0600	27	0	24	0	3	0	0	0	0	0	0
0615	41	0	40	0	0	0	0	0	0	1	0
0630	30	0	26	0	2	2	0	0	0	0	0
0645	44	1	37	0	6	0	0	0	0	0	0
0700	45	0	41	0	4	0	0	0	0	0	0

2330	6	0	6	0	0	0	0	0	0	0	0
2345	10	1	9	0	0	0	0	0	0	0	0
07-19	3666	19	3297	28	270	14	8	2	5	5	18
06-22	4145	22	3746	28	292	16	8	2	5	6	20
06-00	4257	24	3854	28	293	17	8	2	5	6	20
00-00	4360	24	3948	28	298	18	9	2	5	7	21

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	2	0	0	0	0	0	0	0	1
0015	7	0	7	0	0	0	0	0	0	0	0
0030	4	0	4	0	0	0	0	0	0	0	0
0045	3	0	3	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	5	0	5	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0
0215	4	0	4	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0415	4	1	3	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	9	0	9	0	0	0	0	0	0	0	0
0515	6	0	6	0	0	0	0	0	0	0	0
0530	9	0	8	0	0	0	0	0	1	0	0
0545	11	0	10	0	0	1	0	0	0	0	0
0600	15	0	12	2	1	0	0	0	0	0	0
0615	17	0	17	0	0	0	0	0	0	0	0
0630	18	0	17	0	1	0	0	0	0	0	0
0645	18	0	16	1	1	0	0	0	0	0	0
0700	20	0	20	0	0	0	0	0	0	0	0
0715	19	1	15	0	3	0	0	0	0	0	0
0730	18	0	17	0	1	0	0	0	0	0	0
0745	20	0	15	1	3	0	0	0	1	0	0
0800	28	1	20	1	3	2	0	1	0	0	0
0815	34	0	29	0	5	0	0	0	0	0	0
0830	26	0	24	0	2	0	0	0	0	0	0
0845	56	0	56	0	0	0	0	0	0	0	0
0900	37	0	33	1	3	0	0	0	0	0	0
0915	42	0	38	0	4	0	0	0	0	0	0
0930	44	0	42	0	2	0	0	0	0	0	0
0945	58	0	55	0	3	0	0	0	0	0	0
1000	67	0	63	1	3	0	0	0	0	0	0
1015	71	2	67	0	2	0	0	0	0	0	0
1030	57	0	51	0	5	0	0	0	0	0	1
1045	68	0	64	1	3	0	0	0	0	0	0
1100	60	0	56	1	3	0	0	0	0	0	0
1115	81	1	74	0	5	1	0	0	0	0	0
1130	84	1	76	1	5	0	0	0	0	1	0
1145	87	2	82	1	2	0	0	0	0	0	0
1200	79	0	72	1	6	0	0	0	0	0	0
1215	95	0	91	1	2	0	1	0	0	0	0
1230	81	0	73	2	6	0	0	0	0	0	0

0200	2	0	2	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	3	0	3	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	4	1	2	0	1	0	0	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0
0530	4	0	3	0	1	0	0	0	0	0	0
0545	6	0	6	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0
0615	9	0	9	0	0	0	0	0	0	0	0
0630	12	0	12	0	0	0	0	0	0	0	0
0645	9	0	7	0	2	0	0	0	0	0	0
0700	15	0	15	0	0	0	0	0	0	0	0
0715	10	0	10	0	0	0	0	0	0	0	0
0730	5	0	5	0	0	0	0	0	0	0	0
0745	14	0	13	0	1	0	0	0	0	0	0
0800	18	0	17	0	1	0	0	0	0	0	0
0815	15	0	15	0	0	0	0	0	0	0	0
0830	22	0	18	0	4	0	0	0	0	0	0
0845	22	0	21	0	0	0	0	0	1	0	0
0900	33	0	30	0	3	0	0	0	0	0	0
0915	53	0	51	0	1	1	0	0	0	0	0
0930	62	0	58	0	4	0	0	0	0	0	0
0945	53	0	49	0	4	0	0	0	0	0	0
1000	36	0	33	0	3	0	0	0	0	0	0
1015	36	0	33	1	2	0	0	0	0	0	0
1030	35	0	33	2	0	0	0	0	0	0	0
1045	56	4	50	1	1	0	0	0	0	0	0
1100	37	0	37	0	0	0	0	0	0	0	0
1115	71	4	61	2	3	0	0	0	1	0	0
1130	76	2	70	2	2	0	0	0	0	0	0
1145	73	0	65	0	8	0	0	0	0	0	0
1200	61	0	56	1	4	0	0	0	0	0	0
1215	73	1	64	4	4	0	0	0	0	0	0
1230	82	0	78	1	3	0	0	0	0	0	0
1245	77	2	75	0	0	0	0	0	0	0	0
1300	85	1	80	0	4	0	0	0	0	0	0
1315	66	0	65	0	1	0	0	0	0	0	0
1330	74	0	72	0	2	0	0	0	0	0	0
1345	75	0	73	0	2	0	0	0	0	0	0
1400	65	1	62	0	2	0	0	0	0	0	0
1415	89	1	85	0	3	0	0	0	0	0	0
1430	70	1	66	1	2	0	0	0	0	0	0
1445	79	1	75	0	3	0	0	0	0	0	0
1500	78	0	74	2	1	0	0	0	0	0	1
1515	74	0	72	0	1	0	0	0	0	1	0
1530	71	0	68	2	1	0	0	0	0	0	0
1545	70	0	66	2	1	1	0	0	0	0	0
1600	77	1	75	0	1	0	0	0	0	0	0
1615	64	0	60	1	3	0	0	0	0	0	0
1630	48	0	46	0	2	0	0	0	0	0	0
1645	46	0	46	0	0	0	0	0	0	0	0
1700	31	0	31	0	0	0	0	0	0	0	0
1715	28	0	27	0	1	0	0	0	0	0	0
1730	21	1	18	0	2	0	0	0	0	0	0
1745	35	0	33	0	2	0	0	0	0	0	0
1800	25	0	22	0	3	0	0	0	0	0	0

1815	33	0	31	0	2	0	0	0	0	0	0	0
1830	26	0	24	0	2	0	0	0	0	0	0	0
1845	20	0	19	0	0	1	0	0	0	0	0	0
1900	22	0	21	1	0	0	0	0	0	0	0	0
1915	20	0	20	0	0	0	0	0	0	0	0	0
1930	26	0	24	1	1	0	0	0	0	0	0	0
1945	16	0	15	0	1	0	0	0	0	0	0	0
2000	14	0	13	0	1	0	0	0	0	0	0	0
2015	19	0	18	0	1	0	0	0	0	0	0	0
2030	12	0	12	0	0	0	0	0	0	0	0	0
2045	13	0	13	0	0	0	0	0	0	0	0	0
2100	18	0	18	0	0	0	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0	0
2130	19	0	17	0	1	1	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0	0
2200	6	0	5	0	0	1	0	0	0	0	0	0
2215	8	0	7	0	1	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0
07-19	2385	20	2247	22	89	3	0	0	2	1	1	1
06-22	2626	20	2478	24	96	4	0	0	2	1	1	1
06-00	2657	20	2507	24	97	5	0	0	2	1	1	1
00-00	2737	22	2582	24	100	5	0	0	2	1	1	1

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	3	0	1	0	1	0	0	0	0	0	1
0030	5	0	5	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	4	0	4	0	0	0	0	0	0	0	0
0345	1	0	0	0	0	0	0	0	0	1	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	6	0	6	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	8	0	7	0	1	0	0	0	0	0	0
0500	7	0	6	0	1	0	0	0	0	0	0
0515	19	0	18	0	1	0	0	0	0	0	0
0530	24	0	22	0	2	0	0	0	0	0	0
0545	12	0	12	0	0	0	0	0	0	0	0
0600	22	0	21	0	1	0	0	0	0	0	0
0615	31	0	29	0	1	1	0	0	0	0	0
0630	33	0	32	0	1	0	0	0	0	0	0
0645	31	0	28	0	3	0	0	0	0	0	0
0700	44	0	40	0	2	1	1	0	0	0	0
0715	56	0	50	1	3	1	0	1	0	0	0

0730	59	1	48	0	9	1	0	0	0	0	0
0745	69	0	59	2	3	2	1	0	0	0	2
0800	75	1	64	0	8	0	1	0	0	0	1
0815	57	1	46	2	6	2	0	0	0	0	0
0830	55	0	52	0	2	0	1	0	0	0	0
0845	58	0	53	0	5	0	0	0	0	0	0
0900	38	0	34	0	3	0	1	0	0	0	0
0915	49	0	42	1	4	0	0	0	1	1	0
0930	65	0	54	0	8	0	0	0	1	1	1
0945	51	0	36	1	11	0	0	1	1	0	1
1000	48	0	41	0	7	0	0	0	0	0	0
1015	54	0	47	1	6	0	0	0	0	0	0
1030	57	0	48	0	9	0	0	0	0	0	0
1045	43	0	36	0	5	1	0	0	1	0	0
1100	54	0	53	0	1	0	0	0	0	0	0
1115	53	0	45	0	6	1	1	0	0	0	0
1130	59	0	51	0	8	0	0	0	0	0	0
1145	71	0	62	0	6	1	1	0	0	0	1
1200	49	0	42	0	6	0	0	0	0	0	1
1215	64	0	61	0	3	0	0	0	0	0	0
1230	71	0	61	2	7	0	0	0	0	0	1
1245	70	0	63	1	5	0	0	1	0	0	0
1300	70	1	64	1	3	0	0	0	0	0	1
1315	67	0	54	1	9	2	0	0	0	0	1
1330	103	0	96	0	6	0	1	0	0	0	0
1345	91	0	81	0	7	0	0	0	1	0	2
1400	71	0	68	2	1	0	0	0	0	0	0
1415	68	1	61	1	4	0	0	0	0	0	1
1430	92	0	84	0	4	3	0	0	0	0	1
1445	83	0	75	0	5	2	0	0	1	0	0
1500	61	0	54	0	4	1	1	0	0	0	1
1515	82	0	73	1	6	0	0	0	1	0	1
1530	82	2	71	0	8	1	0	0	0	0	0
1545	90	1	81	0	8	0	0	0	0	0	0
1600	107	0	97	0	7	0	1	0	0	0	2
1615	107	1	99	1	3	1	1	0	0	1	0
1630	114	0	98	1	12	0	1	0	1	0	1
1645	110	0	100	0	9	1	0	0	0	0	0
1700	95	0	89	1	4	0	0	0	1	0	0
1715	112	0	106	0	3	1	1	0	0	0	1
1730	113	2	106	0	3	1	1	0	0	0	0
1745	81	1	74	0	3	3	0	0	0	0	0
1800	57	1	55	0	1	0	0	0	0	0	0
1815	65	0	62	0	2	1	0	0	0	0	0
1830	44	0	41	0	2	0	0	0	0	1	0
1845	41	0	37	0	4	0	0	0	0	0	0
1900	40	0	37	0	2	0	0	0	0	0	1
1915	38	0	36	1	1	0	0	0	0	0	0
1930	27	0	26	0	1	0	0	0	0	0	0
1945	41	0	40	0	1	0	0	0	0	0	0
2000	29	0	27	0	1	1	0	0	0	0	0
2015	30	0	29	0	1	0	0	0	0	0	0
2030	28	0	27	0	1	0	0	0	0	0	0
2045	20	0	20	0	0	0	0	0	0	0	0
2100	23	0	23	0	0	0	0	0	0	0	0
2115	18	0	18	0	0	0	0	0	0	0	0
2130	17	0	17	0	0	0	0	0	0	0	0
2145	19	0	18	0	1	0	0	0	0	0	0
2200	26	0	26	0	0	0	0	0	0	0	0
2215	22	0	20	0	2	0	0	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0

2345	3	0	3	0	0	0	0	0	0	0	0
07-19	3375	13	3014	20	251	27	14	3	9	4	20
06-22	3822	13	3442	21	266	29	14	3	9	4	21
06-00	3899	13	3516	21	269	29	14	3	9	4	21
00-00	4003	13	3612	21	275	29	14	3	9	5	22

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0
0215	3	0	2	0	1	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	0	1	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0
0445	6	0	6	0	0	0	0	0	0	0	0
0500	7	1	6	0	0	0	0	0	0	0	0
0515	23	0	21	0	0	2	0	0	0	0	0
0530	21	0	21	0	0	0	0	0	0	0	0
0545	13	0	12	0	1	0	0	0	0	0	0
0600	14	0	12	0	1	1	0	0	0	0	0
0615	36	0	33	0	3	0	0	0	0	0	0
0630	32	0	29	0	3	0	0	0	0	0	0
0645	31	1	26	0	3	1	0	0	0	0	0
0700	50	0	49	0	1	0	0	0	0	0	0
0715	61	0	55	0	5	0	0	0	1	0	0
0730	76	1	66	1	7	0	1	0	0	0	0
0745	58	0	55	1	2	0	0	0	0	0	0
0800	52	0	49	0	3	0	0	0	0	0	0
0815	67	0	59	0	5	1	2	0	0	0	0
0830	62	0	53	1	5	0	0	0	1	1	1
0845	45	0	35	1	7	0	1	0	1	0	0
0900	61	0	54	1	6	0	0	0	0	0	0
0915	33	0	28	1	3	0	1	0	0	0	0
0930	54	0	49	0	5	0	0	0	0	0	0
0945	41	0	33	0	6	0	0	0	1	1	0
1000	43	2	33	0	7	0	1	0	0	0	0
1015	54	1	44	0	7	0	1	0	0	0	1
1030	44	0	39	1	3	0	0	0	1	0	0
1045	47	1	40	0	4	1	0	0	1	0	0
1100	59	0	44	0	13	0	2	0	0	0	0
1115	59	0	49	0	6	1	2	0	1	0	0
1130	59	0	51	1	5	0	0	0	0	1	1
1145	56	0	52	0	3	0	0	0	0	1	0
1200	49	0	39	0	5	0	0	0	2	1	2
1215	79	0	68	1	7	0	1	0	0	1	1
1230	65	1	63	0	0	0	0	0	0	1	0
1245	76	1	67	0	7	0	0	0	1	0	0

1300	76	0	71	1	4	0	0	0	0	0	0
1315	71	1	65	0	4	0	0	0	0	0	1
1330	83	0	75	0	6	0	1	0	0	0	1
1345	78	0	65	1	10	2	0	0	0	0	0
1400	76	1	65	0	7	0	1	0	1	0	1
1415	88	0	77	0	8	0	2	0	0	0	1
1430	90	0	78	2	7	1	0	1	0	0	1
1445	87	0	73	0	11	0	2	0	0	0	1
1500	65	0	60	0	5	0	0	0	0	0	0
1515	71	0	65	0	6	0	0	0	0	0	0
1530	83	1	69	1	8	0	1	0	1	1	1
1545	94	2	78	1	12	1	0	0	0	0	0
1600	128	0	114	0	10	0	1	0	1	0	2
1615	115	1	108	0	4	1	1	0	0	0	0
1630	114	1	102	1	8	1	0	0	1	0	0
1645	97	0	89	0	6	0	0	0	2	0	0
1700	109	1	102	0	6	0	0	0	0	0	0
1715	123	0	115	0	7	1	0	0	0	0	0
1730	87	0	83	1	2	0	1	0	0	0	0
1745	78	0	74	0	4	0	0	0	0	0	0
1800	73	2	69	1	0	1	0	0	0	0	0
1815	70	1	63	3	3	0	0	0	0	0	0
1830	63	0	58	0	5	0	0	0	0	0	0
1845	38	0	35	0	3	0	0	0	0	0	0
1900	31	0	28	0	2	0	0	0	0	0	1
1915	40	0	38	0	2	0	0	0	0	0	0
1930	36	0	33	0	3	0	0	0	0	0	0
1945	38	1	37	0	0	0	0	0	0	0	0
2000	36	0	33	0	2	0	0	0	0	0	1
2015	33	0	31	0	1	0	0	0	0	0	1
2030	25	0	23	0	1	0	0	1	0	0	0
2045	37	0	34	0	3	0	0	0	0	0	0
2100	24	0	24	0	0	0	0	0	0	0	0
2115	17	0	16	0	1	0	0	0	0	0	0
2130	24	1	22	0	1	0	0	0	0	0	0
2145	43	0	43	0	0	0	0	0	0	0	0
2200	21	0	21	0	0	0	0	0	0	0	0
2215	30	1	29	0	0	0	0	0	0	0	0
2230	13	0	12	0	0	0	0	0	0	0	1
2245	9	0	9	0	0	0	0	0	0	0	0
2300	7	0	6	0	1	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0
2345	6	0	6	0	0	0	0	0	0	0	0
07-19	3407	18	3027	21	268	11	22	1	16	8	15
06-22	3904	21	3489	21	294	13	22	2	16	8	18
06-00	3998	22	3580	21	295	13	22	2	16	8	19
00-00	4092	23	3667	21	299	15	22	2	16	8	19



Client: Aecom

Project Number: TSP13568

Project Name: Keadby, near Scunthorpe

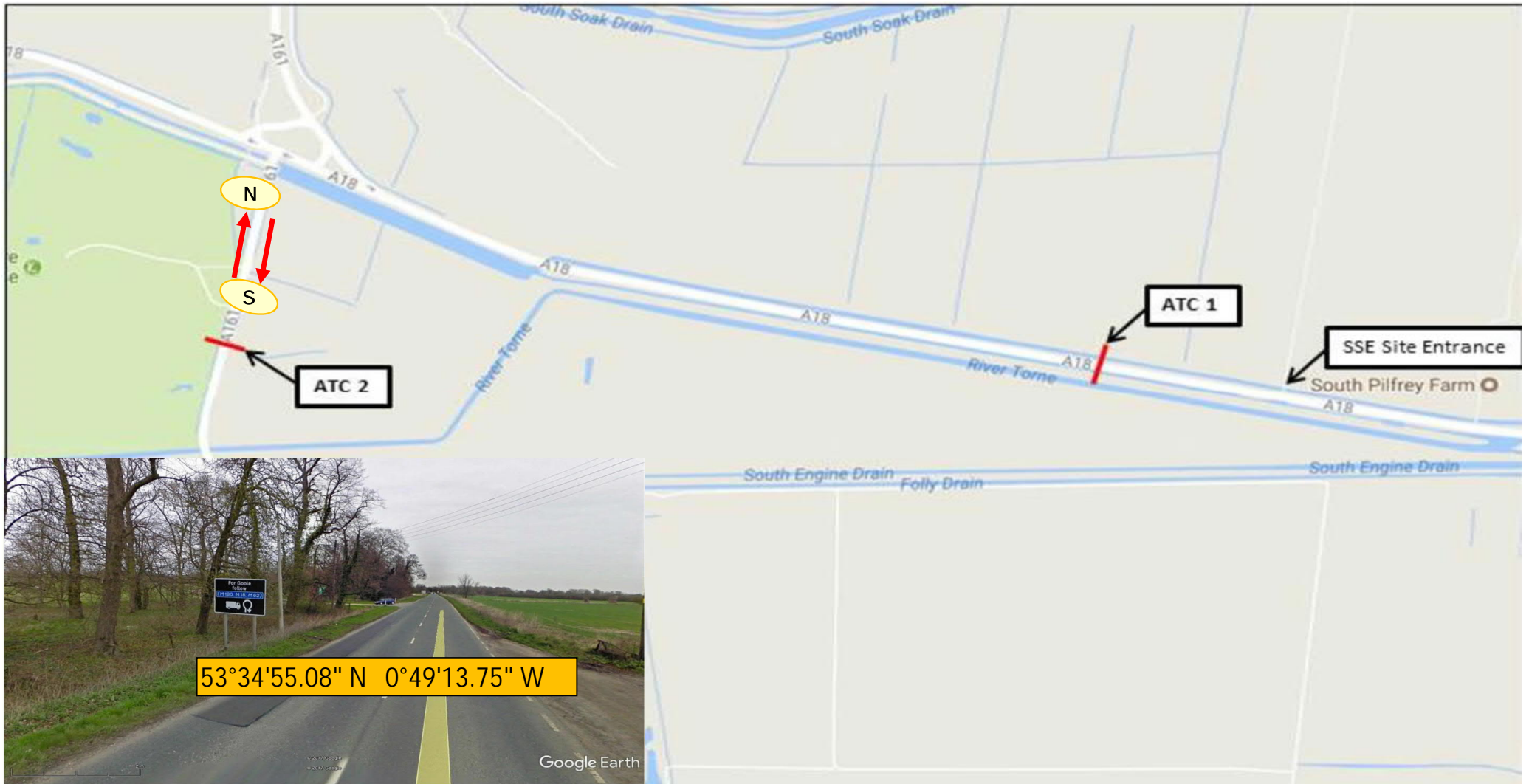
Survey Type: ATC Site 2

Survey Date: From 08/11/2017

Survey Time: 24 Hours x 7 Days

Weather: Dry

Comments: N/a



TSP Class Profile All Days 15 Mins

Report Id - CustomList-132

Site Name - KEADBY-2

Description - A161 [60M]

Direction - North

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	6	0	5	0	1	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0
0215	2	0	1	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	2	0	0	0	0	0	0	1	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	4	0	3	0	1	0	0	0	0	0	0
0445	3	0	2	0	0	0	0	0	0	0	1
0500	2	0	2	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0
0530	6	1	5	0	0	0	0	0	0	0	0
0545	8	0	7	0	0	0	0	0	0	1	0
0600	7	0	6	0	1	0	0	0	0	0	0
0615	6	0	4	0	1	0	0	0	0	0	1
0630	16	0	12	0	2	0	0	0	0	1	1
0645	15	0	12	1	2	0	0	0	0	0	0
0700	21	0	20	0	0	0	0	0	0	1	0
0715	29	0	23	1	4	0	0	0	0	0	1
0730	38	0	32	0	3	1	0	0	0	1	1
0745	52	0	46	1	4	0	0	0	0	1	0
0800	62	0	52	1	6	2	0	0	0	1	0
0815	58	0	50	0	5	1	0	0	0	0	2
0830	46	0	37	0	6	0	1	0	0	0	2
0845	43	0	34	1	5	0	0	0	0	1	2
0900	37	0	30	1	4	0	0	0	1	0	1
0915	41	0	32	0	6	0	0	0	0	1	2
0930	44	2	37	0	3	2	0	0	0	0	0
0945	38	0	36	0	0	0	0	0	0	1	1
1000	30	0	26	0	2	0	0	0	1	1	0
1015	30	0	24	0	0	2	0	0	0	1	3
1030	34	0	28	0	3	1	0	0	1	0	1
1045	56	0	49	1	2	0	0	0	2	0	2
1100	33	0	25	0	6	1	0	0	0	1	0
1115	44	1	39	0	4	0	0	0	0	0	0
1130	38	0	28	0	6	0	0	0	0	2	2
1145	51	2	40	0	8	0	0	1	0	0	0
1200	49	0	36	1	5	1	0	0	1	0	5
1215	39	1	25	0	6	2	0	0	0	4	1

0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	3	0	2	0	1	0	0	0	0	0	0
0530	7	0	7	0	0	0	0	0	0	0	0
0545	9	0	9	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0
0615	6	0	3	0	2	0	0	0	0	1	0
0630	15	0	10	1	3	1	0	0	0	0	0
0645	13	0	10	0	3	0	0	0	0	0	0
0700	13	0	11	0	2	0	0	0	0	0	0
0715	34	0	30	0	3	0	0	0	0	0	1
0730	41	0	33	0	7	0	0	0	0	0	1
0745	53	0	48	1	2	0	1	0	1	0	0
0800	52	0	42	0	8	0	0	0	2	0	0
0815	44	0	39	0	5	0	0	0	0	0	0
0830	47	1	40	0	5	0	1	0	0	0	0
0845	58	0	50	0	8	0	0	0	0	0	0
0900	42	0	32	0	6	2	0	0	0	0	2
0915	38	0	29	0	6	0	0	0	0	1	2
0930	40	0	34	0	2	1	0	0	1	0	2
0945	40	0	36	0	3	0	0	0	0	1	0
1000	44	0	35	1	5	0	0	0	0	0	3
1015	35	0	29	1	5	0	0	0	0	0	0
1030	42	0	35	0	3	1	0	0	0	1	2
1045	38	0	35	0	1	0	0	0	0	2	0
1100	30	0	26	0	3	0	0	0	0	0	1
1115	37	0	33	0	1	2	0	0	1	0	0
1130	33	0	25	1	7	0	0	0	0	0	0
1145	39	0	34	1	1	0	1	0	0	1	1
1200	32	0	26	0	3	0	0	0	0	1	2
1215	39	0	30	0	3	0	0	1	2	2	1
1230	37	0	34	0	2	0	0	0	0	0	1
1245	48	0	36	1	8	0	1	0	0	1	1
1300	46	1	32	0	9	0	0	0	0	0	4
1315	38	0	33	0	2	0	0	0	0	2	1
1330	48	3	37	0	3	0	0	0	0	2	3
1345	48	0	40	1	4	0	0	0	0	1	2
1400	46	0	37	1	6	0	0	0	0	2	0
1415	49	0	46	0	1	0	0	0	0	0	2
1430	67	0	61	0	3	1	0	0	0	1	1
1445	48	2	33	1	7	1	0	0	0	2	2
1500	45	1	37	1	5	0	0	0	0	1	0
1515	85	0	73	2	6	0	0	0	0	2	2
1530	65	1	56	0	4	1	0	0	0	2	1
1545	51	2	41	1	5	0	0	0	0	1	1
1600	66	0	56	0	8	0	0	0	0	0	2
1615	77	0	69	2	1	0	0	0	1	2	2
1630	72	0	61	0	7	0	0	0	0	0	4
1645	94	2	75	1	11	0	0	0	0	2	3
1700	83	0	73	0	7	0	0	0	0	0	3
1715	98	0	90	3	3	0	0	0	0	0	2
1730	68	0	63	0	4	0	0	0	0	1	0
1745	93	0	85	0	2	1	0	1	0	1	3

1800	46	0	40	0	3	0	0	0	0	0	3
1815	50	0	48	0	2	0	0	0	0	0	0
1830	43	0	37	0	4	0	0	0	1	0	1
1845	45	0	38	0	5	0	0	0	0	1	1
1900	27	0	24	0	2	0	0	0	0	0	1
1915	37	0	35	0	1	0	0	0	0	0	1
1930	30	0	28	0	2	0	0	0	0	0	0
1945	20	0	16	1	2	0	0	0	0	0	1
2000	21	0	20	0	1	0	0	0	0	0	0
2015	20	0	18	0	1	0	0	0	0	0	1
2030	13	0	13	0	0	0	0	0	0	0	0
2045	18	0	15	1	1	0	0	0	0	0	1
2100	21	1	18	0	2	0	0	0	0	0	0
2115	12	0	11	0	1	0	0	0	0	0	0
2130	14	0	13	0	1	0	0	0	0	0	0
2145	17	0	16	0	0	1	0	0	0	0	0
2200	18	0	17	0	0	0	0	0	0	1	0
2215	10	0	10	0	0	0	0	0	0	0	0
2230	15	0	15	0	0	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	10	0	9	0	0	0	0	0	0	0	1
2315	3	0	2	0	0	0	0	0	0	1	0
2330	8	0	5	0	1	0	0	0	0	0	2
2345	4	0	3	0	1	0	0	0	0	0	0
07-19	2427	13	2063	19	211	10	4	2	9	33	63
06-22	2718	14	2320	22	233	12	4	2	9	34	68
06-00	2793	14	2388	22	235	12	4	2	9	36	71
00-00	2834	14	2426	22	237	12	4	2	9	36	72

10 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	2	0	1	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	3	0	2	0	1	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0
0545	8	0	8	0	0	0	0	0	0	0	0
0600	7	0	5	0	0	0	0	0	0	0	2
0615	8	0	4	0	3	0	0	0	0	0	1
0630	15	0	9	0	2	1	0	0	0	2	1
0645	22	0	15	0	5	0	0	0	1	0	1
0700	25	0	16	0	4	1	2	0	1	1	0

2330	6	0	6	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	2519	13	2075	28	256	12	18	1	22	21	73
06-22	2819	13	2346	29	274	13	18	1	23	23	79
06-00	2882	13	2407	29	274	13	18	1	23	24	80
00-00	2927	13	2450	29	276	13	18	1	23	24	80

11 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	3	0	3	0	0	0	0	0	0	0	0
0015	7	0	7	0	0	0	0	0	0	0	0
0030	5	0	5	0	0	0	0	0	0	0	0
0045	5	0	5	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0
0445	2	0	1	0	0	0	0	0	0	0	1
0500	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0
0530	4	0	3	1	0	0	0	0	0	0	0
0545	10	0	9	0	1	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	5	0	3	0	2	0	0	0	0	0	0
0630	7	0	6	0	0	0	0	0	0	0	1
0645	10	0	7	0	1	0	0	0	1	1	0
0700	18	0	12	0	3	0	0	0	2	0	1
0715	13	0	10	0	0	0	0	0	0	2	1
0730	19	0	17	0	2	0	0	0	0	0	0
0745	23	0	18	0	4	0	0	0	0	1	0
0800	13	0	12	0	1	0	0	0	0	0	0
0815	18	0	17	1	0	0	0	0	0	0	0
0830	26	0	24	0	1	0	0	0	0	1	0
0845	22	0	20	0	1	0	0	0	0	0	1
0900	29	2	24	1	2	0	0	0	0	0	0
0915	25	0	24	0	0	0	0	0	1	0	0
0930	29	0	26	0	3	0	0	0	0	0	0
0945	39	2	34	1	2	0	0	0	0	0	0
1000	48	0	44	0	4	0	0	0	0	0	0
1015	49	0	46	0	2	1	0	0	0	0	0
1030	40	0	35	1	3	0	0	0	0	0	1
1045	44	1	36	4	3	0	0	0	0	0	0
1100	38	0	36	1	1	0	0	0	0	0	0
1115	51	2	43	2	2	0	1	0	1	0	0
1130	37	0	33	0	3	0	0	0	0	1	0
1145	53	1	49	0	3	0	0	0	0	0	0
1200	49	1	44	1	2	0	0	0	0	0	1
1215	42	0	42	0	0	0	0	0	0	0	0
1230	44	0	41	1	1	0	0	0	0	0	1

0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	3	0	2	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0
0545	5	0	4	0	0	0	0	0	0	0	1
0600	2	1	1	0	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0
0630	3	0	3	0	0	0	0	0	0	0	0
0645	6	0	5	0	1	0	0	0	0	0	0
0700	6	0	6	0	0	0	0	0	0	0	0
0715	5	0	5	0	0	0	0	0	0	0	0
0730	9	0	8	0	1	0	0	0	0	0	0
0745	20	0	20	0	0	0	0	0	0	0	0
0800	8	0	8	0	0	0	0	0	0	0	0
0815	12	0	9	0	2	0	0	0	0	1	0
0830	12	0	11	1	0	0	0	0	0	0	0
0845	20	0	18	0	1	1	0	0	0	0	0
0900	16	0	16	0	0	0	0	0	0	0	0
0915	23	0	21	1	1	0	0	0	0	0	0
0930	20	0	20	0	0	0	0	0	0	0	0
0945	30	1	24	1	4	0	0	0	0	0	0
1000	29	0	27	0	2	0	0	0	0	0	0
1015	28	0	23	1	4	0	0	0	0	0	0
1030	17	0	16	0	1	0	0	0	0	0	0
1045	23	1	22	0	0	0	0	0	0	0	0
1100	41	0	39	0	2	0	0	0	0	0	0
1115	39	3	33	0	1	2	0	0	0	0	0
1130	49	1	46	1	1	0	0	0	0	0	0
1145	35	0	32	1	2	0	0	0	0	0	0
1200	50	0	49	1	0	0	0	0	0	0	0
1215	36	0	33	2	1	0	0	0	0	0	0
1230	28	0	27	1	0	0	0	0	0	0	0
1245	43	2	38	1	2	0	0	0	0	0	0
1300	46	0	43	1	2	0	0	0	0	0	0
1315	47	0	44	0	2	0	0	0	0	0	1
1330	41	0	40	0	1	0	0	0	0	0	0
1345	40	0	38	0	2	0	0	0	0	0	0
1400	42	1	39	1	1	0	0	0	0	0	0
1415	41	0	39	0	2	0	0	0	0	0	0
1430	42	0	41	0	1	0	0	0	0	0	0
1445	42	0	38	0	4	0	0	0	0	0	0
1500	43	0	42	0	1	0	0	0	0	0	0
1515	34	0	32	0	1	0	1	0	0	0	0
1530	35	0	31	1	2	0	0	0	0	1	0
1545	39	0	37	1	1	0	0	0	0	0	0
1600	53	1	47	2	3	0	0	0	0	0	0
1615	40	0	38	0	2	0	0	0	0	0	0
1630	44	0	42	0	1	0	0	0	0	1	0
1645	47	0	44	2	1	0	0	0	0	0	0
1700	41	0	40	0	1	0	0	0	0	0	0
1715	39	0	38	0	1	0	0	0	0	0	0
1730	24	0	24	0	0	0	0	0	0	0	0
1745	29	0	27	1	1	0	0	0	0	0	0
1800	21	0	20	0	1	0	0	0	0	0	0

1815	29	0	29	0	0	0	0	0	0	0	0	0
1830	23	0	21	0	2	0	0	0	0	0	0	0
1845	30	0	30	0	0	0	0	0	0	0	0	0
1900	19	0	16	0	3	0	0	0	0	0	0	0
1915	19	0	19	0	0	0	0	0	0	0	0	0
1930	6	0	6	0	0	0	0	0	0	0	0	0
1945	16	0	15	0	1	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0
2015	13	0	13	0	0	0	0	0	0	0	0	0
2030	9	0	9	0	0	0	0	0	0	0	0	0
2045	11	0	10	0	1	0	0	0	0	0	0	0
2100	7	0	6	0	1	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0
2130	9	0	9	0	0	0	0	0	0	0	0	0
2145	10	0	10	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	0
2345	5	0	3	2	0	0	0	0	0	0	0	0
07-19	1511	10	1415	20	58	3	1	0	0	3	1	
06-22	1653	11	1549	20	65	3	1	0	0	3	1	
06-00	1691	11	1585	22	65	3	1	0	0	3	1	
00-00	1743	11	1633	23	67	3	1	0	0	3	2	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	3	0	3	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	6	0	5	0	1	0	0	0	0	0	0
0530	6	0	5	0	1	0	0	0	0	0	0
0545	7	0	7	0	0	0	0	0	0	0	0
0600	7	0	7	0	0	0	0	0	0	0	0
0615	4	0	2	0	1	0	0	0	0	0	1
0630	24	0	18	0	3	0	0	0	0	0	3
0645	19	0	16	0	2	0	0	0	0	1	0
0700	17	0	12	0	2	1	1	0	0	0	1
0715	38	0	28	0	6	0	0	0	0	3	1

0730	32	0	29	1	1	0	0	0	0	0	1
0745	53	0	42	1	5	0	1	0	0	2	2
0800	62	0	51	1	6	1	1	0	0	1	1
0815	55	0	42	1	8	1	1	0	0	1	1
0830	34	1	28	1	3	0	0	0	0	1	0
0845	50	0	38	1	8	0	2	0	0	0	1
0900	45	0	35	1	6	2	0	0	0	0	1
0915	34	0	31	0	3	0	0	0	0	0	0
0930	35	0	29	0	4	0	0	0	0	0	2
0945	34	0	24	0	6	1	1	0	0	1	1
1000	32	0	22	1	7	0	1	0	0	0	1
1015	44	0	35	0	2	0	3	1	0	1	2
1030	44	0	36	0	4	0	1	0	0	2	1
1045	43	0	32	1	7	0	0	0	1	0	2
1100	35	0	26	0	5	0	0	0	0	1	3
1115	32	0	25	1	3	0	0	0	0	2	1
1130	25	0	18	1	3	2	0	0	0	1	0
1145	42	0	30	1	6	1	2	0	1	0	1
1200	63	0	53	0	7	0	0	0	0	2	1
1215	24	0	15	0	6	0	1	0	1	0	1
1230	35	0	33	1	0	0	1	0	0	0	0
1245	26	0	17	1	4	0	1	0	0	1	2
1300	41	0	34	0	5	0	1	0	0	1	0
1315	38	0	36	0	1	1	0	0	0	0	0
1330	37	0	32	0	3	0	0	0	0	1	1
1345	49	1	40	2	2	2	0	0	0	0	2
1400	44	0	30	0	7	1	3	0	0	1	2
1415	42	0	37	1	3	0	1	0	0	0	0
1430	50	0	38	0	8	0	1	0	0	0	3
1445	59	1	48	0	3	1	0	0	1	2	3
1500	47	0	38	1	6	1	0	0	0	0	1
1515	62	0	54	0	3	0	0	0	0	1	4
1530	63	0	53	1	6	0	0	0	0	0	3
1545	58	0	49	0	5	0	0	0	0	1	3
1600	52	0	44	1	6	0	0	0	0	0	1
1615	65	0	56	0	7	0	0	0	0	2	0
1630	68	0	62	1	4	0	0	0	0	0	1
1645	63	1	56	0	3	0	0	0	0	0	3
1700	69	0	63	0	5	0	0	0	1	0	0
1715	91	0	78	1	9	0	0	0	0	0	3
1730	76	0	71	0	3	0	0	0	1	0	1
1745	62	0	58	0	1	0	0	0	0	1	2
1800	65	0	57	1	3	0	0	0	0	2	2
1815	50	0	47	0	1	0	0	0	1	0	1
1830	53	0	46	0	4	0	0	0	2	0	1
1845	42	0	41	0	1	0	0	0	0	0	0
1900	42	0	37	1	2	0	0	0	0	1	1
1915	29	0	28	1	0	0	0	0	0	0	0
1930	23	0	23	0	0	0	0	0	0	0	0
1945	27	0	23	0	1	1	0	0	0	2	0
2000	14	0	13	1	0	0	0	0	0	0	0
2015	16	0	15	0	1	0	0	0	0	0	0
2030	23	1	22	0	0	0	0	0	0	0	0
2045	21	0	20	0	0	0	0	0	0	0	1
2100	14	0	12	0	1	0	0	0	0	0	1
2115	11	0	10	0	1	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0
2200	11	0	10	0	1	0	0	0	0	0	0
2215	12	0	12	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	5	0	4	0	1	0	0	0	0	0	0

2345	1	0	0	0	0	0	0	0	0	0	1
07-19	2280	4	1899	23	211	15	23	1	9	31	64
06-22	2578	5	2169	26	223	16	23	1	9	35	71
06-00	2622	5	2210	26	225	16	23	1	9	35	72
00-00	2666	5	2251	26	228	16	23	1	9	35	72

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	2	0	1	0	1	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	1	0	0	0	1	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	3	0	2	0	1	0	0	0	0	0	0
0515	3	0	2	0	0	0	0	0	0	0	1
0530	7	0	5	0	0	0	0	0	0	1	1
0545	9	0	8	0	0	0	0	0	0	0	1
0600	7	0	6	0	0	0	0	0	0	1	0
0615	6	0	5	0	1	0	0	0	0	0	0
0630	15	0	13	0	2	0	0	0	0	0	0
0645	16	0	10	0	3	0	0	0	0	1	2
0700	25	0	21	0	2	2	0	0	0	0	0
0715	50	0	41	0	2	0	6	0	0	1	0
0730	26	0	20	0	5	0	0	0	0	0	1
0745	60	0	51	0	6	0	0	0	0	1	2
0800	68	0	52	1	9	0	2	0	0	2	2
0815	48	0	43	2	3	0	0	0	0	0	0
0830	36	1	27	0	6	1	0	0	0	0	1
0845	56	0	47	0	6	0	0	0	0	0	3
0900	43	0	34	0	6	0	0	0	0	1	2
0915	21	0	17	0	3	0	1	0	0	0	0
0930	37	1	21	1	6	1	4	0	0	1	2
0945	27	0	25	0	1	0	1	0	0	0	0
1000	25	0	16	0	4	0	1	0	1	0	3
1015	28	0	21	0	3	0	0	0	1	1	2
1030	47	0	39	1	5	0	0	0	0	1	1
1045	29	0	24	0	2	0	0	0	0	0	3
1100	40	1	34	1	2	0	1	0	0	1	0
1115	32	0	28	0	2	1	0	0	0	0	1
1130	36	0	30	1	2	0	0	0	0	1	2
1145	38	0	35	0	1	0	0	0	0	1	1
1200	38	0	34	1	2	0	0	0	0	0	1
1215	49	0	44	0	2	0	2	0	1	0	0
1230	37	0	32	0	1	2	2	0	0	0	0
1245	38	0	30	0	3	3	0	0	0	0	2

1300	32	0	25	0	3	0	0	1	0	2	1
1315	44	0	36	1	7	0	0	0	0	0	0
1330	45	0	35	0	4	0	2	0	0	1	3
1345	41	0	32	0	7	2	0	0	0	0	0
1400	46	0	39	0	4	0	0	0	0	2	1
1415	55	0	41	0	4	2	5	0	0	0	3
1430	49	0	39	0	9	0	0	0	0	1	0
1445	43	0	33	0	4	0	1	0	1	0	4
1500	48	0	40	0	3	0	1	0	1	1	2
1515	50	0	44	0	3	0	1	0	0	0	2
1530	52	0	46	0	4	0	0	0	0	1	1
1545	62	0	52	1	6	0	1	0	0	0	2
1600	66	0	58	0	4	0	0	1	0	0	3
1615	73	0	61	1	5	0	1	1	0	1	3
1630	82	0	76	0	5	0	0	0	0	0	1
1645	86	1	72	0	8	0	0	0	1	0	4
1700	89	0	79	1	8	0	0	0	0	0	1
1715	83	0	72	2	6	0	0	0	0	0	3
1730	79	1	72	0	6	0	0	0	0	0	0
1745	84	0	76	0	5	1	0	0	0	0	2
1800	75	0	64	0	5	0	0	0	0	1	5
1815	50	0	48	0	1	0	0	0	0	0	1
1830	51	0	43	0	3	0	0	0	1	3	1
1845	41	0	39	0	0	0	0	0	1	0	1
1900	52	0	44	1	2	0	0	0	0	1	4
1915	43	0	40	0	3	0	0	0	0	0	0
1930	21	0	20	0	0	0	0	1	0	0	0
1945	17	0	15	0	2	0	0	0	0	0	0
2000	19	0	18	0	1	0	0	0	0	0	0
2015	15	0	14	0	1	0	0	0	0	0	0
2030	21	0	20	0	0	0	0	0	0	0	1
2045	16	1	15	0	0	0	0	0	0	0	0
2100	11	0	9	0	1	0	0	0	0	0	1
2115	13	0	13	0	0	0	0	0	0	0	0
2130	17	0	16	0	0	0	0	0	0	1	0
2145	14	0	12	0	2	0	0	0	0	0	0
2200	15	0	14	0	0	0	0	0	0	0	1
2215	11	0	11	0	0	0	0	0	0	0	0
2230	14	0	13	0	0	0	0	0	0	0	1
2245	8	0	8	0	0	0	0	0	0	0	0
2300	4	0	3	0	1	0	0	0	0	0	0
2315	3	0	2	0	0	0	0	0	0	0	1
2330	7	0	7	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0
07-19	2360	5	1988	14	198	15	32	3	8	24	73
06-22	2663	6	2258	15	216	15	32	4	8	28	81
06-00	2727	6	2317	15	218	15	32	4	8	28	84
00-00	2769	6	2352	15	221	15	32	4	8	29	87

TSP Class Profile All Days 15 Mins

Report Id - CustomList-132

Site Name - KEADBY-2

Description - A161 [60M]

Direction - South

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	0	4	0	0	0	0	0	0	0	1
0015	1	0	0	0	0	1	0	0	0	0	0
0030	2	0	1	0	0	0	0	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	0	0	0	0	0	0	0	0	1
0145	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	3	0	2	0	1	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	8	0	6	0	0	0	0	0	0	1	1
0430	6	0	6	0	0	0	0	0	0	0	0
0445	7	0	6	0	0	0	0	0	0	1	0
0500	12	0	11	0	0	0	0	0	0	0	1
0515	20	0	14	0	1	0	0	0	0	3	2
0530	21	0	18	0	0	0	0	0	0	2	1
0545	28	0	21	0	2	0	0	0	3	1	1
0600	28	0	27	0	0	0	0	0	0	0	1
0615	40	1	33	0	2	0	0	0	1	3	0
0630	38	0	34	0	2	0	0	0	0	0	2
0645	62	0	53	0	5	0	0	0	0	2	2
0700	68	0	61	0	5	1	0	0	0	0	1
0715	68	1	58	0	5	1	0	0	0	2	1
0730	90	0	74	0	10	1	0	0	0	2	3
0745	90	1	74	2	10	0	0	0	1	0	2
0800	105	0	93	0	8	2	0	0	1	0	1
0815	84	0	73	0	8	0	0	0	1	0	2
0830	93	0	86	1	6	0	0	0	0	0	0
0845	33	0	28	0	2	1	0	0	0	0	2
0900	56	0	43	2	7	1	0	0	1	1	1
0915	38	0	28	0	8	0	0	0	0	2	0
0930	48	0	40	1	5	1	0	0	1	0	0
0945	38	0	31	0	5	1	0	0	1	0	0
1000	50	0	46	0	3	0	0	0	0	1	0
1015	49	0	39	0	7	0	0	0	0	2	1
1030	44	0	38	0	0	0	0	0	2	2	2
1045	45	0	38	1	3	0	0	0	2	1	0
1100	48	1	42	0	2	1	0	0	0	1	1
1115	40	0	32	0	3	0	0	0	0	4	1
1130	50	0	39	2	3	0	1	0	1	2	2
1145	34	0	27	0	2	0	0	0	2	2	1
1200	40	0	32	0	5	1	0	0	0	1	1
1215	43	1	35	0	2	1	0	0	0	0	4

0145	1	0	1	0	0	0	0	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	0	0	0	0	0	1	0
0245	3	0	2	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0
0330	2	0	1	0	0	0	0	0	0	1	0
0345	2	0	1	0	0	0	0	0	0	0	1
0400	5	0	3	0	0	0	0	0	0	1	1
0415	6	0	4	0	2	0	0	0	0	0	0
0430	4	1	2	0	0	0	0	0	0	1	0
0445	4	0	3	0	1	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0
0515	22	0	17	0	2	0	0	0	0	2	1
0530	18	0	17	0	0	0	0	0	0	1	0
0545	27	0	20	0	2	0	0	0	1	3	1
0600	21	0	16	0	3	0	0	0	1	1	0
0615	40	0	37	0	0	0	0	0	1	0	2
0630	58	1	51	0	2	0	0	0	0	2	2
0645	59	0	46	0	6	0	1	0	1	2	3
0700	56	0	51	0	4	0	0	0	0	0	1
0715	67	1	57	1	7	0	0	0	0	1	0
0730	97	0	80	1	13	1	0	0	0	0	2
0745	76	0	67	0	6	0	0	0	0	2	1
0800	92	0	87	0	4	0	1	0	0	0	0
0815	86	0	75	0	7	0	0	0	2	0	2
0830	92	0	80	1	9	1	0	0	0	0	1
0845	64	0	53	1	4	1	0	0	1	3	1
0900	50	1	41	0	5	1	1	0	0	1	0
0915	64	1	51	0	9	1	0	0	1	0	1
0930	53	0	43	1	7	0	0	0	0	1	1
0945	49	0	36	1	9	0	0	0	1	1	1
1000	48	2	33	0	8	0	0	0	0	4	1
1015	57	0	48	0	7	1	0	0	0	1	0
1030	51	0	44	2	3	0	0	0	0	0	2
1045	47	0	40	0	4	0	0	0	0	3	0
1100	51	0	44	0	4	0	1	0	1	1	0
1115	38	0	30	0	5	1	0	0	0	2	0
1130	37	0	34	0	1	0	0	0	1	0	1
1145	44	0	36	0	6	0	0	0	0	1	1
1200	51	0	38	0	7	2	0	0	0	2	2
1215	30	0	23	0	6	0	0	0	0	1	0
1230	50	0	37	0	4	2	0	0	0	4	3
1245	47	0	37	0	6	0	0	0	1	2	1
1300	33	0	24	1	7	0	0	0	0	0	1
1315	53	0	40	1	5	1	1	0	1	2	2
1330	43	0	33	0	4	0	0	0	1	0	5
1345	50	2	40	0	6	0	0	0	0	2	0
1400	52	0	44	0	5	0	0	0	0	1	2
1415	53	0	41	0	3	1	0	0	1	4	3
1430	46	1	42	0	2	0	0	0	1	0	0
1445	53	1	42	1	5	1	2	0	0	0	1
1500	54	0	44	4	3	0	0	0	1	2	0
1515	59	0	51	0	6	0	1	0	0	1	0
1530	69	0	53	1	10	0	0	0	0	3	2
1545	42	1	33	0	4	3	0	0	0	1	0
1600	66	1	59	0	3	0	0	0	0	1	2
1615	69	1	57	0	9	0	0	0	0	1	1
1630	80	0	76	1	2	0	0	0	0	0	1
1645	69	0	56	1	8	0	1	0	2	0	1
1700	59	0	55	0	3	0	0	0	0	1	0
1715	45	0	42	0	3	0	0	0	0	0	0
1730	45	0	42	0	2	0	0	0	0	0	1
1745	49	1	43	0	3	1	0	0	0	1	0

1800	37	0	35	0	1	0	0	0	0	1	0
1815	40	0	33	0	2	0	0	0	2	2	1
1830	30	0	28	0	1	0	0	0	0	1	0
1845	23	0	18	0	3	0	0	0	0	1	1
1900	35	0	34	0	0	0	1	0	0	0	0
1915	20	0	19	0	0	1	0	0	0	0	0
1930	13	0	11	0	2	0	0	0	0	0	0
1945	13	0	12	0	1	0	0	0	0	0	0
2000	10	0	9	0	1	0	0	0	0	0	0
2015	12	0	12	0	0	0	0	0	0	0	0
2030	11	1	10	0	0	0	0	0	0	0	0
2045	10	0	10	0	0	0	0	0	0	0	0
2100	17	0	15	0	2	0	0	0	0	0	0
2115	15	0	14	0	1	0	0	0	0	0	0
2130	10	0	9	0	0	0	0	0	0	0	1
2145	10	0	9	0	1	0	0	0	0	0	0
2200	11	0	10	0	1	0	0	0	0	0	0
2215	11	0	11	0	0	0	0	0	0	0	0
2230	7	0	5	0	2	0	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	6	0	4	0	0	0	0	0	0	2	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	2616	13	2196	18	245	18	8	0	17	55	46
06-22	2970	15	2510	18	264	19	10	0	20	60	54
06-00	3013	15	2548	18	267	19	10	0	20	62	54
00-00	3125	16	2629	18	278	19	10	0	21	74	60

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	2	0	0	0	0	0	0	0	0	1	1
0045	1	0	0	0	0	0	0	0	0	1	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	0	0	0	0	0	0	0	1	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	4	0	2	0	1	0	0	0	0	0	1
0400	6	0	4	0	0	0	0	0	0	2	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	6	0	3	0	0	0	0	0	0	1	2
0445	9	0	6	1	0	0	0	0	0	1	1
0500	8	0	7	0	0	0	0	0	0	0	1
0515	18	0	15	0	1	0	0	0	1	1	0
0530	18	0	14	0	1	0	0	0	0	1	2
0545	25	0	19	0	1	0	0	0	1	2	2
0600	31	0	26	0	2	0	0	0	0	3	0
0615	37	0	32	0	3	0	0	0	0	2	0
0630	49	0	38	0	5	1	0	0	0	2	3
0645	49	0	38	0	5	0	0	0	2	1	3
0700	64	1	57	0	2	1	0	0	2	1	0

2330	1	0	1	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	2649	17	2214	25	250	18	19	3	12	40	51
06-22	3015	17	2536	26	275	19	19	3	14	49	57
06-00	3060	17	2581	26	275	19	19	3	14	49	57
00-00	3167	17	2660	27	279	19	19	3	16	60	67

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	4	0	2	0	0	0	0	0	0	1	1
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0
0145	3	0	2	0	1	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	0	0	0	0	0	0	0	1	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	5	0	3	0	0	0	0	0	0	0	2
0500	3	0	3	0	0	0	0	0	0	0	0
0515	7	0	6	0	1	0	0	0	0	0	0
0530	7	0	6	0	1	0	0	0	0	0	0
0545	11	0	9	0	1	1	0	0	0	0	0
0600	10	0	10	0	0	0	0	0	0	0	0
0615	12	0	11	0	0	0	0	0	0	1	0
0630	8	0	7	0	0	0	0	0	0	0	1
0645	18	0	16	0	2	0	0	0	0	0	0
0700	20	0	18	0	2	0	0	0	0	0	0
0715	12	0	11	0	1	0	0	0	0	0	0
0730	26	0	21	1	3	0	0	0	0	0	1
0745	28	0	23	1	3	0	0	0	0	0	1
0800	31	1	25	0	4	0	0	1	0	0	0
0815	42	0	37	0	4	0	0	0	0	0	1
0830	45	0	41	0	4	0	0	0	0	0	0
0845	62	0	57	1	3	0	0	0	0	0	1
0900	58	0	51	2	4	0	0	0	0	0	1
0915	44	0	41	0	2	0	0	0	1	0	0
0930	36	0	35	0	1	0	0	0	0	0	0
0945	55	1	51	0	2	0	0	0	0	1	0
1000	46	0	42	0	3	0	0	0	1	0	0
1015	53	1	47	2	3	0	0	0	0	0	0
1030	45	0	44	0	1	0	0	0	0	0	0
1045	56	1	51	0	3	0	0	0	1	0	0
1100	60	0	54	2	3	1	0	0	0	0	0
1115	61	1	58	0	2	0	0	0	0	0	0
1130	61	0	52	2	4	0	1	0	0	2	0
1145	57	0	52	1	3	0	0	0	1	0	0
1200	42	1	38	0	3	0	0	0	0	0	0
1215	67	1	61	1	3	0	0	0	1	0	0
1230	60	1	57	0	2	0	0	0	0	0	0

0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	3	0	3	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	2	0	1	1	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	6	0	6	0	0	0	0	0	0	0	0
0600	9	0	7	0	2	0	0	0	0	0	0
0615	8	0	8	0	0	0	0	0	0	0	0
0630	14	0	14	0	0	0	0	0	0	0	0
0645	7	0	5	0	1	0	0	0	0	1	0
0700	11	0	10	0	1	0	0	0	0	0	0
0715	11	0	11	0	0	0	0	0	0	0	0
0730	12	0	12	0	0	0	0	0	0	0	0
0745	14	0	13	0	1	0	0	0	0	0	0
0800	12	0	12	0	0	0	0	0	0	0	0
0815	26	0	25	0	1	0	0	0	0	0	0
0830	26	0	24	0	2	0	0	0	0	0	0
0845	28	0	27	0	1	0	0	0	0	0	0
0900	29	1	24	2	2	0	0	0	0	0	0
0915	37	0	35	0	1	1	0	0	0	0	0
0930	52	0	52	0	0	0	0	0	0	0	0
0945	53	0	48	0	5	0	0	0	0	0	0
1000	46	0	44	0	2	0	0	0	0	0	0
1015	41	0	35	3	2	0	0	0	0	1	0
1030	51	1	48	0	2	0	0	0	0	0	0
1045	31	3	26	1	0	0	0	0	1	0	0
1100	35	1	33	1	0	0	0	0	0	0	0
1115	53	0	49	1	3	0	0	0	0	0	0
1130	59	0	54	2	2	0	0	0	1	0	0
1145	44	0	41	0	2	0	0	0	0	0	1
1200	56	1	47	1	6	1	0	0	0	0	0
1215	51	0	50	1	0	0	0	0	0	0	0
1230	59	0	57	1	1	0	0	0	0	0	0
1245	42	2	38	1	0	0	0	0	0	1	0
1300	52	3	48	0	1	0	0	0	0	0	0
1315	46	0	42	1	3	0	0	0	0	0	0
1330	44	0	41	2	1	0	0	0	0	0	0
1345	37	1	33	1	2	0	0	0	0	0	0
1400	39	0	38	0	1	0	0	0	0	0	0
1415	47	1	44	0	2	0	0	0	0	0	0
1430	53	0	51	1	1	0	0	0	0	0	0
1445	52	1	46	1	4	0	0	0	0	0	0
1500	42	0	39	1	1	0	0	0	1	0	0
1515	45	0	42	0	3	0	0	0	0	0	0
1530	47	0	45	0	1	1	0	0	0	0	0
1545	46	0	44	0	2	0	0	0	0	0	0
1600	31	1	30	0	0	0	0	0	0	0	0
1615	42	0	38	0	3	0	0	0	0	1	0
1630	38	0	38	0	0	0	0	0	0	0	0
1645	30	0	30	0	0	0	0	0	0	0	0
1700	34	0	31	2	0	0	0	0	1	0	0
1715	25	0	23	0	2	0	0	0	0	0	0
1730	22	0	21	0	1	0	0	0	0	0	0
1745	24	0	23	0	1	0	0	0	0	0	0
1800	26	0	25	1	0	0	0	0	0	0	0

1815	25	0	25	0	0	0	0	0	0	0	0	0
1830	31	0	29	0	2	0	0	0	0	0	0	0
1845	19	0	19	0	0	0	0	0	0	0	0	0
1900	15	0	14	0	1	0	0	0	0	0	0	0
1915	13	0	13	0	0	0	0	0	0	0	0	0
1930	18	0	17	0	1	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0
2015	17	0	16	0	1	0	0	0	0	0	0	0
2030	11	0	10	0	1	0	0	0	0	0	0	0
2045	9	0	8	0	1	0	0	0	0	0	0	0
2100	8	0	7	0	1	0	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	0
2215	3	0	2	0	0	1	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1776	16	1660	24	65	3	0	0	4	3	1	
06-22	1936	16	1810	24	74	3	0	0	4	4	1	
06-00	1960	16	1833	24	74	4	0	0	4	4	1	
00-00	2027	16	1898	25	75	4	0	0	4	4	1	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	0	0	0	0	0	0	1
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	11	0	9	0	0	0	0	0	1	1	0
0415	3	0	3	0	0	0	0	0	0	0	0
0430	10	0	8	0	1	0	0	0	0	0	1
0445	8	0	8	0	0	0	0	0	0	0	0
0500	22	0	21	0	0	0	0	0	0	0	1
0515	21	0	15	0	1	0	0	0	0	4	1
0530	24	0	19	0	1	0	0	0	1	3	0
0545	23	0	17	0	0	1	0	0	1	2	2
0600	30	0	25	0	2	0	0	0	1	2	0
0615	41	0	33	0	2	0	0	0	1	5	0
0630	51	0	46	0	3	0	0	0	1	1	0
0645	63	0	54	0	7	0	0	0	1	1	0
0700	67	1	57	0	3	0	1	0	0	2	3
0715	70	0	61	0	6	0	0	0	0	1	2

2345	2	0	1	0	1	0	0	0	0	0	0
07-19	2489	5	2058	22	233	14	33	2	16	43	63
06-22	2841	5	2368	23	255	15	33	2	21	54	65
06-00	2874	5	2398	23	257	15	33	2	21	55	65
00-00	3013	5	2514	23	260	16	33	2	24	65	71

14 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0
0115	3	0	2	0	0	0	0	0	1	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	1	0	0	0	0	0	0	1	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	4	0	3	0	0	0	0	0	1	0	0
0400	4	0	3	0	0	0	0	0	0	1	0
0415	5	0	3	0	0	0	0	0	0	1	1
0430	7	0	5	0	1	0	0	0	0	1	0
0445	9	0	7	0	1	0	0	0	0	1	0
0500	11	0	9	0	1	0	0	0	0	1	0
0515	20	0	10	0	0	0	0	0	0	5	5
0530	26	0	21	0	1	0	0	0	0	1	3
0545	25	0	16	1	3	0	0	0	0	3	2
0600	31	0	27	0	1	0	0	0	0	3	0
0615	39	1	31	0	2	0	0	0	1	3	1
0630	53	1	46	0	3	0	0	0	0	1	2
0645	56	0	47	0	5	0	0	0	1	2	1
0700	66	0	60	0	3	0	0	0	1	1	1
0715	86	0	75	0	5	0	0	1	2	2	1
0730	107	0	89	1	10	0	4	0	0	2	1
0745	75	0	61	1	8	0	1	0	0	2	2
0800	85	0	74	2	6	0	0	0	0	2	1
0815	95	0	83	0	11	0	1	0	0	0	0
0830	90	0	74	0	9	0	0	0	2	3	2
0845	54	0	47	0	3	0	1	0	1	0	2
0900	45	0	35	1	4	0	3	1	1	0	0
0915	55	0	42	0	6	0	1	0	1	3	2
0930	52	0	43	0	3	2	0	0	1	3	0
0945	56	0	47	0	3	0	4	0	2	0	0
1000	42	0	32	0	6	1	1	0	0	2	0
1015	38	0	25	2	7	2	0	0	0	1	1
1030	35	0	28	0	5	0	1	0	0	1	0
1045	42	1	36	0	3	0	0	0	0	2	0
1100	49	1	38	0	4	0	1	0	0	3	2
1115	42	0	31	0	6	1	1	0	2	1	0
1130	37	0	28	0	5	0	0	0	0	4	0
1145	33	0	23	1	6	0	0	0	0	2	1
1200	44	1	36	0	3	0	0	0	1	0	3
1215	45	0	34	0	6	0	0	0	1	2	2
1230	38	1	29	1	3	1	2	0	0	0	1
1245	55	1	42	1	6	0	4	0	0	0	1

1300	41	0	35	0	3	0	0	1	0	1	1
1315	44	1	34	1	7	0	0	0	0	0	1
1330	49	0	36	0	6	2	0	0	1	2	2
1345	44	0	35	0	8	1	0	0	0	0	0
1400	52	0	38	0	10	0	1	0	0	1	2
1415	40	0	34	1	3	0	2	0	0	0	0
1430	45	0	35	1	1	1	5	0	0	0	2
1445	50	0	41	0	5	2	1	0	0	1	0
1500	55	0	42	0	9	0	0	0	0	2	2
1515	50	0	47	1	0	0	1	0	0	0	1
1530	56	0	48	0	5	0	0	0	1	0	2
1545	45	0	39	1	4	0	0	0	1	0	0
1600	65	0	51	1	10	0	0	0	1	1	1
1615	52	0	47	0	2	1	0	0	0	1	1
1630	55	2	45	0	6	0	1	0	0	1	0
1645	58	0	51	0	5	0	0	0	0	1	1
1700	50	0	42	0	6	0	0	1	0	1	0
1715	54	0	48	0	4	0	1	0	1	0	0
1730	37	0	35	0	1	0	0	0	0	0	1
1745	47	1	41	0	4	1	0	0	0	0	0
1800	48	0	45	0	1	0	0	0	0	1	1
1815	34	0	29	0	2	0	0	0	0	2	1
1830	35	0	33	0	0	0	0	0	1	0	1
1845	36	0	36	0	0	0	0	0	0	0	0
1900	23	0	21	1	0	0	0	0	0	0	1
1915	18	0	16	0	1	0	0	0	0	0	1
1930	13	0	13	0	0	0	0	0	0	0	0
1945	19	0	17	1	1	0	0	0	0	0	0
2000	17	0	15	0	2	0	0	0	0	0	0
2015	8	0	8	0	0	0	0	0	0	0	0
2030	14	0	14	0	0	0	0	0	0	0	0
2045	18	0	16	0	2	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0
2130	15	0	11	0	2	0	0	0	0	1	1
2145	5	0	5	0	0	0	0	0	0	0	0
2200	9	0	9	0	0	0	0	0	0	0	0
2215	12	0	12	0	0	0	0	0	0	0	0
2230	2	0	1	0	0	0	0	0	0	0	1
2245	2	0	1	0	0	0	0	0	0	1	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	1	0	1	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0
07-19	2508	9	2079	16	233	15	37	4	21	51	43
06-22	2858	11	2387	18	252	15	37	4	23	61	50
06-00	2888	11	2414	18	253	15	37	4	23	62	51
00-00	3010	11	2498	19	261	15	37	4	25	77	63

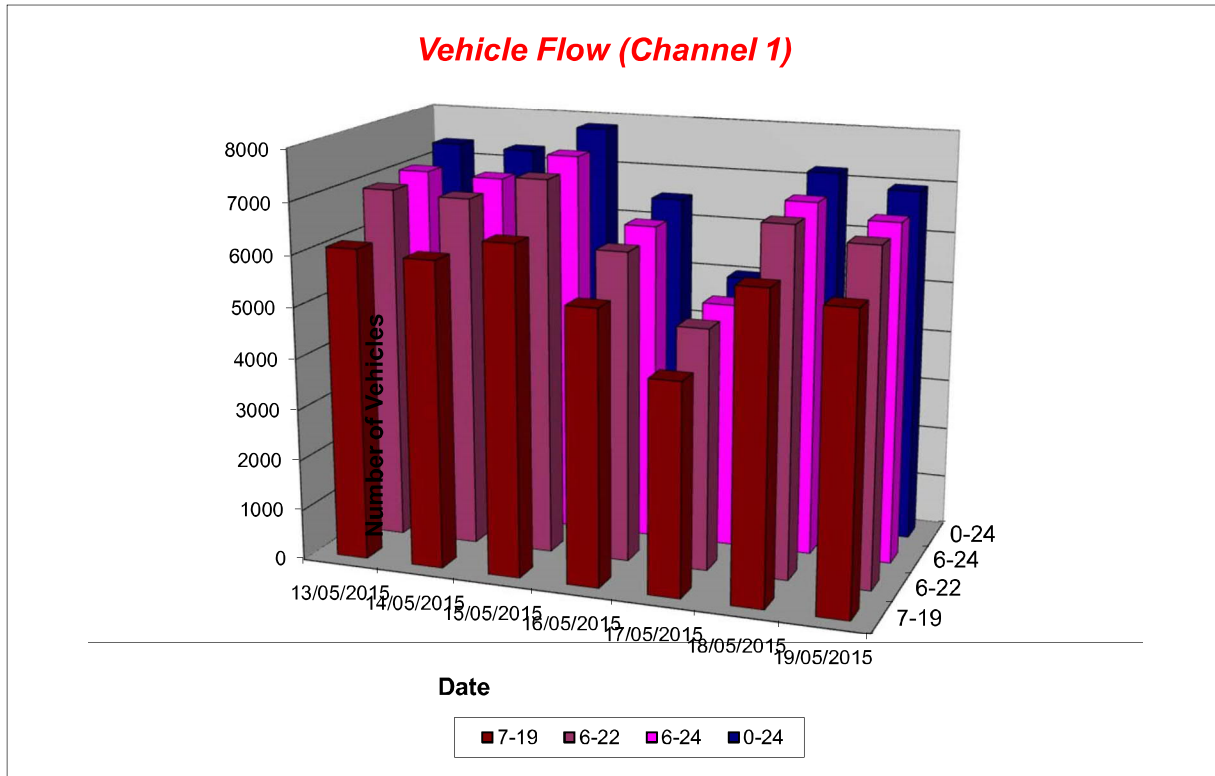
Site 3 - A18 Station Road

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	13/05/2015	14/05/2015	15/05/2015	16/05/2015	17/05/2015	18/05/2015	19/05/2015	5 Day Ave	7 Day Ave
	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday		
1	15	21	15	36	41	17	11	16	22
2	15	10	16	30	21	11	11	13	16
3	14	10	18	19	6	16	12	14	14
4	21	14	17	14	18	24	22	20	19
5	43	46	46	35	25	51	59	49	44
6	207	215	195	113	65	175	195	197	166
7	253	242	263	100	81	251	235	249	204
8	648	635	588	185	109	570	585	605	474
9	859	825	797	393	169	858	827	833	675
10	524	510	509	508	343	465	430	488	470
11	457	481	508	586	468	432	430	462	480
12	454	429	510	582	474	458	408	452	474
13	473	456	493	553	483	426	445	459	476
14	448	464	478	526	482	482	431	461	473
15	411	451	536	521	456	410	460	454	464
16	445	452	537	433	332	393	429	451	432
17	475	471	523	385	294	563	477	502	455
18	508	459	498	336	273	511	470	489	436
19	399	371	452	355	269	416	364	400	375
20	244	277	293	260	207	235	252	260	253
21	156	182	209	187	190	195	171	183	184
22	190	167	142	165	113	142	128	154	150
23	76	84	110	118	67	81	80	86	88
24	29	41	82	65	27	41	34	45	46
7-19	6101	6004	6429	5363	4152	5984	5756	6055	5684
6-22	6944	6872	7336	6075	4743	6807	6542	6900	6474
6-24	7049	6997	7528	6258	4837	6929	6656	7032	6608
0-24	7364	7313	7835	6505	5013	7223	6966	7340	6888



Site 3 - A18 Station Road

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday
1	35.7	35.5	34.9	34.2	34.8	33.8	37.4
2	36.1	35.2	32.2	34.7	34.6	36.8	34.4
3	35.0	33.7	33.5	35.5	37.0	36.9	32.7
4	35.3	31.5	32.2	36.5	33.5	34.5	34.6
5	33.7	32.6	33.5	34.8	33.3	32.7	32.7
6	33.9	32.8	33.2	33.8	34.2	34.3	33.8
7	34.0	32.7	32.8	35.7	34.9	33.2	33.8
8	30.7	31.0	31.4	33.7	34.4	31.3	31.3
9	29.4	29.6	29.5	31.9	32.5	29.0	28.6
10	30.3	29.8	30.3	32.2	31.8	30.7	30.4
11	30.9	30.0	30.7	31.0	31.6	30.4	30.8
12	29.6	30.8	30.6	30.5	31.4	30.1	30.8
13	30.3	30.0	30.2	31.9	31.5	30.3	30.8
14	32.1	30.6	30.8	31.4	32.1	30.4	31.6
15	31.7	31.3	31.0	31.8	32.1	30.8	31.3
16	31.2	31.4	31.0	31.8	33.1	32.3	30.9
17	32.0	31.4	31.8	33.1	33.6	32.5	31.5
18	32.3	31.5	31.7	32.5	33.6	32.5	31.9
19	33.1	33.0	33.0	33.2	33.5	32.9	32.0
20	32.4	32.1	33.2	33.0	33.5	33.8	32.6
21	34.3	31.6	33.4	32.8	33.4	34.1	34.0
22	33.4	33.2	33.1	33.2	33.7	33.2	31.8
23	33.0	34.0	33.9	33.3	34.4	33.5	33.5
24	33.4	34.3	33.4	33.8	37.1	33.8	36.0

10-12	30.6	29.9	30.5	31.6	31.7	30.6	30.6
14-16	31.9	31.0	30.9	31.8	32.1	30.6	31.9
0-24	32.7	32.1	32.1	32.2	32.6	32.7	32.5

7 Day Ave 32.7

85th Percentile

Hr Ending	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday
1	38.7	40.7	38.3	39.8	42.9	36.7	43.4
2	43.8	-	36.7	41.6	40.0	39.1	40.3
3	39.1	-	37.8	39.4	-	42.1	34.7
4	42.1	39.1	37.1	42.1	38.0	37.4	38.0
5	37.1	36.7	37.6	40.3	38.3	37.6	37.1
6	38.5	37.8	38.0	38.5	38.0	38.7	39.1
7	38.7	38.3	38.3	40.3	39.8	36.9	38.5
8	35.1	35.1	35.6	37.8	38.9	35.3	35.6
9	33.8	33.3	33.6	35.6	36.7	33.6	33.3
10	34.7	33.8	34.0	35.6	35.8	34.2	34.2
11	34.9	33.6	34.9	34.7	35.3	34.0	34.4
12	34.0	34.7	35.1	34.7	34.9	33.3	34.7
13	34.7	33.8	34.9	36.0	35.3	33.8	35.1
14	35.8	34.0	35.3	34.4	35.6	34.2	35.1
15	35.1	34.9	34.7	35.6	36.2	34.7	34.7
16	35.3	35.3	35.1	35.6	37.1	35.8	35.1
17	35.8	35.1	35.8	36.9	37.4	36.0	35.1
18	36.0	35.3	35.1	36.2	37.8	36.5	35.6
19	37.4	37.1	36.7	38.0	37.1	36.2	36.0
20	37.4	36.9	37.4	36.7	37.8	38.3	36.9
21	38.3	36.7	36.7	36.9	37.8	38.9	38.5
22	37.8	37.4	37.8	37.4	38.5	36.7	36.0
23	37.6	38.3	38.5	37.1	38.5	37.8	39.1
24	36.9	38.7	38.3	37.8	41.8	39.1	39.4

10-12	34.8	33.7	34.5	35.2	35.6	34.1	34.3
14-16	35.5	34.5	35.0	35.0	35.6	34.5	34.8
0-24	37.0	36.2	36.4	37.3	37.8	36.5	36.7

7 Day Ave 36.9

Site 3 - A18 Station Road

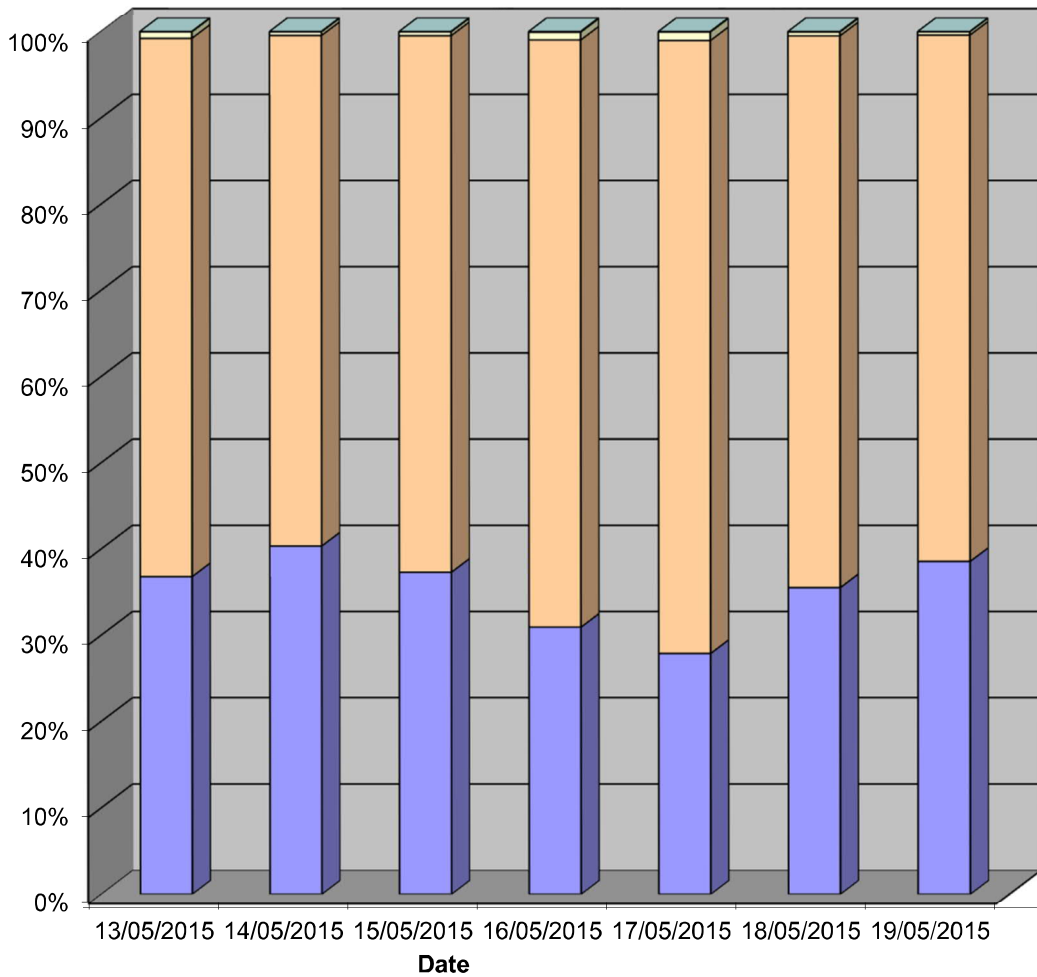
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday
0-30	2708	2949	2921	2011	1397	2564	2685
31-45	4599	4331	4877	4431	3564	4624	4253
46-60	55	31	35	59	50	32	27
61+	2	2	2	4	2	3	1
TOTAL	7364	7313	7835	6505	5013	7223	6966

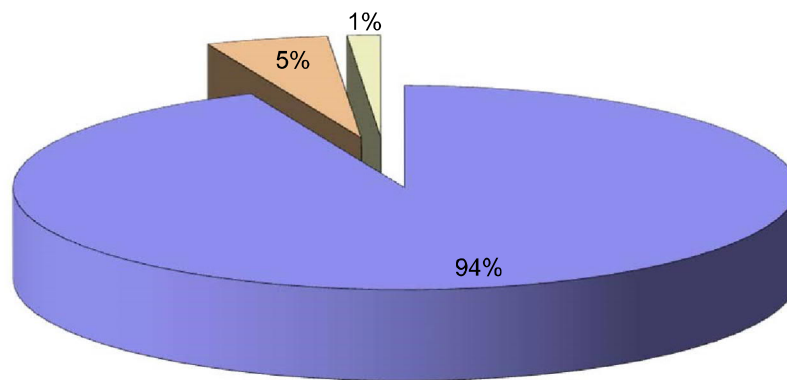
Speed Summary (MPH)



Site 3 - A18 Station Road

Channel 1 - Eastbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1,2,3	OGV1 / Bus - 4,5,7	OGV2 - 6,8,9,10,11,12	TOTAL - 1-12	
13/05/2015					
7-19	5589	392	114	6095	
6-22	6386	427	124	6937	
6-24	6487	431	124	7042	
0-24	6771	446	140	7357	
14/05/2015					
7-19	5558	353	84	5995	
6-22	6377	394	92	6863	
6-24	6498	397	93	6988	
0-24	6784	408	112	7304	
15/05/2015					
7-19	5928	390	106	6424	
6-22	6790	429	111	7330	
6-24	6976	435	111	7522	
0-24	7257	445	127	7829	
16/05/2015					
7-19	5150	181	30	5361	
6-22	5840	200	33	6073	
6-24	6017	206	33	6256	
0-24	6254	213	36	6503	
17/05/2015					
7-19	4029	96	22	4147	
6-22	4598	114	25	4737	
6-24	4691	115	25	4831	
0-24	4858	123	26	5007	
18/05/2015					
7-19	5536	350	83	5969	
6-22	6314	385	91	6790	
6-24	6429	389	93	6911	
0-24	6703	403	99	7205	
19/05/2015					
7-19	5298	348	102	5748	
6-22	6048	377	109	6534	
6-24	6159	379	110	6648	
0-24	6450	390	118	6958	
Average					
7-19	5298	301	77	5677	
6-22	6050	332	84	6466	
6-24	6180	336	84	6600	
0-24	6440	347	94	6880	

Total Vehicle Class Distribution



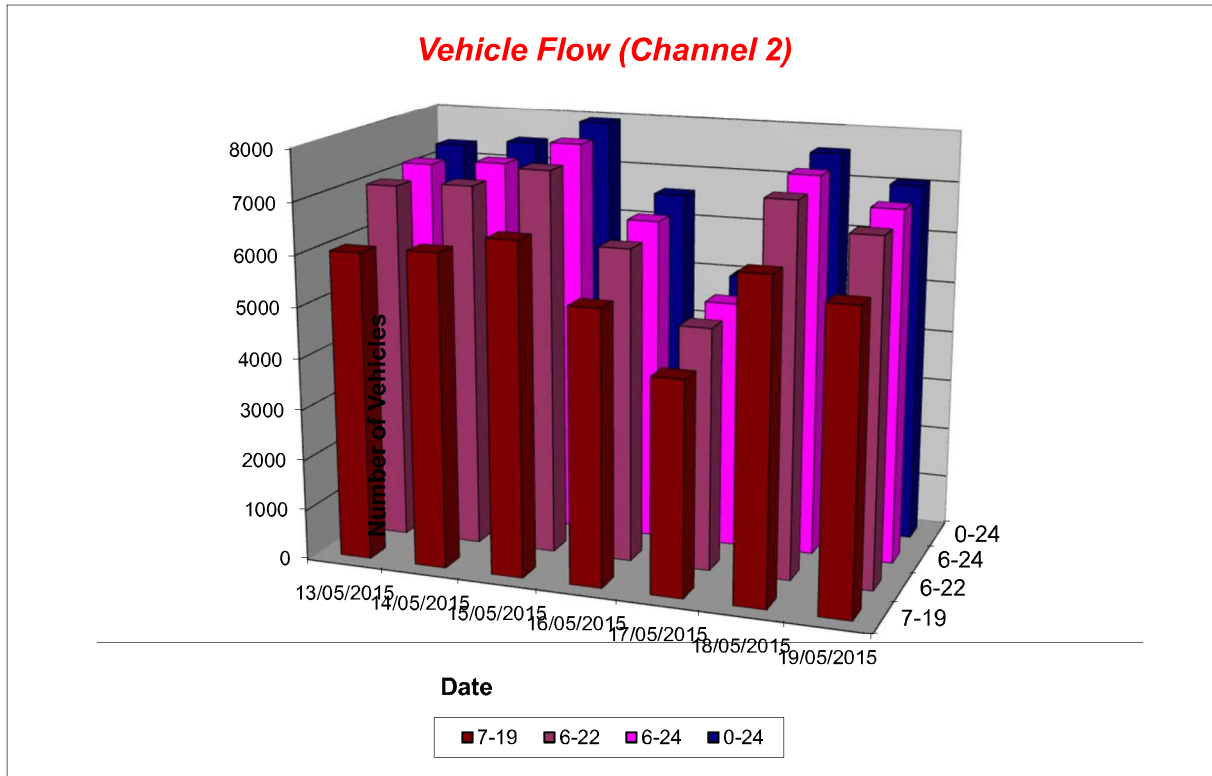
Site 3 - A18 Station Road

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday	5 Day Ave	7 Day Ave
1	16	23	24	61	58	19	25	21	32
2	10	18	19	27	28	14	16	15	19
3	8	9	17	28	11	8	13	11	13
4	11	11	21	26	15	10	14	13	15
5	22	23	25	25	19	20	17	21	22
6	79	88	85	71	39	90	82	85	76
7	167	182	155	74	49	144	167	163	134
8	343	322	329	122	87	329	348	334	269
9	362	344	357	179	106	347	355	353	293
10	359	323	360	277	167	334	295	334	302
11	352	429	363	407	279	366	322	366	360
12	433	414	514	486	440	410	401	434	443
13	512	463	526	647	461	469	404	475	497
14	487	490	543	550	545	474	470	493	508
15	556	593	725	600	545	553	520	589	585
16	574	602	670	564	553	578	582	601	589
17	797	867	837	583	447	858	833	838	746
18	790	811	782	541	305	969	808	832	715
19	464	486	482	401	254	534	464	486	441
20	359	328	347	288	209	394	337	353	323
21	266	267	293	227	178	305	214	269	250
22	202	195	223	187	127	187	193	200	188
23	134	122	171	133	77	121	134	136	127
24	37	63	88	91	32	64	53	61	61
7-19	6029	6144	6488	5357	4189	6221	5802	6137	5747
6-22	7023	7116	7506	6133	4752	7251	6713	7122	6642
6-24	7194	7301	7765	6357	4861	7436	6900	7319	6831
0-24	7340	7473	7956	6595	5031	7597	7067	7487	7008



Site 3 - A18 Station Road

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday
1	36.0	37.2	36.3	33.7	35.8	35.4	37.8
2	33.5	35.2	35.7	33.6	35.1	35.0	36.7
3	35.0	36.1	38.6	38.1	35.7	35.0	37.3
4	34.1	36.1	37.4	36.7	39.2	35.2	34.7
5	38.3	39.0	37.9	37.5	34.7	40.2	35.6
6	37.3	35.2	36.9	36.9	35.9	36.8	37.4
7	35.0	35.2	35.5	36.4	34.6	34.7	36.0
8	34.3	33.2	32.8	35.2	35.9	32.9	32.6
9	31.6	32.9	32.4	33.4	34.2	32.5	32.7
10	32.0	32.2	31.6	33.0	32.5	32.2	32.4
11	32.6	31.8	31.6	32.2	32.1	31.6	31.6
12	31.2	31.4	31.5	31.4	31.3	30.9	31.4
13	31.9	31.5	32.3	31.6	31.5	31.4	31.4
14	32.2	32.1	32.0	30.7	31.4	30.9	31.9
15	31.7	31.0	31.5	31.8	32.3	31.5	32.3
16	32.3	31.5	31.7	31.7	32.9	31.9	31.2
17	32.1	31.4	30.7	32.2	33.3	31.9	31.3
18	32.6	31.6	31.6	32.7	34.4	31.5	30.7
19	33.8	32.8	33.4	33.2	34.4	33.7	33.4
20	34.0	32.6	33.6	33.3	34.6	33.3	33.1
21	33.6	32.6	33.3	34.6	33.8	33.9	34.1
22	33.6	33.8	32.8	33.3	33.4	33.6	33.5
23	34.5	34.4	33.8	34.3	33.9	34.0	33.2
24	34.9	34.6	35.7	33.1	36.6	35.1	33.8

10-12	32.3	32.0	31.6	32.6	32.3	31.9	32.0
14-16	32.0	31.6	31.8	31.3	31.8	31.2	32.1
0-24	32.7	32.8	32.8	32.8	34.1	32.5	32.6

7 Day Ave 33.7

85th Percentile

Hr Ending	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday
1	46.3	41.8	41.2	38.9	41.8	38.5	46.1
2	-	41.2	40.7	37.1	42.3	39.8	43.4
3	-	-	42.7	42.7	37.8	-	41.8
4	35.3	39.8	43.6	42.7	45.9	-	38.9
5	45.4	45.0	43.4	42.3	38.0	48.5	38.7
6	41.6	40.5	42.5	43.2	41.4	41.6	42.5
7	40.7	39.8	41.8	42.3	40.5	38.7	40.3
8	38.7	37.4	36.9	39.1	40.0	36.7	36.7
9	35.8	36.9	36.7	37.6	38.0	36.5	36.7
10	36.0	36.0	35.6	36.5	37.8	35.8	35.6
11	36.5	35.3	35.3	35.6	35.6	34.4	35.3
12	34.7	34.4	35.3	35.1	34.0	34.0	34.4
13	35.1	35.1	36.2	34.9	35.1	34.7	35.1
14	35.8	35.6	36.0	34.2	35.1	34.0	35.8
15	35.1	34.4	35.1	34.7	36.0	34.4	35.8
16	35.3	34.9	35.3	35.1	36.5	35.3	34.4
17	35.1	34.2	34.4	35.3	36.9	35.3	34.4
18	36.5	34.9	34.4	35.8	38.7	35.1	33.8
19	37.8	36.5	37.1	37.4	38.3	36.9	37.1
20	38.3	37.1	37.1	36.9	39.1	37.1	36.5
21	37.8	36.9	36.9	39.6	38.3	37.6	37.8
22	37.4	38.0	36.7	38.3	38.3	38.0	38.3
23	38.5	39.6	37.6	38.9	38.9	38.7	37.8
24	39.8	38.9	42.5	36.2	44.1	39.8	38.9

10-12	36.3	35.7	35.5	36.1	36.7	35.1	35.5
14-16	35.5	35.0	35.6	34.5	35.6	34.2	35.8
0-24	37.9	37.6	38.1	37.9	38.7	37.3	37.8

7 Day Ave 37.9

Site 3 - A18 Station Road

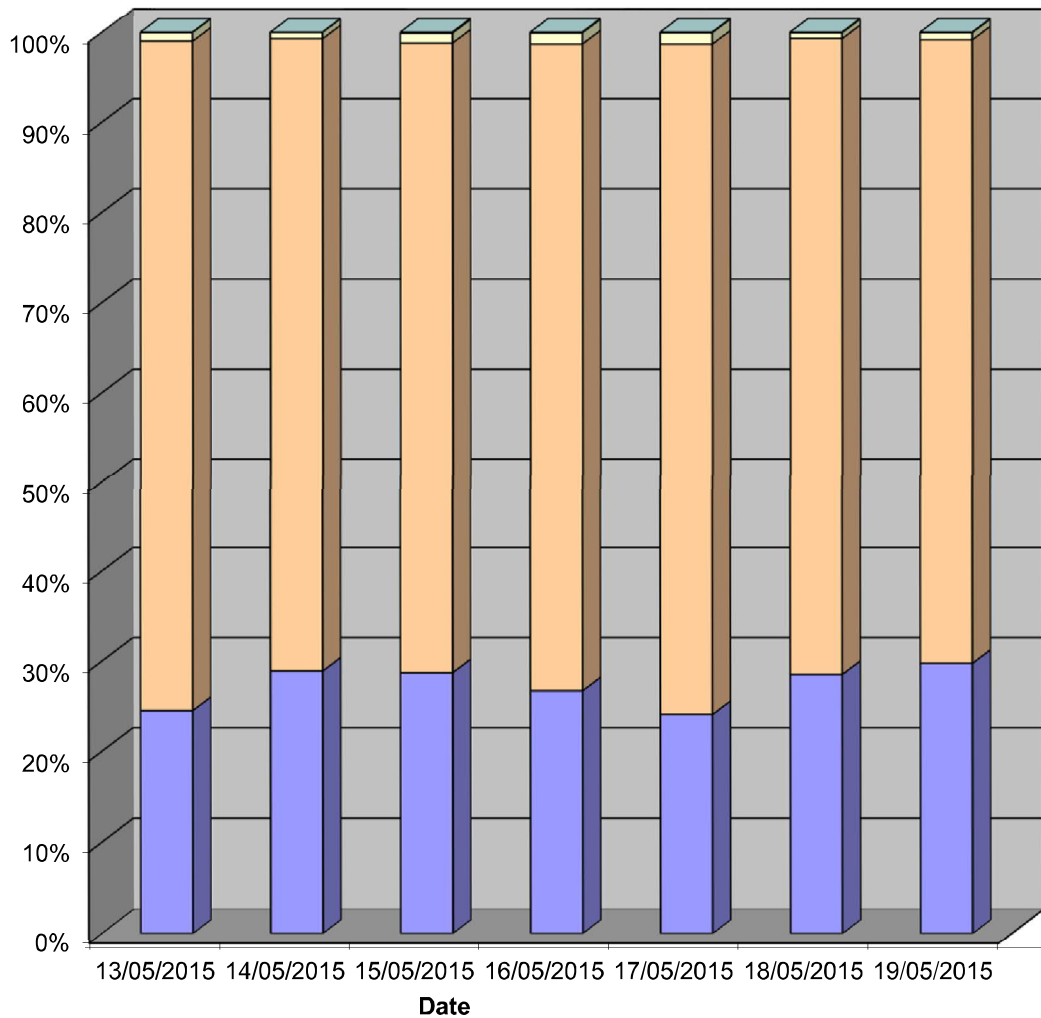
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	13/05/2015 Wednesday	14/05/2015 Thursday	15/05/2015 Friday	16/05/2015 Saturday	17/05/2015 Sunday	18/05/2015 Monday	19/05/2015 Tuesday
0-30	1800	2160	2285	1762	1212	2168	2104
31-45	5467	5259	5575	4747	3753	5376	4904
46-60	72	54	89	82	64	50	57
61-+	1	0	7	4	2	3	2
TOTAL	7340	7473	7956	6595	5031	7597	7067

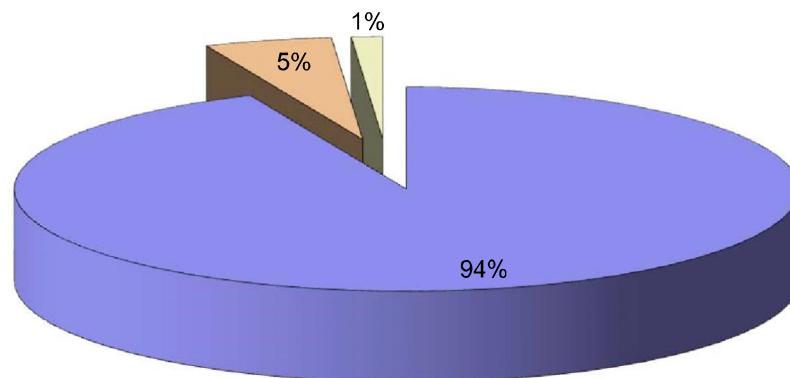
Speed Summary (MPH)



Site 3 - A18 Station Road

Channel 2 - Westbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1,2,3	OGV1 / Bus - 4,5,7	OGV2 - 6,8,9,10,11,12	TOTAL - 1-12	
13/05/2015					
7-19	5511	411	102	6024	
6-22	6451	454	113	7018	
6-24	6615	460	114	7189	
0-24	6752	463	120	7335	
14/05/2015					
7-19	5633	411	97	6141	
6-22	6565	444	104	7113	
6-24	6743	447	108	7298	
0-24	6901	456	113	7470	
15/05/2015					
7-19	5959	414	109	6482	
6-22	6932	451	117	7500	
6-24	7186	456	117	7759	
0-24	7355	467	128	7950	
16/05/2015					
7-19	5146	174	27	5347	
6-22	5898	197	28	6123	
6-24	6116	201	30	6347	
0-24	6344	205	36	6585	
17/05/2015					
7-19	4053	104	24	4181	
6-22	4602	118	24	4744	
6-24	4708	121	24	4853	
0-24	4874	125	24	5023	
18/05/2015					
7-19	5740	388	91	6219	
6-22	6729	422	98	7249	
6-24	6906	429	99	7434	
0-24	7056	436	103	7595	
19/05/2015					
7-19	5342	378	80	5800	
6-22	6211	411	89	6711	
6-24	6389	417	92	6898	
0-24	6543	423	98	7064	
Average					
7-19	5341	326	76	5742	
6-22	6198	357	82	6637	
6-24	6380	362	83	6825	
0-24	6546	368	89	7003	

Total Vehicle Class Distribution

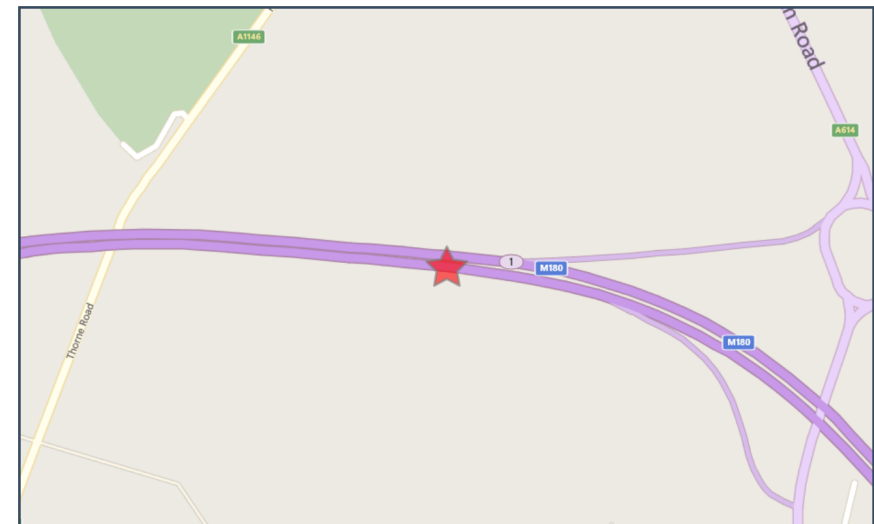


ANNEX C: ACCIDENT DATA



Crash Date: Wednesday, April 15, 2015 **Time of Crash:** 8:37:00 AM **Crash Reference:** 201514A053115

Highest Injury Severity:	Slight	Road Number:	M180	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	468158 411087
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		3 Male	26 - 35	Vehicle is changing lane to the right (including slip road)	Offside	Journey as part of work	None	Central crash barrier
1	Car (excluding private hire)		6 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

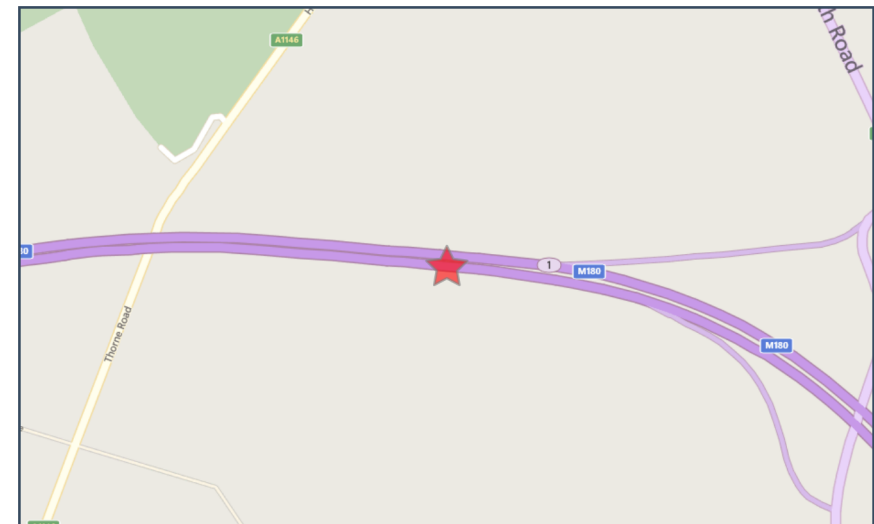
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Crash Date:	Wednesday, September 23, 2015	Time of Crash: 8:50:00 AM	Crash Reference: 201514A172615
Highest Injury Severity:	Serious	Road Number: M180	Number of Casualties: 1
Highway Authority:	Doncaster		Number of Vehicles: 2
Local Authority:	Doncaster		OS Grid Reference: 468100 411092
Weather Description:	Fine without high winds		
Road Surface Description:	Dry		
Speed Limit:	70		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	Not at or within 20 metres of junction		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Dual carriageway		
Junction Control:	Not Applicable		



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		9 Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Goods vehicle 7.5 tonnes mgw and over		-1 Male	36 - 45	Vehicle is changing lane to the right (including slip road)	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

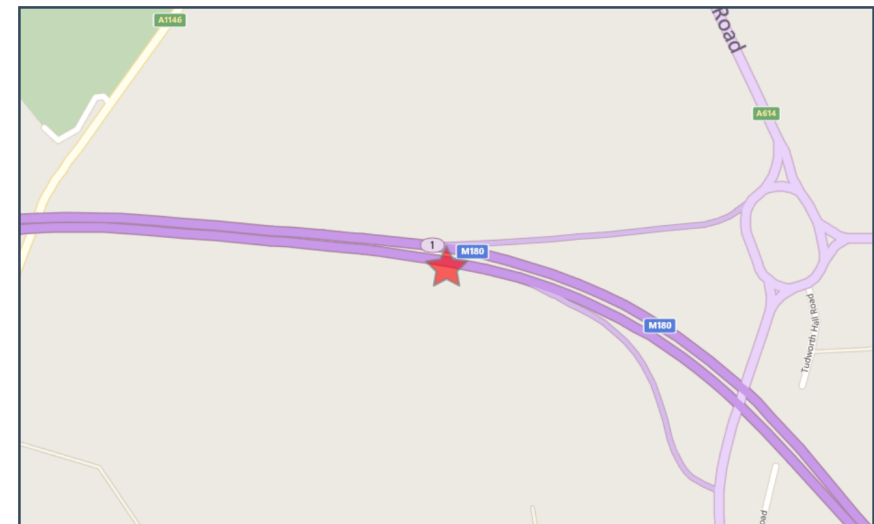
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Crash Date: Thursday, August 25, 2016 **Time of Crash:** 8:18:00 AM **Crash Reference:** 2016140102952

Highest Injury Severity:	Slight	Road Number:	M180	Number of Casualties:	3
Highway Authority:	Doncaster			Number of Vehicles:	1
Local Authority:	Doncaster			OS Grid Reference:	468281 411066
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Central crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

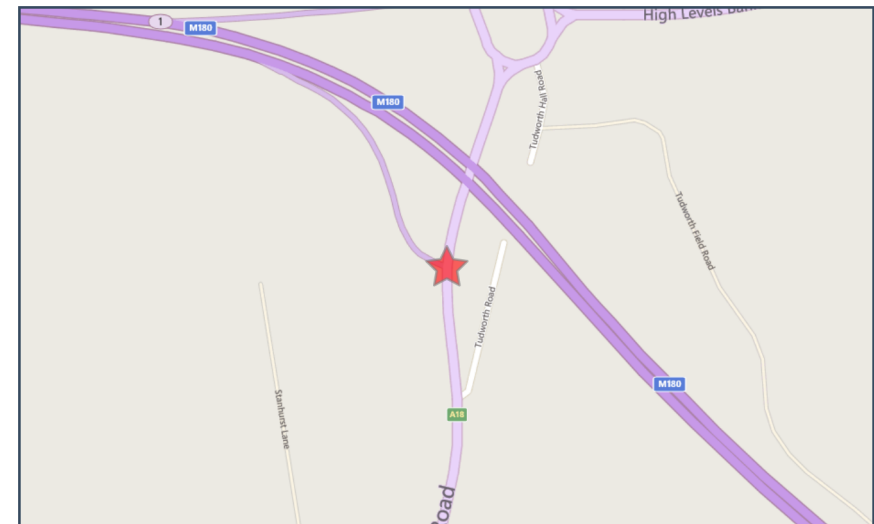
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Crash Date: Friday, March 27, 2015 **Time of Crash:** 12:55:00 PM **Crash Reference:** 201514A043715

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	Doncaster	Number of Vehicles:	2	OS Grid Reference:	468708 410723
Local Authority:	Doncaster				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		6 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		2 Male	Over 75	Vehicle is performing a U turn	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
	2	2 Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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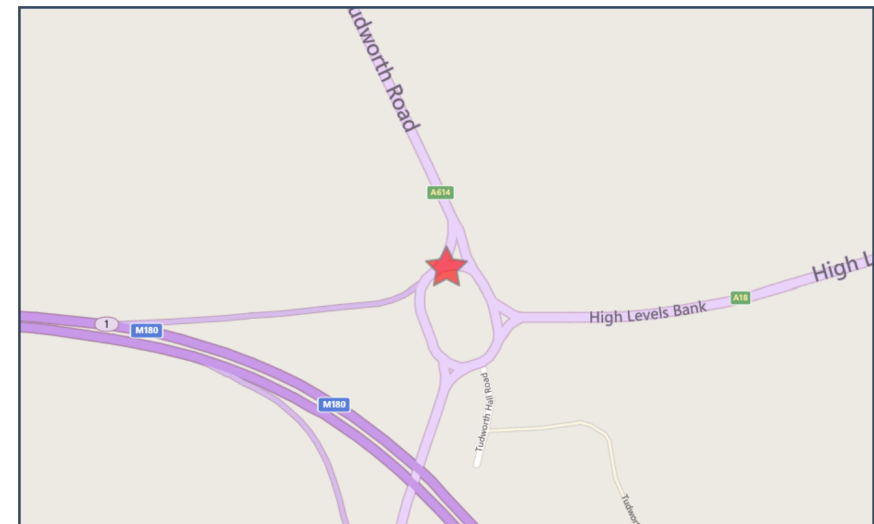
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2019 data is provisional and is subject to change

Crash Date: Saturday, June 08, 2019 **Time of Crash:** 3:44:00 PM **Crash Reference:** 2019140846123

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	1
Local Authority:	Doncaster			OS Grid Reference:	468785 411190
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	45-54	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16-24	Unknown or other	Unknown or other

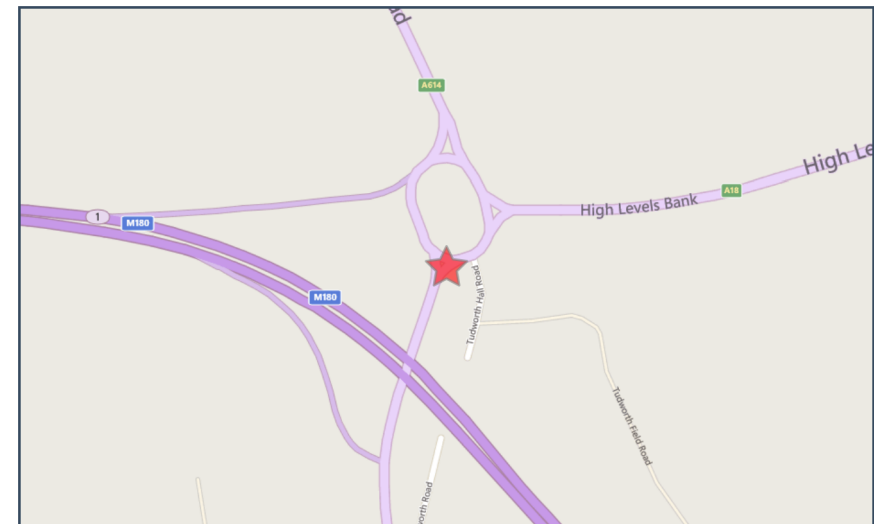
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Crash Date: Sunday, November 08, 2015 **Time of Crash:** 4:26:00 PM **Crash Reference:** 201514A199215

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster	Number of Vehicles:	1	OS Grid Reference:	468801 411027
Local Authority:	Doncaster				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	56 - 65	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

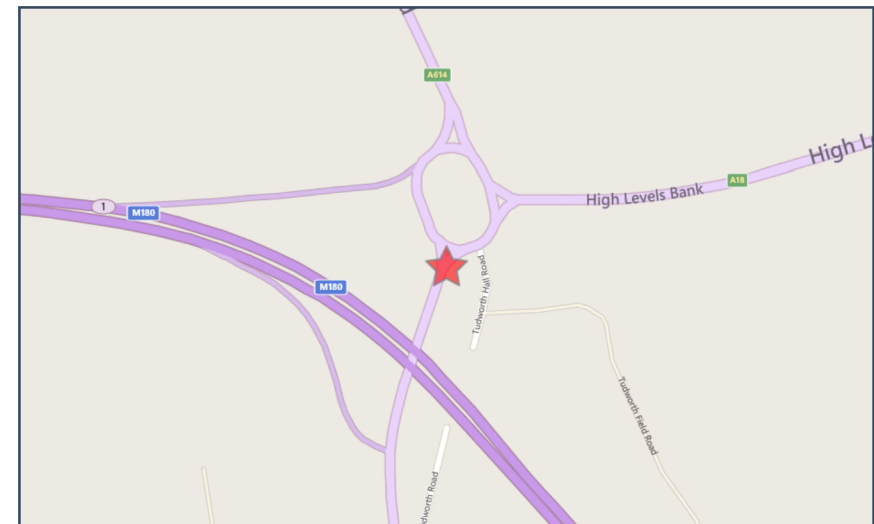
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Crash Date: Tuesday, December 08, 2015 **Time of Crash:** 11:04:00 AM **Crash Reference:** 201514A183715

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	468792 411011
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle 7.5 tonnes mgw and over	10	Male	56 - 65	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None
1	Motorcycle over 500cc	2	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	Parked vehicle	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

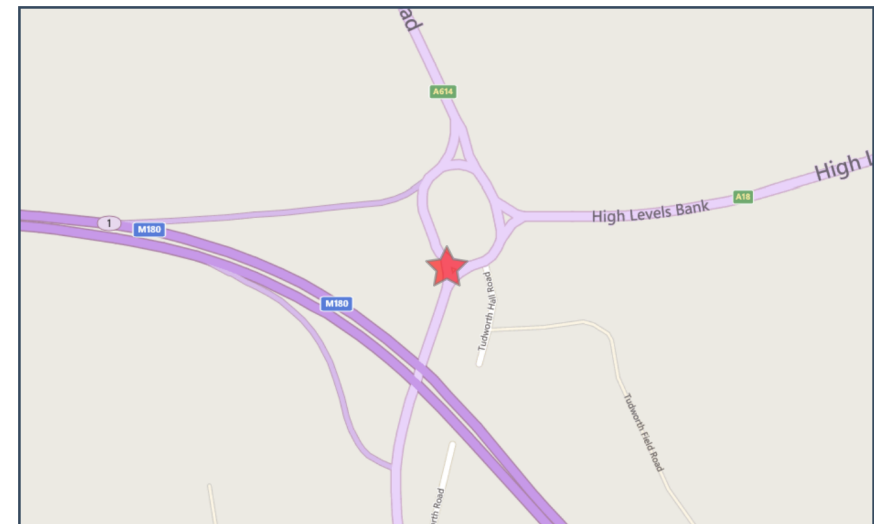
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Crash Date: Tuesday, July 11, 2017 **Time of Crash:** 1:28:00 PM **Crash Reference:** 2017140202336

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	1
Local Authority:	Doncaster			OS Grid Reference:	468784 411034
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	2	Male	21 - 25	Vehicle is slowing down or stopping	Offside	Commuting to/from work	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

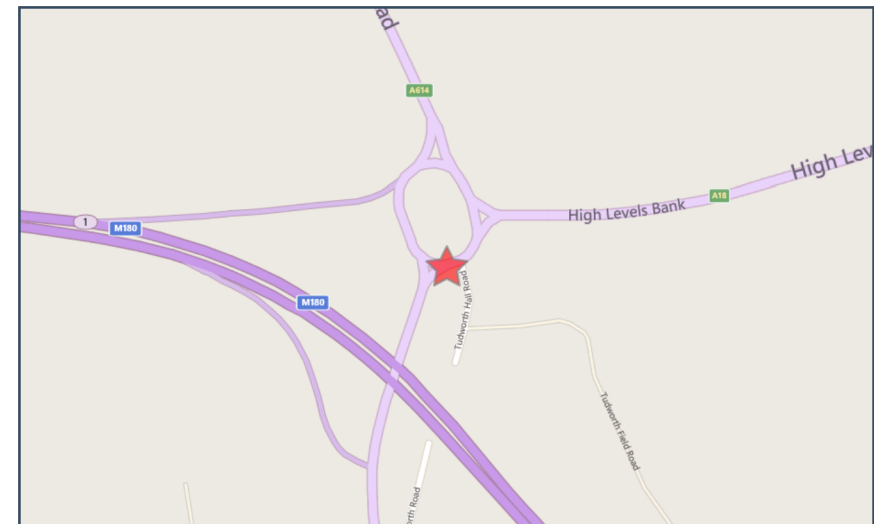
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Crash Date: Saturday, June 13, 2015 **Time of Crash:** 11:04:00 AM **Crash Reference:** 201514A083015

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster	Number of Vehicles:	1	OS Grid Reference:	468821 411035
Local Authority:	Doncaster				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

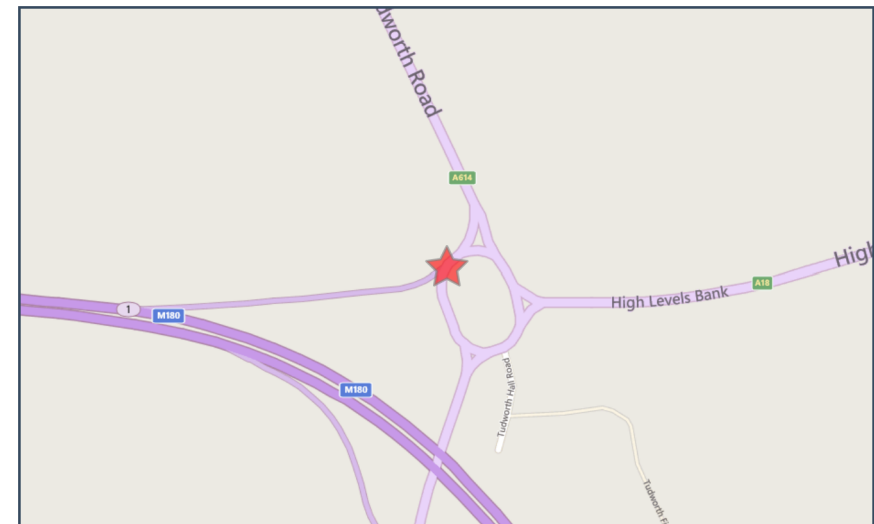
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Crash Date: Wednesday, March 14, 2018 **Time of Crash:** 6:09:00 PM **Crash Reference:** 2018140282566

Highest Injury Severity:	Slight	Road Number:	A614	Number of Casualties:	3
Highway Authority:	Doncaster	Number of Vehicles:	2	OS Grid Reference:	468752 411172
Local Authority:	Doncaster				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	14	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

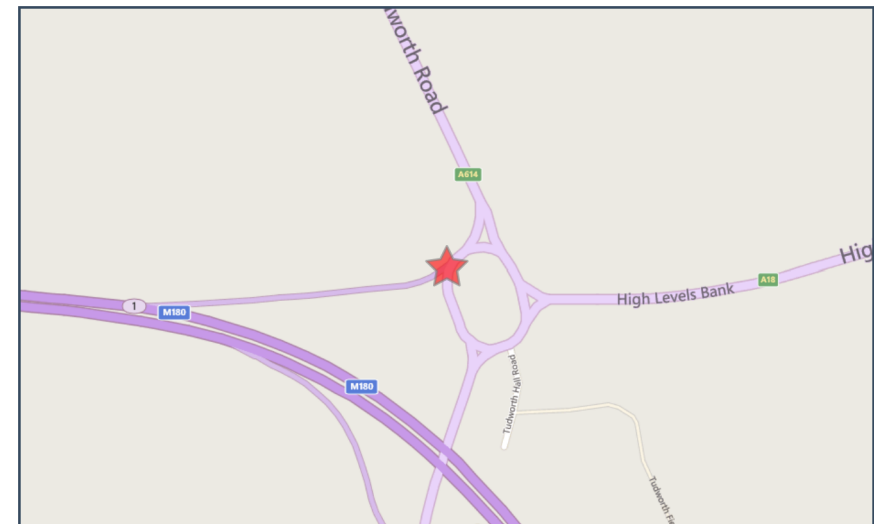
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Crash Date: Friday, July 17, 2015 **Time of Crash:** 2:29:00 PM **Crash Reference:** 201514A101215

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	468742 411164
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		3 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		-1 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

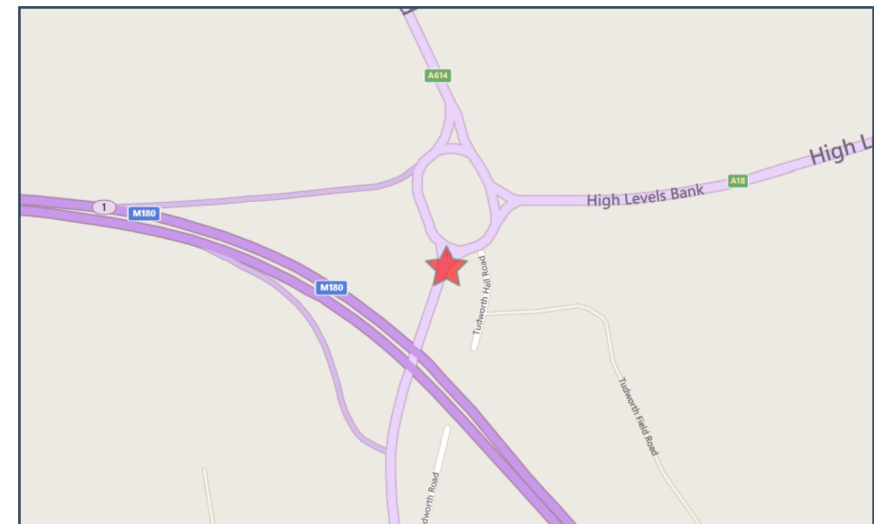
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Crash Date: Friday, October 30, 2015 **Time of Crash:** 11:56:00 AM **Crash Reference:** 201514A158915

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	Doncaster	Number of Vehicles:	2	OS Grid Reference:	468791 411012
Local Authority:	Doncaster				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

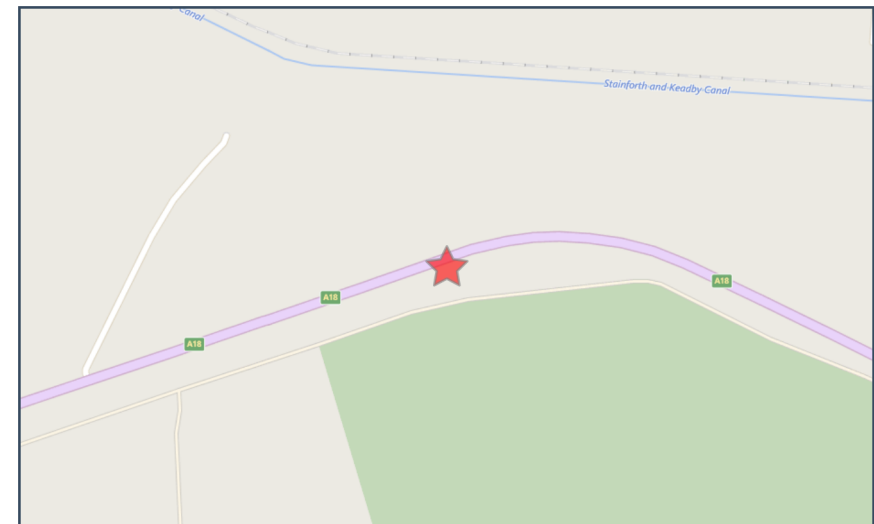
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Crash Date: Tuesday, January 05, 2016 **Time of Crash:** 1:52:00 PM **Crash Reference:** 2016160037555

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire	Number of Vehicles:	1	OS Grid Reference:	477496 410723
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

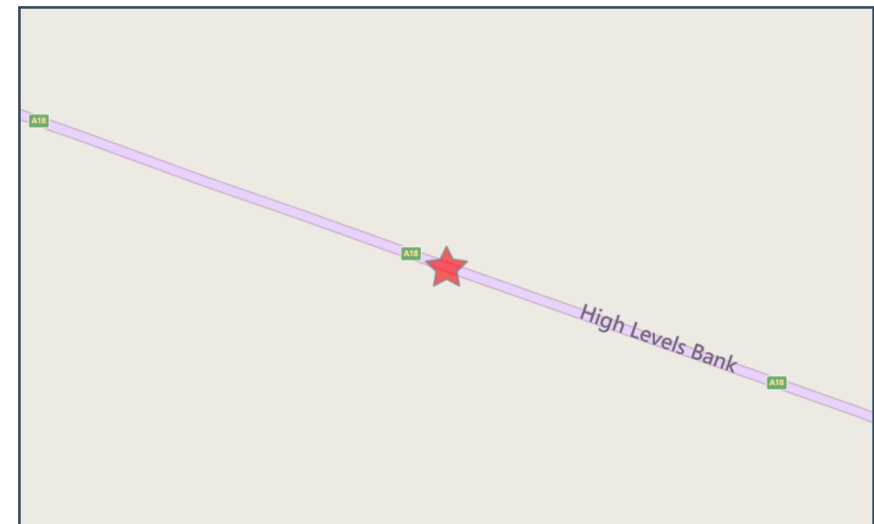
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Crash Date: Thursday, June 07, 2018 **Time of Crash:** 2:30:00 PM **Crash Reference:** 2018140301157

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	470762 410974
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc		8 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under		1 Male	46 - 55	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

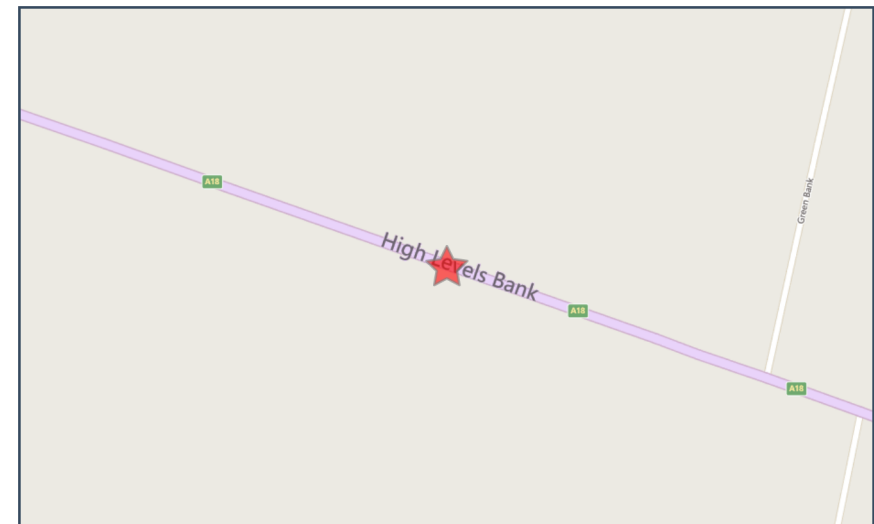
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Crash Date: Monday, November 07, 2016 **Time of Crash:** 5:40:00 PM **Crash Reference:** 2016140125021

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	3
Local Authority:	Doncaster			OS Grid Reference:	471073 410870
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None
1	Car (excluding private hire)	3	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Did not impact	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

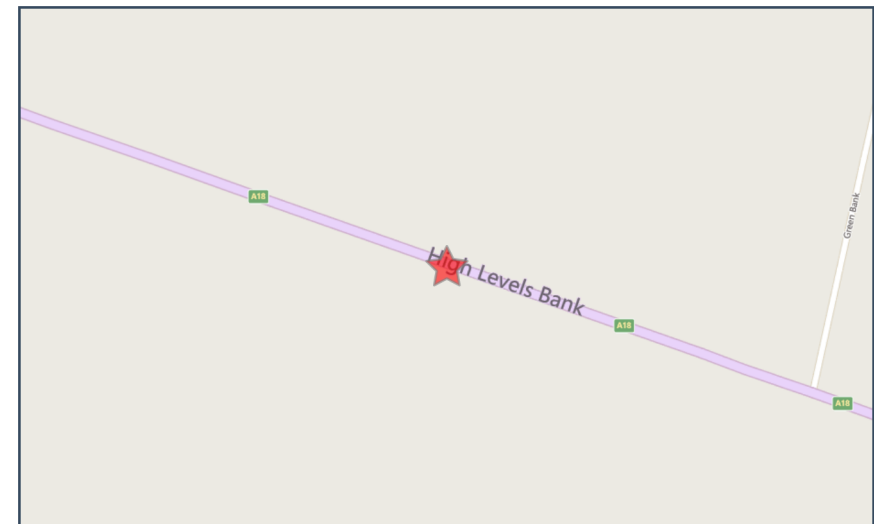
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Crash Date: Thursday, February 11, 2016 **Time of Crash:** 6:00:00 PM **Crash Reference:** 2016140046244

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	Doncaster			Number of Vehicles:	4
Local Authority:	Doncaster			OS Grid Reference:	471000 410896
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
4	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None
3	Goods vehicle 7.5 tonnes mgw and over	8	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	8	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	7	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

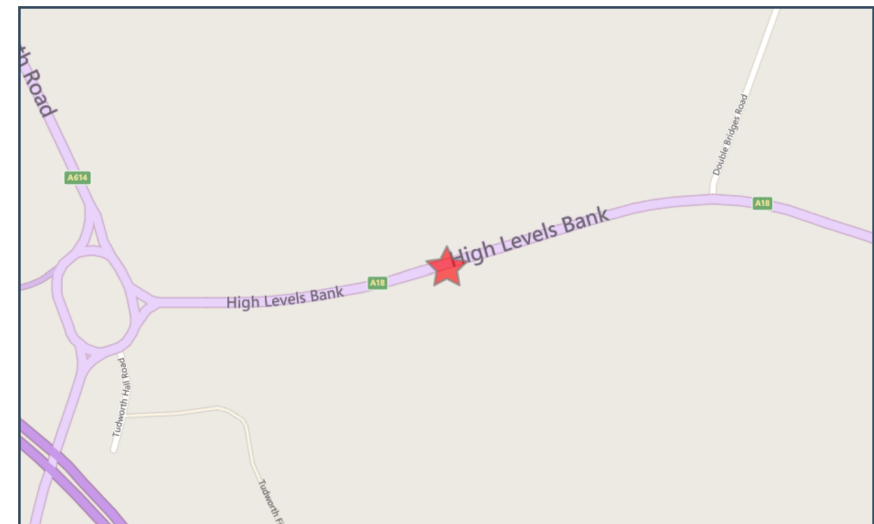
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Crash Date: Thursday, February 15, 2018 **Time of Crash:** 6:11:00 PM **Crash Reference:** 2018140275714

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	469349 411179
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		1 Female	Over 75	Vehicle is in the act of turning right	Offside	Other	None	None
1	Car (excluding private hire)		1 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

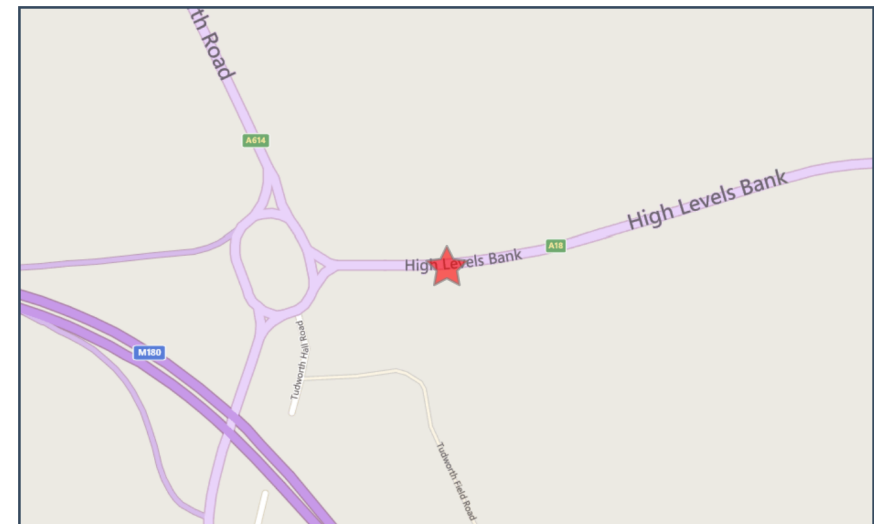
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Crash Date: Tuesday, August 18, 2015 **Time of Crash:** 9:25:00 AM **Crash Reference:** 201514A124115

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	Doncaster	Number of Vehicles:	2	OS Grid Reference:	469073 411117
Local Authority:	Doncaster				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		9 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

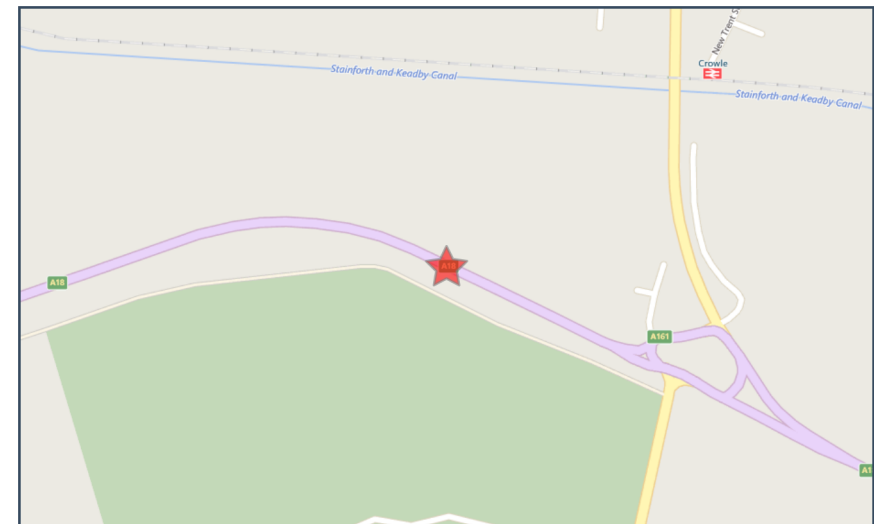
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Crash Date: Friday, February 19, 2016 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2016160047520

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	477920 410712
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	18	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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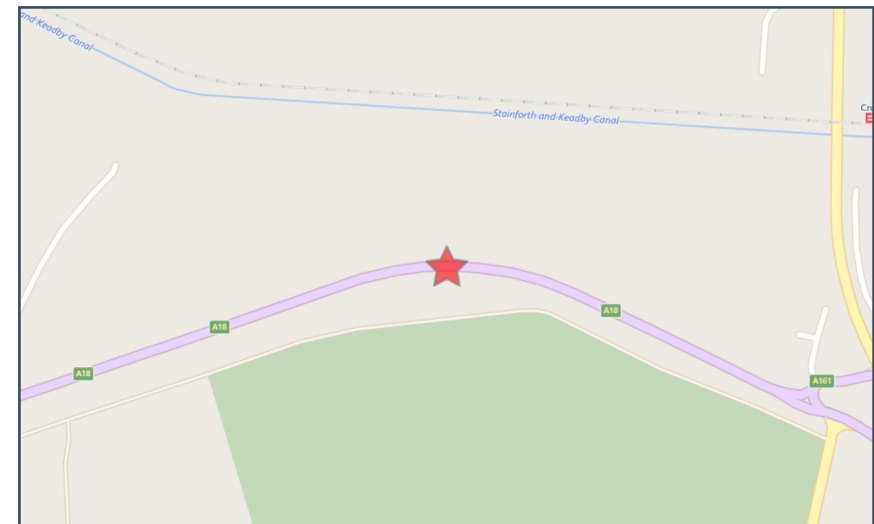
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Crash Date: Tuesday, February 19, 2019 **Time of Crash:** 5:57:00 AM **Crash Reference:** 2019160817180

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	3	OS Grid Reference:	477668 410772
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Good vehicles of unknown weight	-1	Male	35-44	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	25-34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Female	16-24	Vehicle is passing another moving vehicle on its offside	Unknown	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16-24	Unknown or other	Unknown or other

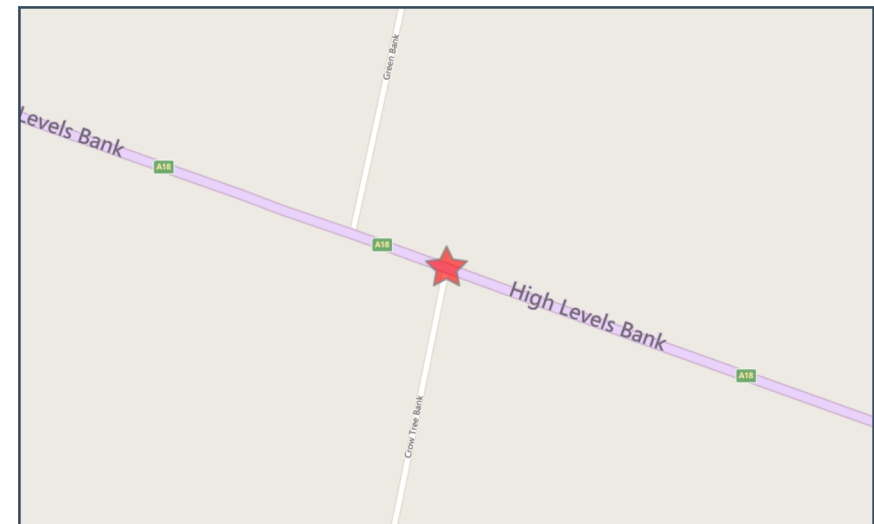
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Crash Date: Monday, June 19, 2017 **Time of Crash:** 7:30:00 AM **Crash Reference:** 2017140193615

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	471720 410649
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle 7.5 tonnes mgw and over	-1	Male	36 - 45	Vehicle is moving off	Front	Journey as part of work	None	None
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

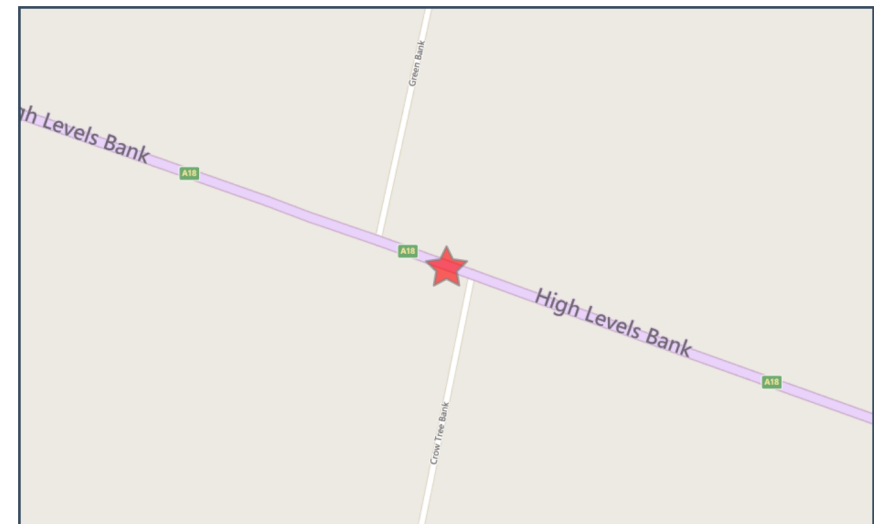
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Crash Date: Monday, December 21, 2015 **Time of Crash:** 12:00:00 PM **Crash Reference:** 201514A192315

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	Doncaster			Number of Vehicles:	3
Local Authority:	Doncaster			OS Grid Reference:	471679 410666
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Goods vehicle 7.5 tonnes mgw and over		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Goods vehicle 7.5 tonnes mgw and over		5 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
1	Goods vehicle 7.5 tonnes mgw and over		7 Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

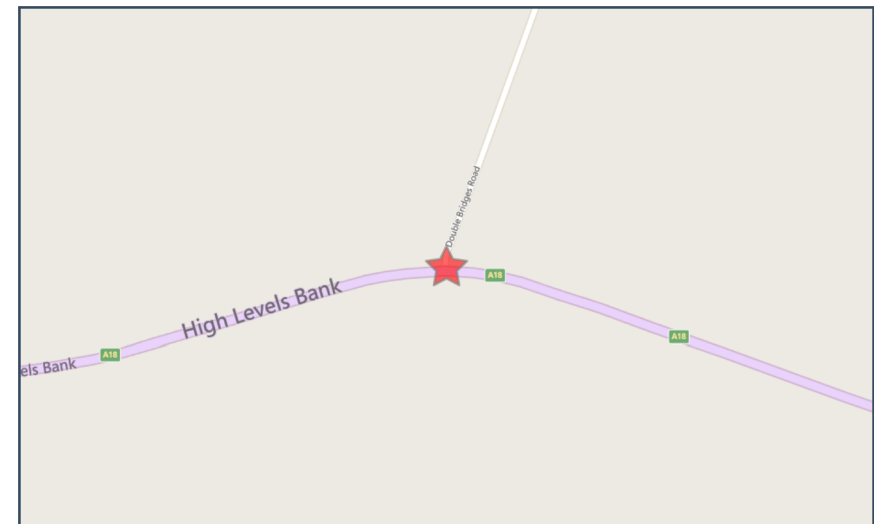
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Crash Date: Thursday, February 22, 2018 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2018140276592

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	3
Highway Authority:	Doncaster			Number of Vehicles:	2
Local Authority:	Doncaster			OS Grid Reference:	469763 411288
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	16 - 20	Vehicle is in the act of turning left	Front	Other	None	None
2	Car (excluding private hire)	1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

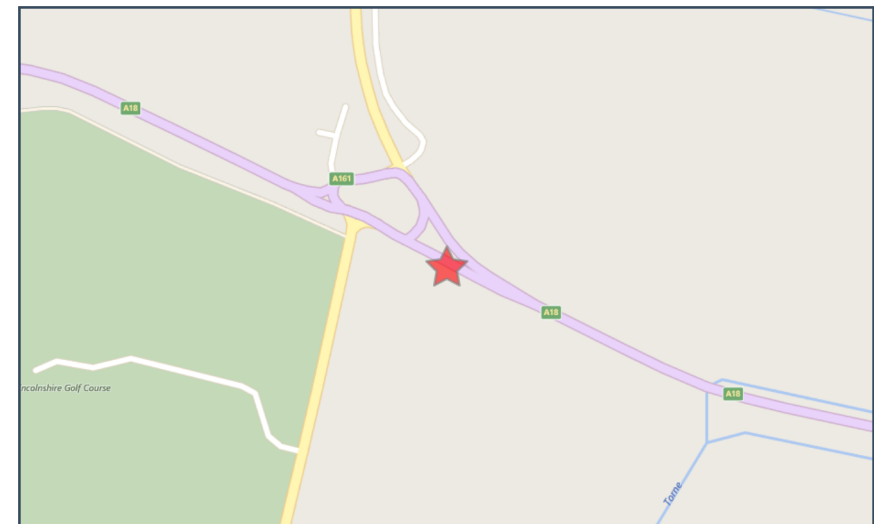
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Crash Date: Thursday, October 06, 2016 **Time of Crash:** 6:44:00 AM **Crash Reference:** 2016160128893

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478419 410472
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	14	Male	66 - 75	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

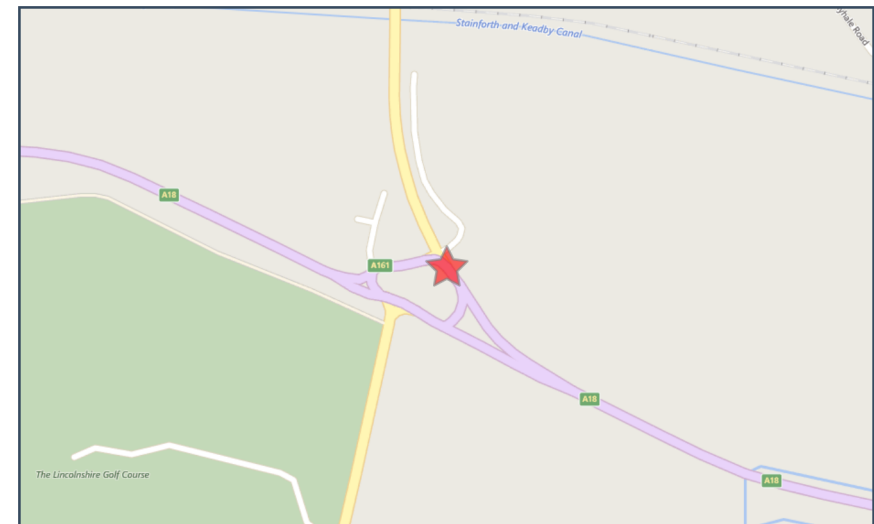
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Crash Date: Friday, January 15, 2016 **Time of Crash:** 5:30:00 PM **Crash Reference:** 2016160040716

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	478357 410606
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	1	Female	26 - 35	Vehicle is in the act of turning right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

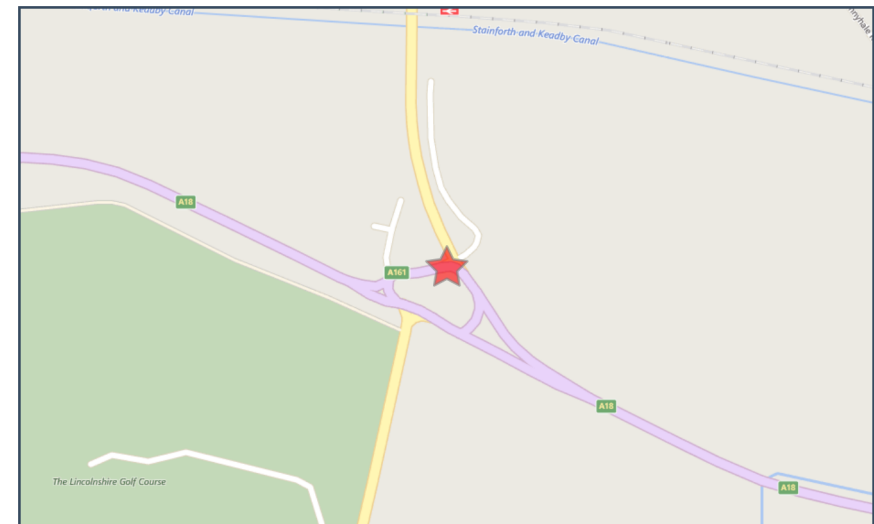
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Crash Date: Sunday, July 16, 2017 **Time of Crash:** 12:45:00 AM **Crash Reference:** 2017160205047

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478330 410616
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle is in the act of turning right	Back	Other	None	None
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

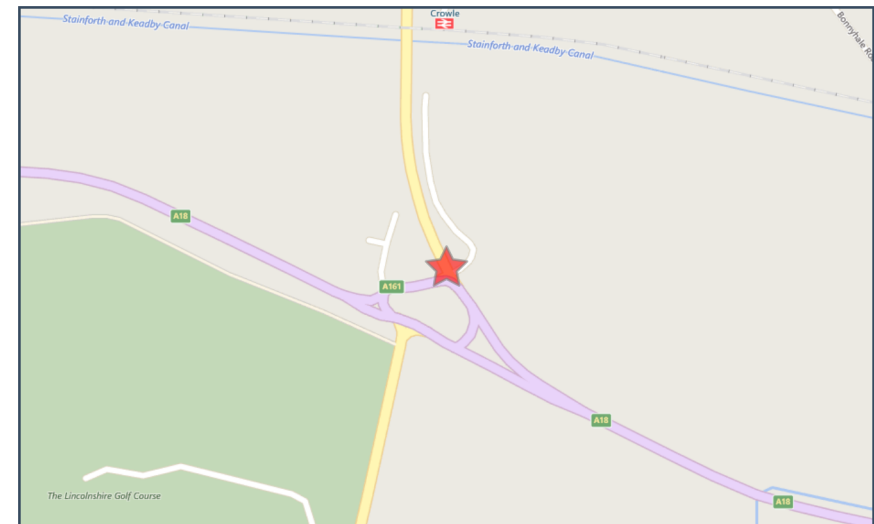
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Crash Date: Tuesday, July 17, 2018 **Time of Crash:** 11:40:00 AM **Crash Reference:** 2018160315102

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	478338 410637
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	7	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)	5	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

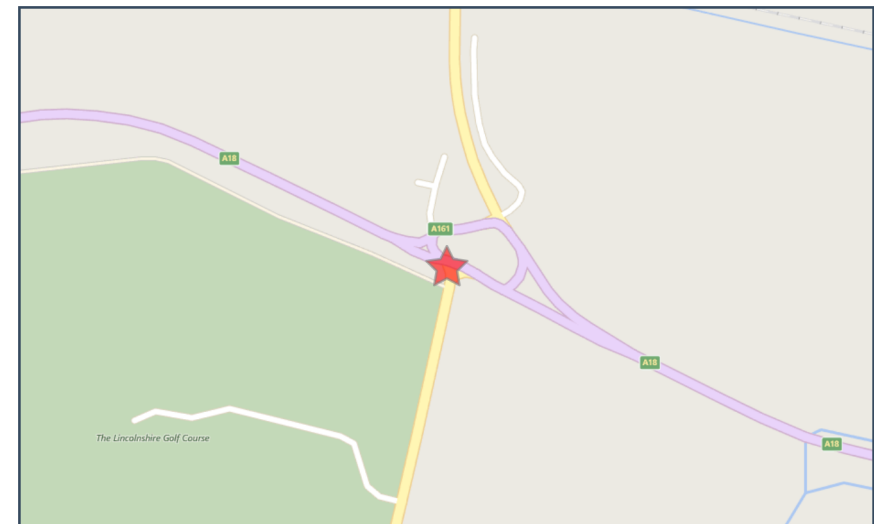
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Crash Date: Sunday, September 18, 2016 **Time of Crash:** 3:00:00 PM **Crash Reference:** 2016160127417

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	478263 410549
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	5	Female	46 - 55	Vehicle is waiting to turn right	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

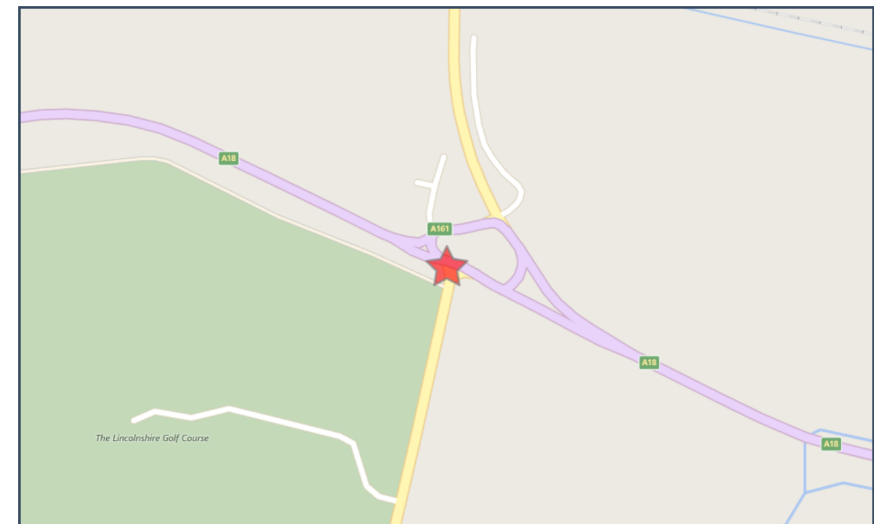
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Crash Date: Wednesday, June 20, 2018 **Time of Crash:** 3:43:00 PM **Crash Reference:** 2018160303975

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478265 410549
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		2 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
1	Car (excluding private hire)		1 Male	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

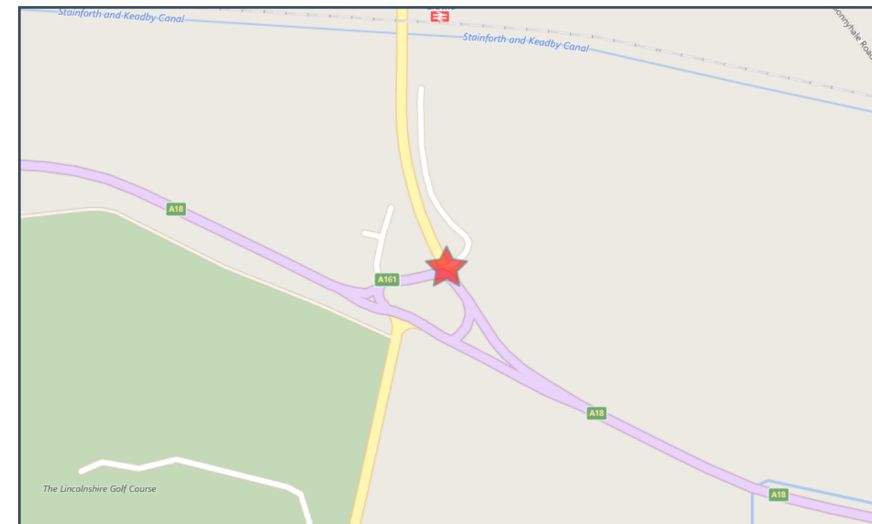
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Crash Date: Sunday, February 28, 2016 **Time of Crash:** 5:36:00 AM **Crash Reference:** 2016160048438

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478345 410631
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	19	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	8	Female	26 - 35	Vehicle is moving off	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

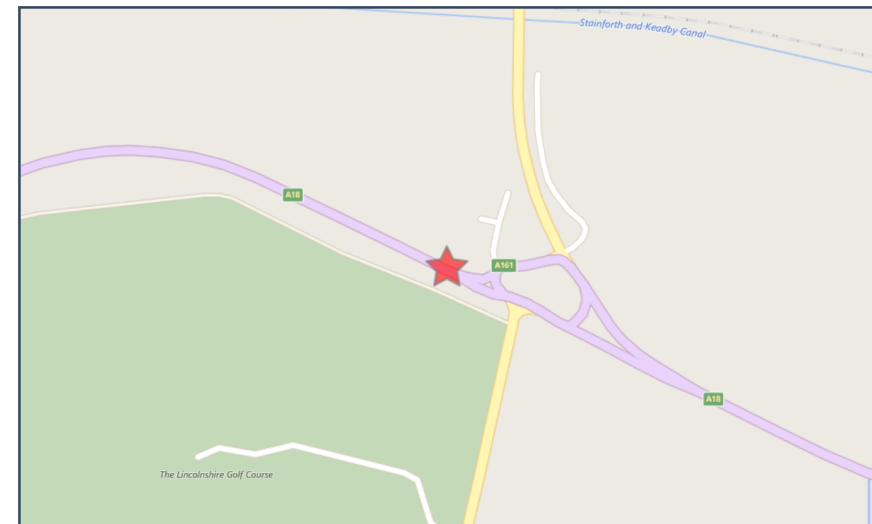
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Crash Date: Monday, November 28, 2016 **Time of Crash:** 2:15:00 PM **Crash Reference:** 2016160131473

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	478165 410600
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	19	Female	66 - 75	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None
1	Good vehicles of unknown weight	-1	Unknown	Unknown	Vehicle is slowing down or stopping	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

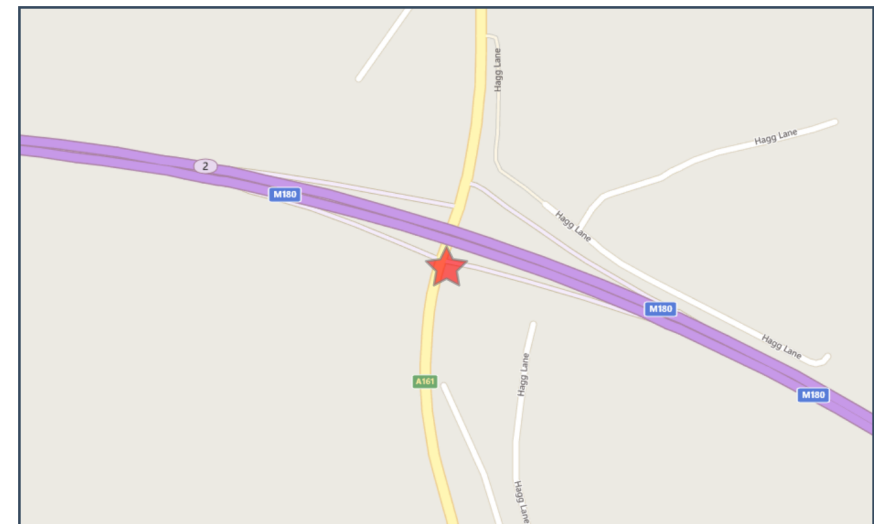
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Crash Date: Tuesday, June 05, 2018 **Time of Crash:** 8:50:00 PM **Crash Reference:** 2018160303079

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	478345 408693
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 50cc and up to 125cc		3 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		9 Male	21 - 25	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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Crash Date: Thursday, May 09, 2019

Time of Crash: 7:02:00 AM

Crash Reference: 2019160837844

Highest Injury Severity: Slight

Road Number: M180

Number of Casualties: 1

Highway Authority: North Lincolnshire

Number of Vehicles: 2

Local Authority: North Lincolnshire

OS Grid Reference: 478374 408830

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

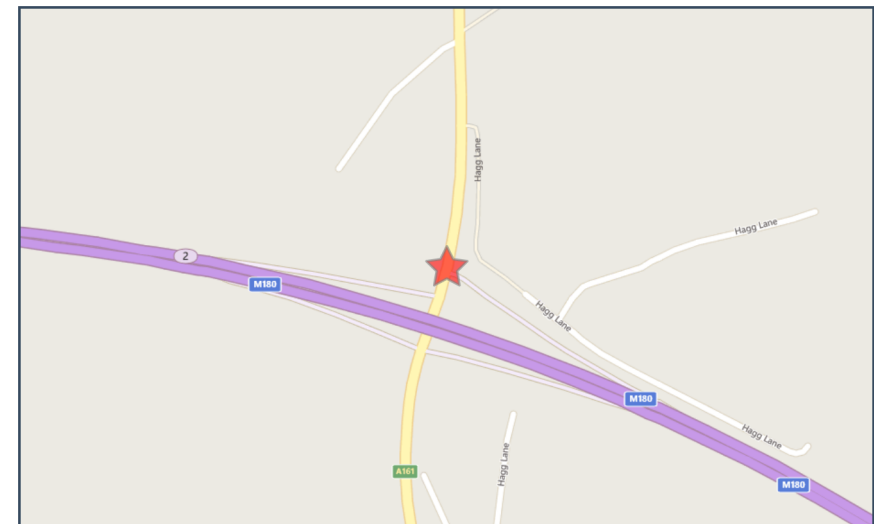
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Slip Road

Junction Control: Give way or uncontrolled



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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Good vehicles of unknown weight	-1	Female	35-44	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	Entered ditch
1	Good vehicles of unknown weight	-1	Male	45-54	Vehicle is in the act of turning right	Unknown	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	45-54	Unknown or other	Unknown or other

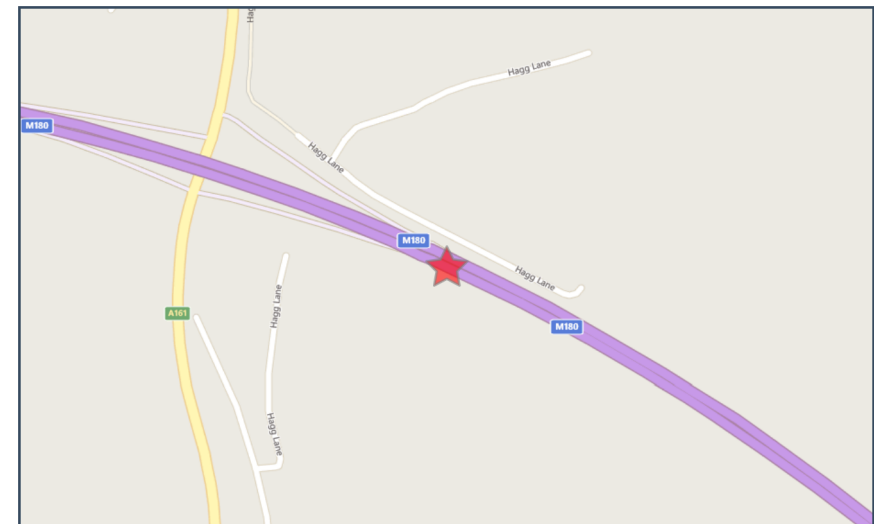
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Crash Date: Tuesday, May 12, 2015 **Time of Crash:** 1:58:00 PM **Crash Reference:** 2015160B02881

Highest Injury Severity:	Slight	Road Number:	M180	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478732 408592
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle 7.5 tonnes mgw and over	6	Male	36 - 45	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	5	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

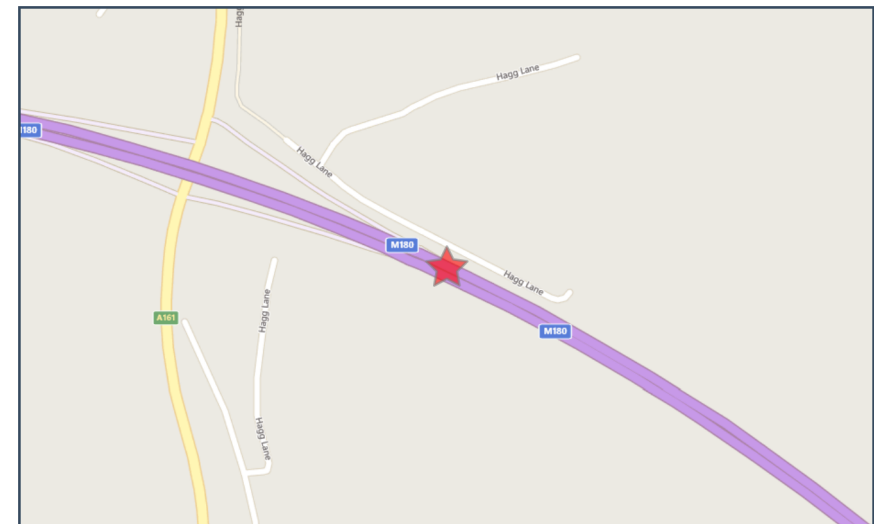
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Crash Date: Monday, August 13, 2018 **Time of Crash:** 2:05:00 PM **Crash Reference:** 2018160326659

Highest Injury Severity:	Slight	Road Number:	M180	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478750 408600
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Good vehicles of unknown weight	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

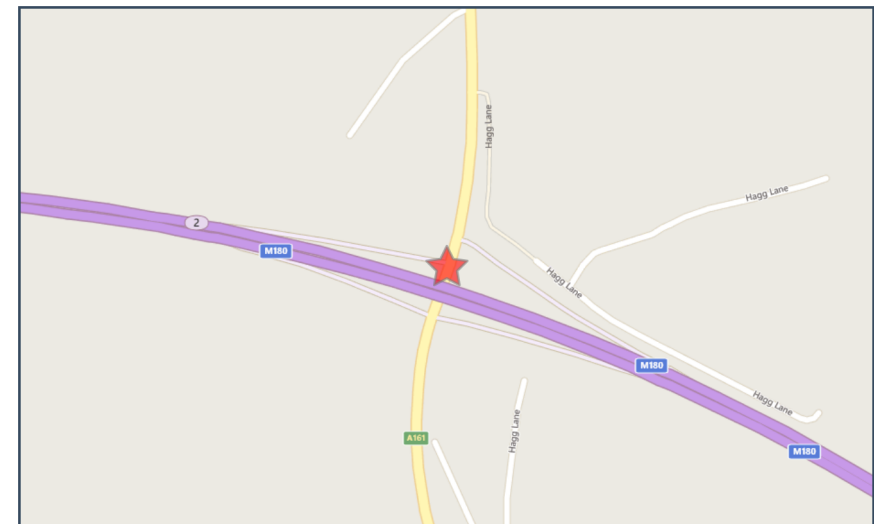
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Crash Date: Friday, September 15, 2017 **Time of Crash:** 4:49:00 PM **Crash Reference:** 2017160223369

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	4
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478357 408779
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	1	Male	66 - 75	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	4	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	0 - 5	Unknown or other	Unknown or other

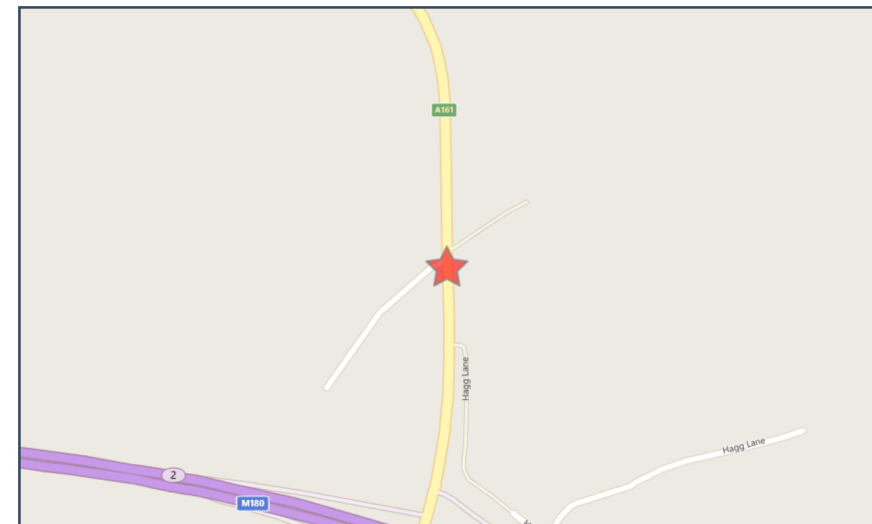
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Crash Date: Sunday, February 19, 2017 **Time of Crash:** 2:48:00 PM **Crash Reference:** 2017160169722

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478388 409165
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		2 Female	26 - 35	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)		4 Female	21 - 25	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

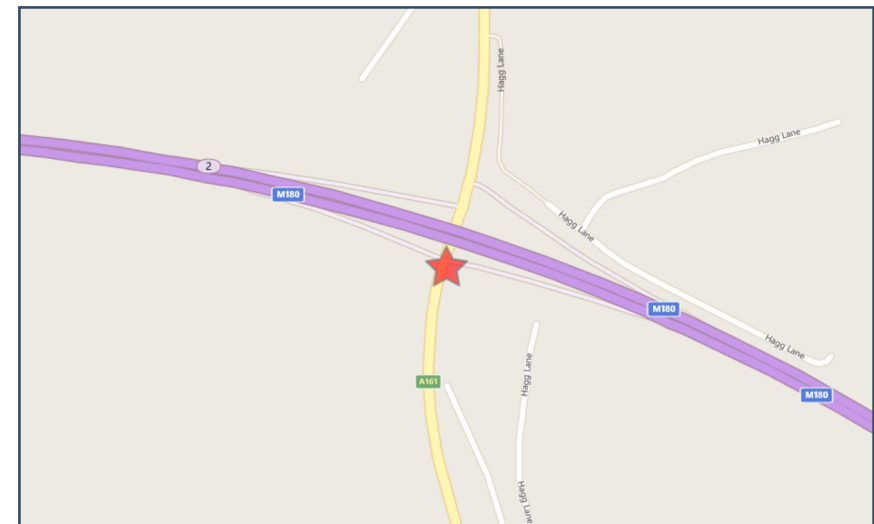
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Crash Date: Friday, October 19, 2018 **Time of Crash:** 11:30:00 AM **Crash Reference:** 2018160338741

Highest Injury Severity:	Serious	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	478340 408691
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		2 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		8 Female	56 - 65	Vehicle is moving off	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

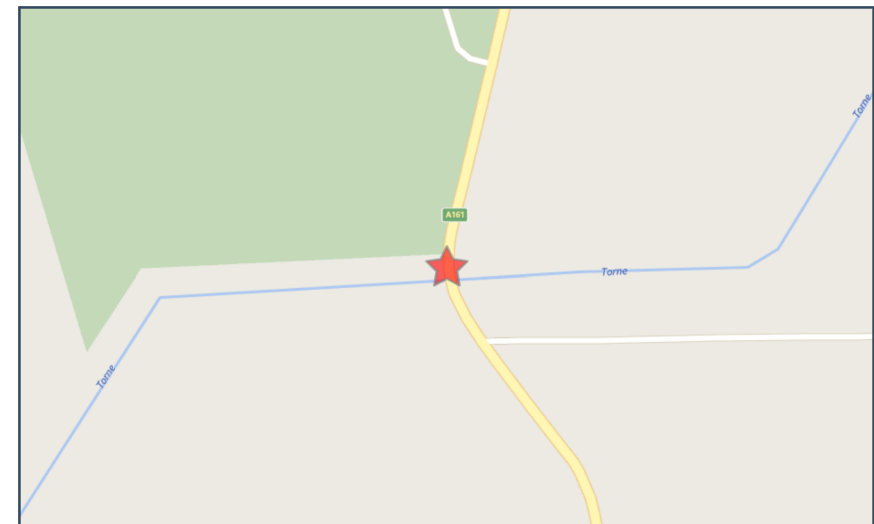
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Crash Date: Friday, November 24, 2017 **Time of Crash:** 8:00:00 PM **Crash Reference:** 2017160244602

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478135 409866
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None
2	Car (excluding private hire)		6 Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

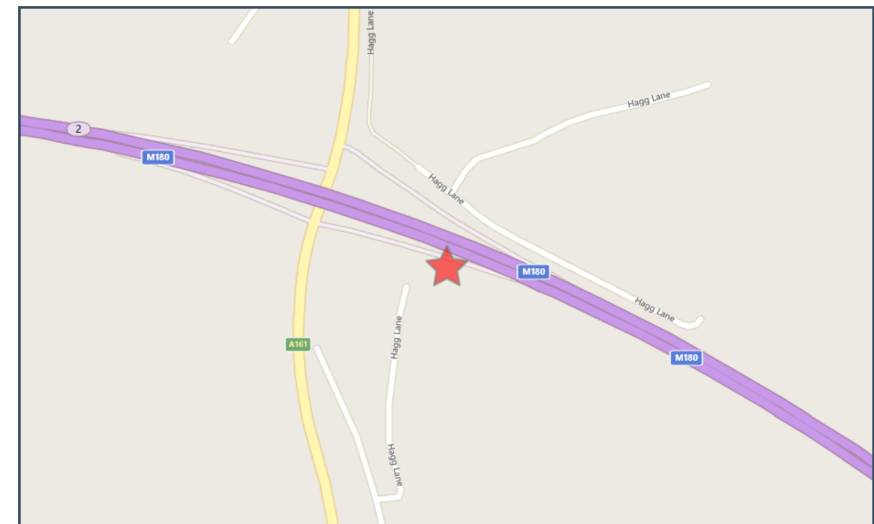
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Crash Date: Sunday, March 27, 2016 **Time of Crash:** 5:00:00 PM **Crash Reference:** 2016160054251

Highest Injury Severity:	Slight	Road Number:	M180	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	478543 408644
Weather Description:	Other				
Road Surface Description:	Frost or Ice				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is changing lane to the left	Front	Other	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

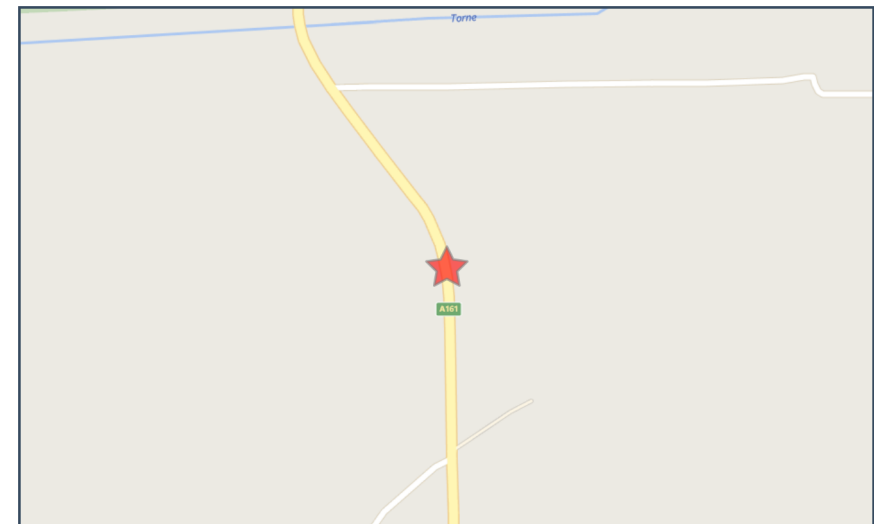
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Crash Date: Wednesday, January 28, 2015 **Time of Crash:** 6:32:00 PM **Crash Reference:** 2015160B00611

Highest Injury Severity:	Slight	Road Number:	A161	Number of Casualties:	3
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	478375 409480
Weather Description:	Fine with high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
1	Car (excluding private hire)	12	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

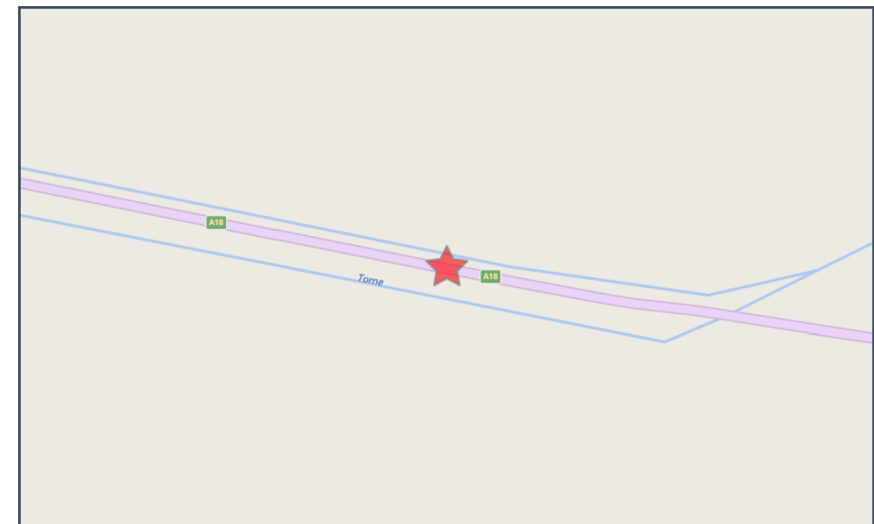
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Crash Date: Sunday, May 01, 2016 **Time of Crash:** 12:24:00 PM **Crash Reference:** 2016160064016

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	3
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	480407 409994
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	7	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	14	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Crash Date: Saturday, May 07, 2016 **Time of Crash:** 10:55:00 AM **Crash Reference:** 2016160071918

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	481122 409886
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	39	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

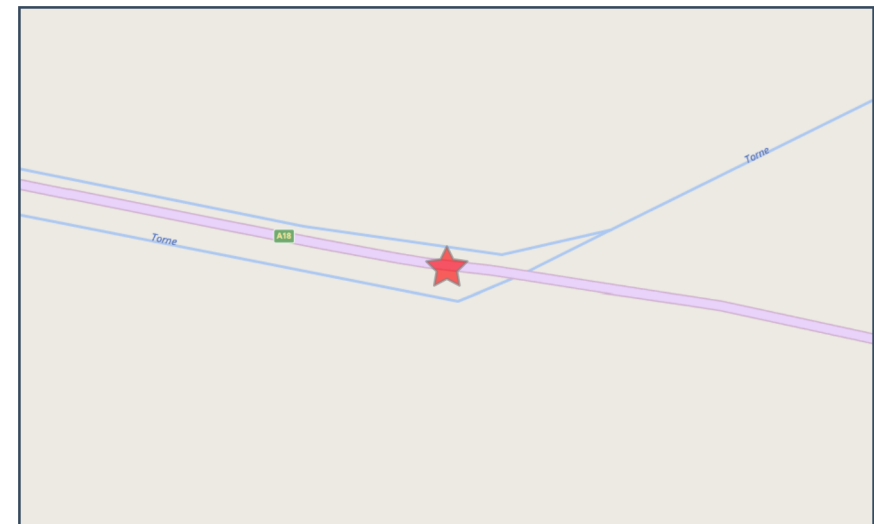
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Crash Date: Wednesday, April 08, 2015 **Time of Crash:** 3:55:00 PM **Crash Reference:** 2015160B01551

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	3
Local Authority:	North Lincolnshire			OS Grid Reference:	480729 409938
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
2	Car (excluding private hire)	2	Female	46 - 55	Vehicle is passing another moving vehicle on its offside	Did not impact	Other	None	None
1	Car (excluding private hire)	2	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

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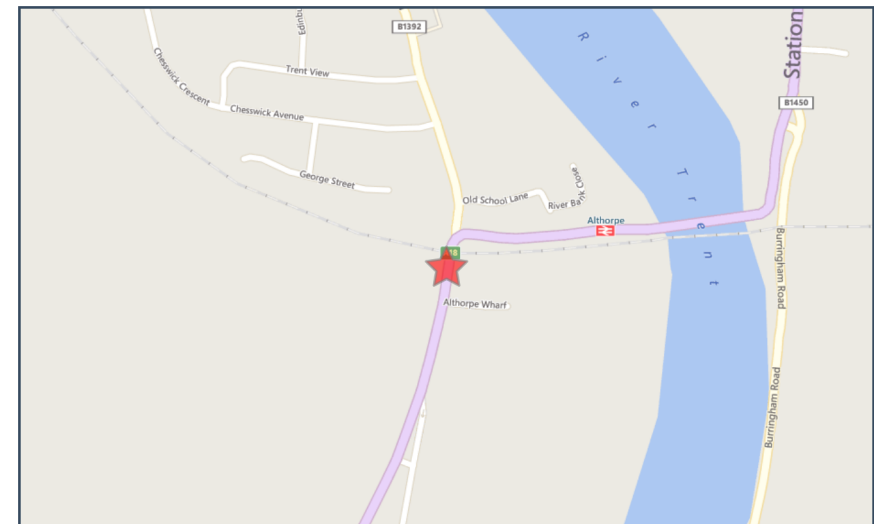
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2019 data is provisional and is subject to change

Crash Date: Saturday, June 08, 2019 **Time of Crash:** 6:29:00 PM **Crash Reference:** 2019160846154

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	483718 410582
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	-1	Male	55-64	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	55-64	Unknown or other	Unknown or other

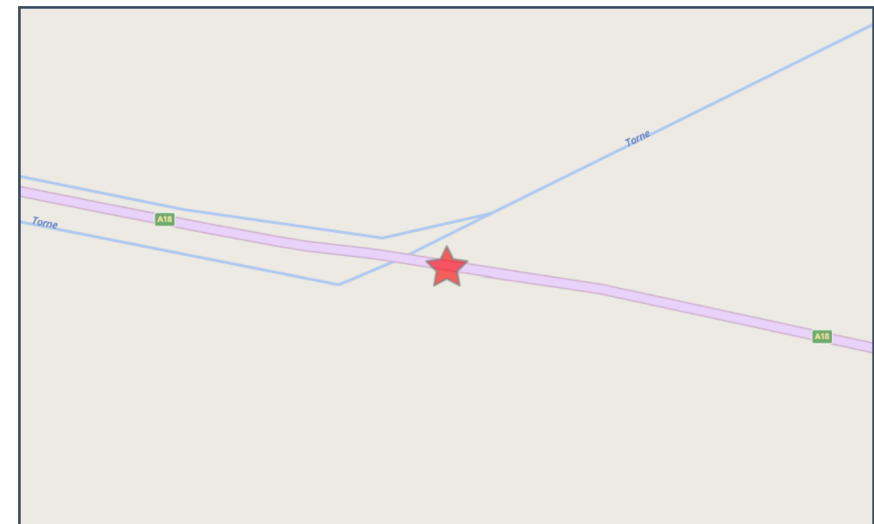
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Crash Date: Saturday, July 18, 2015 **Time of Crash:** 11:45:00 PM **Crash Reference:** 2015160B02431

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	4
Highway Authority:	North Lincolnshire			Number of Vehicles:	3
Local Authority:	North Lincolnshire			OS Grid Reference:	480915 409916
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	20	Male	21 - 25	Vehicle is parked in the carriageway	Did not impact	Other	None	None
2	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	7	Male	56 - 65	Vehicle is passing a stationary vehicle on its offside	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	4	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

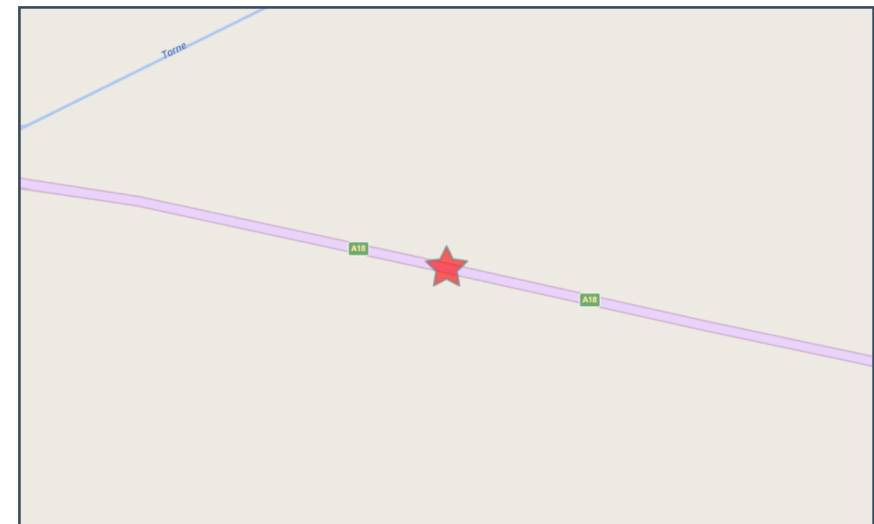
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Crash Date: Friday, February 20, 2015 **Time of Crash:** 6:30:00 AM **Crash Reference:** 2015160B00801

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	481637 409791
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

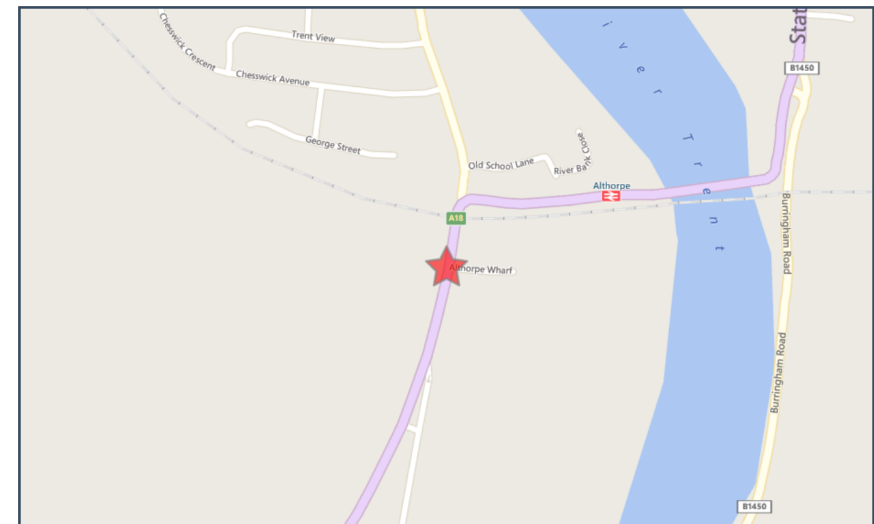
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Crash Date: Monday, July 23, 2018 **Time of Crash:** 2:40:00 PM **Crash Reference:** 2018160316450

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	483710 410528
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

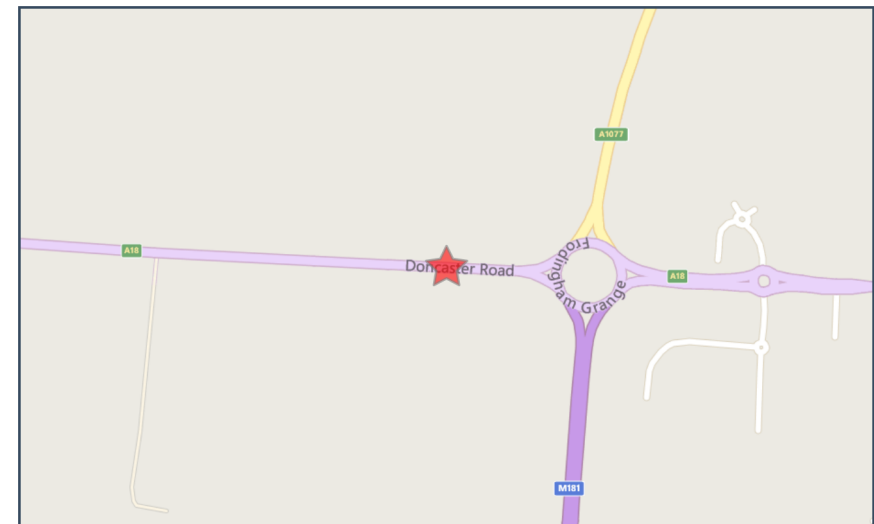
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Crash Date: Saturday, March 04, 2017 **Time of Crash:** 10:02:00 AM **Crash Reference:** 2017160170318

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486033 411106
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	5	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Kerb	None
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is moving off	Offside	Other	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

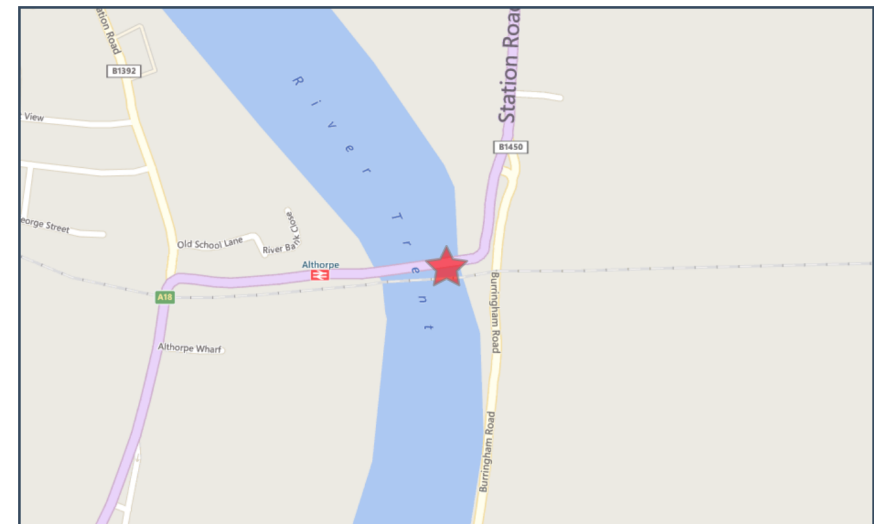
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Crash Date: Saturday, April 09, 2016 **Time of Crash:** 1:15:00 AM **Crash Reference:** 2016160058124

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	1	OS Grid Reference:	484160 410660
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Bridge - side	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

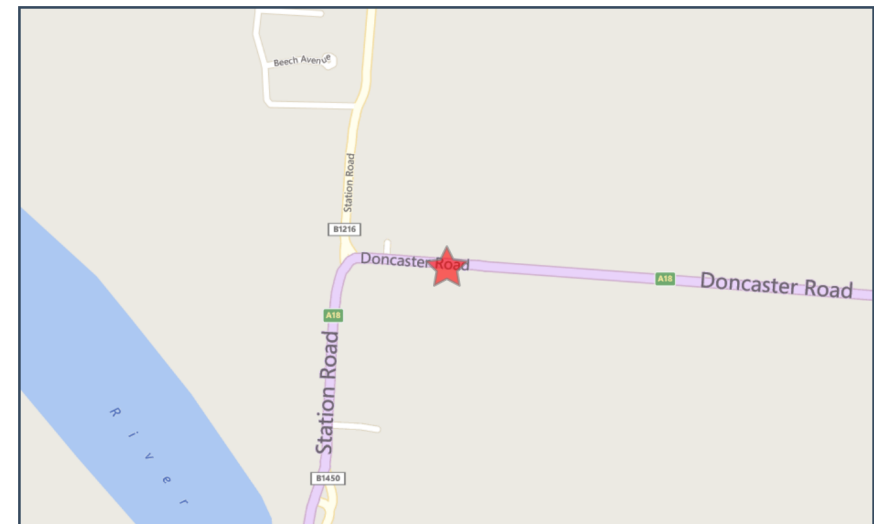
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Crash Date:	Thursday, May 09, 2019	Time of Crash:	2:00:00 PM	Crash Reference:	2019160837975
Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	484435 411176
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
1	Car (excluding private hire)	-1	Female	25-34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	25-34	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16-24	Unknown or other	Unknown or other

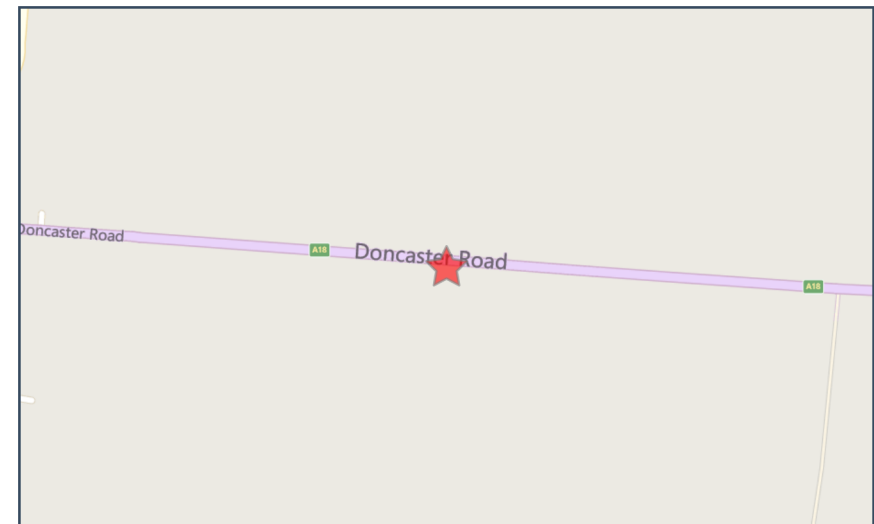
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Crash Date: Wednesday, August 10, 2016 **Time of Crash:** 11:12:00 PM **Crash Reference:** 2016160094670

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	3
Highway Authority:	North Lincolnshire			Number of Vehicles:	3
Local Authority:	North Lincolnshire			OS Grid Reference:	484972 411147
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	13	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
3	3	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

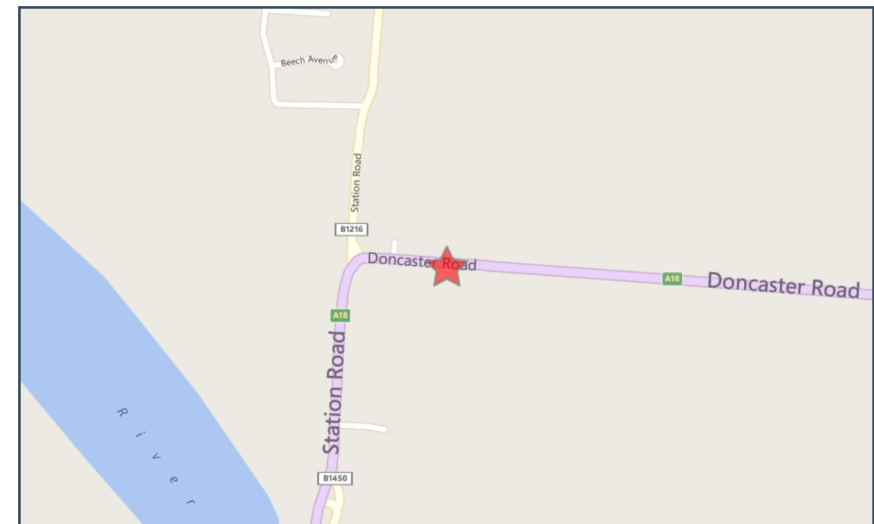
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Crash Date: Tuesday, September 12, 2017 **Time of Crash:** 10:45:00 AM **Crash Reference:** 2017160221389

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	484425 411175
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Parked vehicle	None
2	Car (excluding private hire)		-1 Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

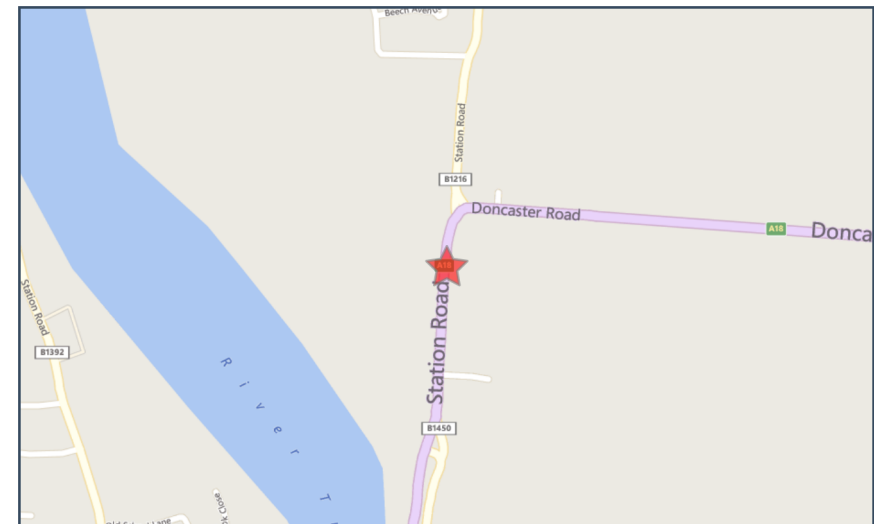
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Crash Date: Monday, November 20, 2017 **Time of Crash:** 6:00:00 PM **Crash Reference:** 2017160243657

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	484265 411100
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	4	Male	46 - 55	Vehicle is in the act of turning left	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

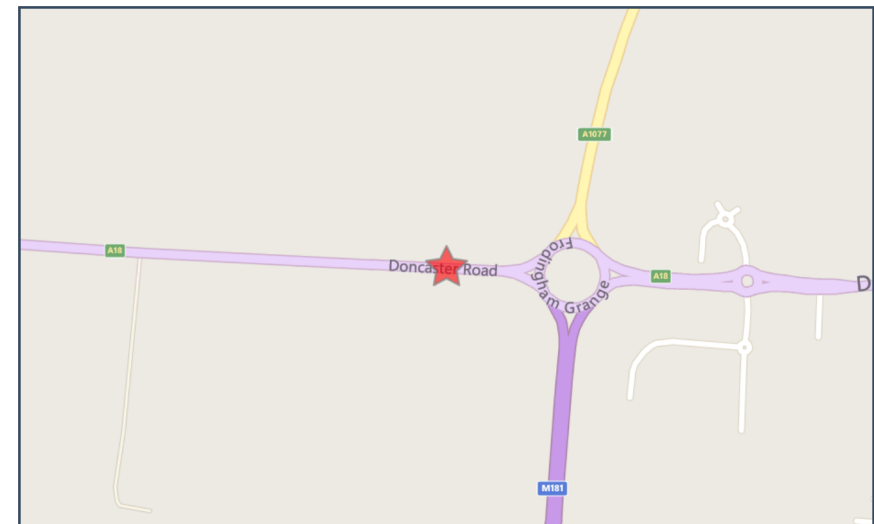
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Crash Date: Tuesday, January 23, 2018 **Time of Crash:** 5:50:00 AM **Crash Reference:** 2018160262507

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire			Number of Vehicles:	3
Local Authority:	North Lincolnshire			OS Grid Reference:	486059 411105
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Goods vehicle 7.5 tonnes mgw and over		2 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None
2	Car (excluding private hire)		4 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	Other permanent object
1	Car (excluding private hire)		5 Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Offside	Commuting to/from work	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
	2	2 Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

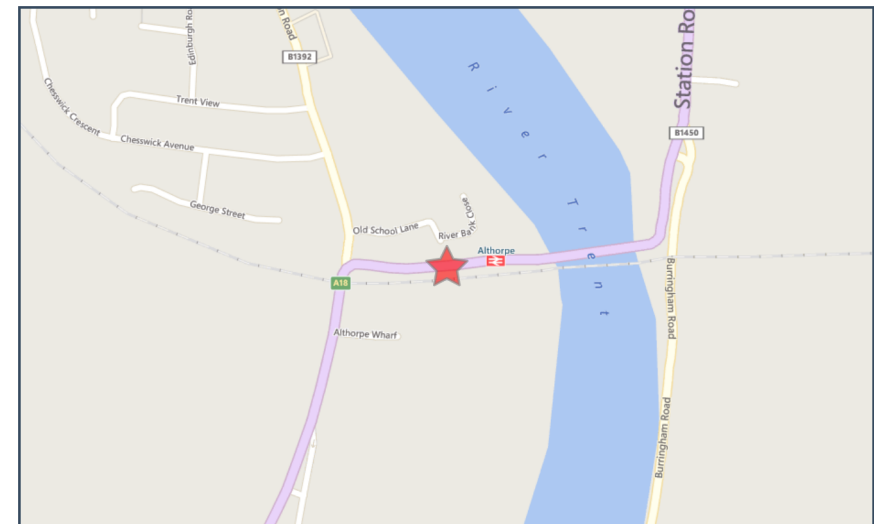
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Crash Date: Friday, November 25, 2016 **Time of Crash:** 3:24:00 AM **Crash Reference:** 2016160130600

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	483888 410634
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle 7.5 tonnes mgw and over	3	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

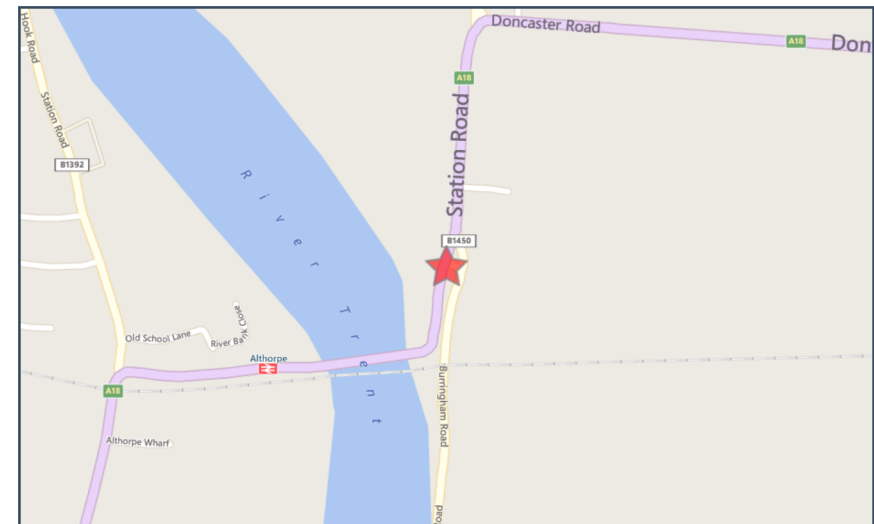
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Crash Date: Tuesday, April 28, 2015 **Time of Crash:** 5:45:00 PM **Crash Reference:** 2015160B01211

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	484238 410808
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	14	Female	36 - 45	Vehicle is in the act of turning right	Offside	Other	None	None
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

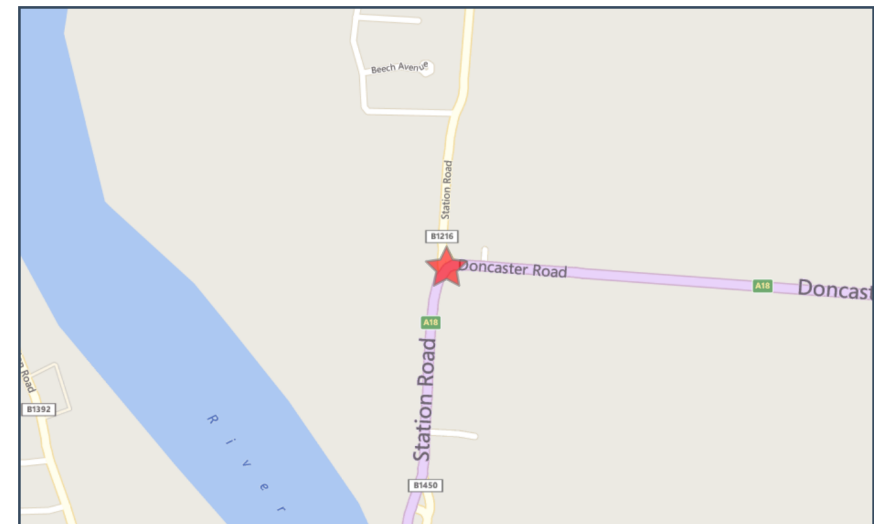
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Crash Date: Tuesday, October 11, 2016 **Time of Crash:** 5:00:00 PM **Crash Reference:** 2016160115398

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	484283 411184
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Other	None	None
1	Car (excluding private hire)	9	Male	36 - 45	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

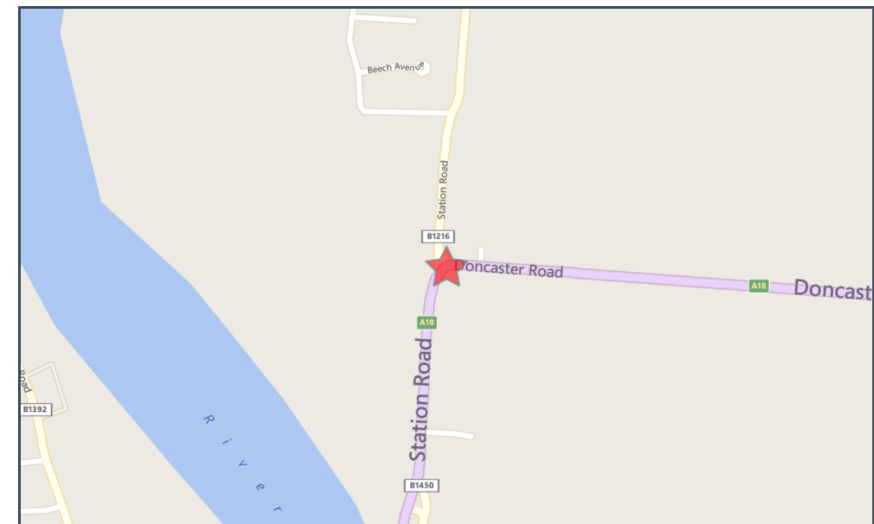
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Crash Date: Thursday, October 11, 2018 **Time of Crash:** 2:38:00 PM **Crash Reference:** 2018160340437

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	484289 411190
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Did not impact	Other	None	None
1	Car (excluding private hire)	13	Unknown	Unknown	Vehicle is in the act of turning right	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

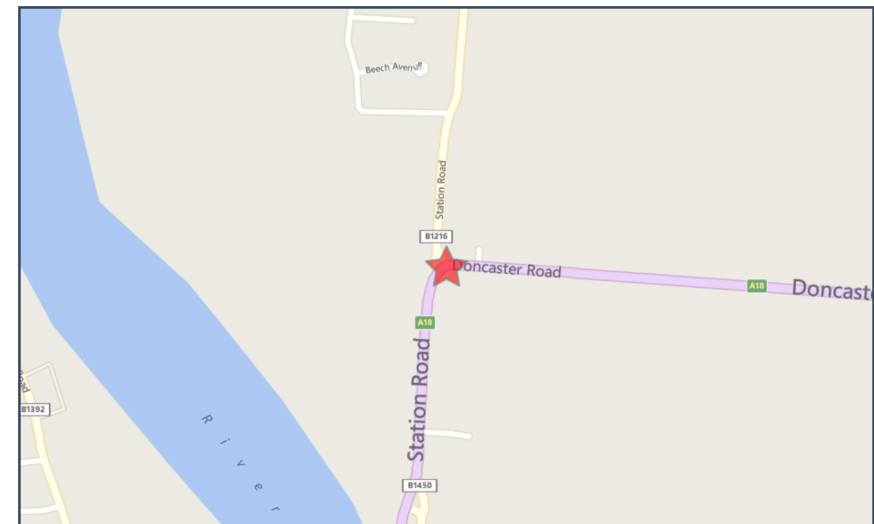
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Crash Date: Saturday, November 11, 2017 **Time of Crash:** 4:23:00 PM **Crash Reference:** 2017160241873

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	484292 411187
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Female	Over 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	2	Male	26 - 35	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

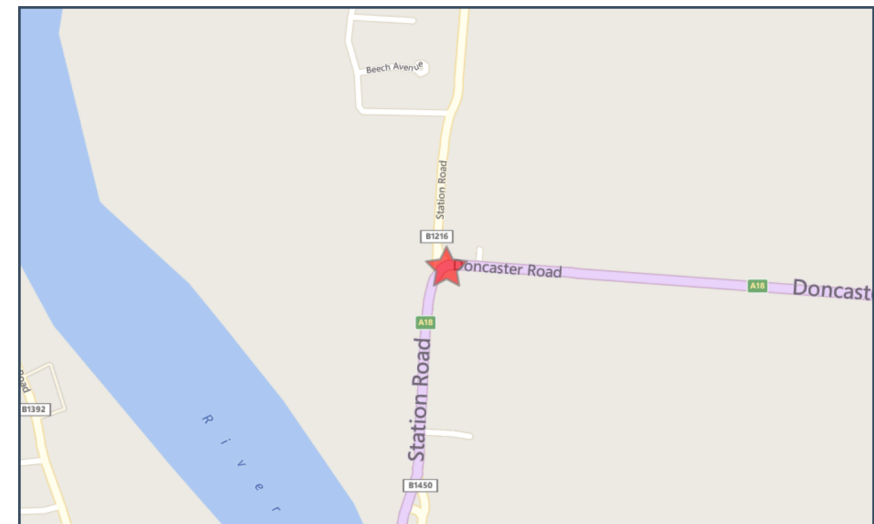
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Crash Date: Tuesday, August 15, 2017 **Time of Crash:** 6:20:00 AM **Crash Reference:** 2017160212546

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	484291 411190
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		5 Female	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Commuting to/from work	None	None
1	Car (excluding private hire)		7 Male	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

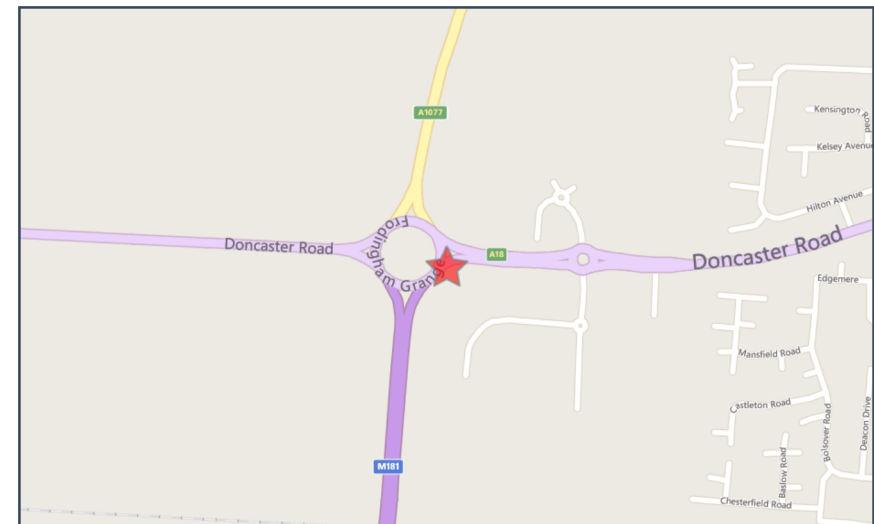
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Crash Date: Friday, February 02, 2018 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2018160265156

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486315 411082
Local Authority:	North Lincolnshire				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	17	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

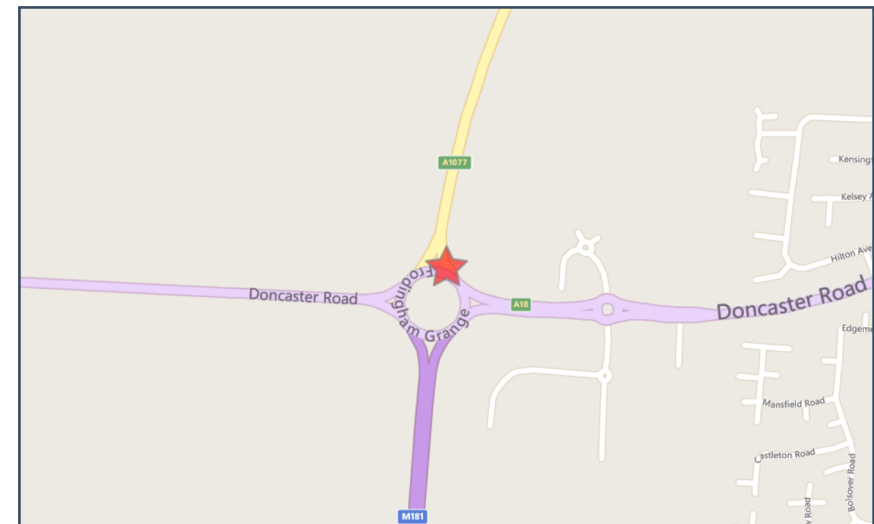
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Crash Date: Wednesday, July 05, 2017 **Time of Crash:** 12:56:00 PM **Crash Reference:** 2017160199314

Highest Injury Severity:	Slight	Road Number:	A1077	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486275 411152
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	11	Male	46 - 55	Vehicle is moving off	Front	Journey as part of work	None	None
1	Car (excluding private hire)	4	Female	26 - 35	Vehicle is moving off	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	66 - 75	Unknown or other	Unknown or other

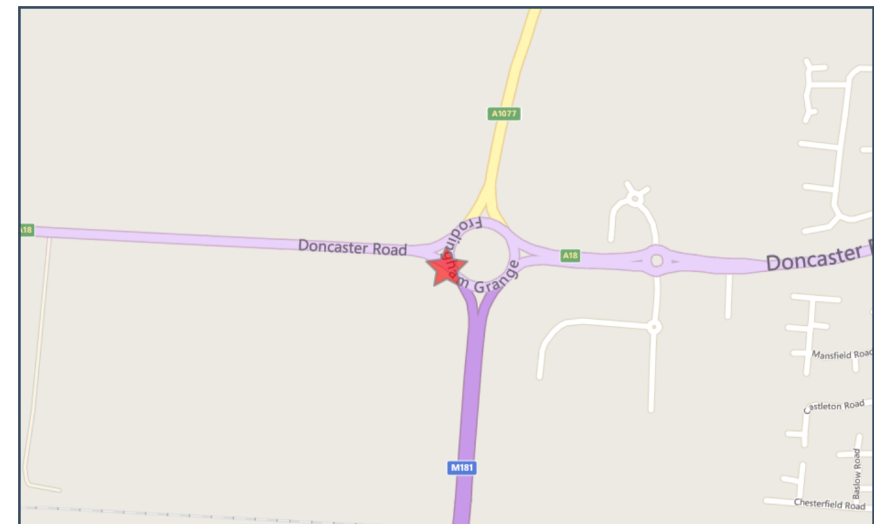
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Crash Date: Friday, March 06, 2015 **Time of Crash:** 3:00:00 PM **Crash Reference:** 2015160B00781

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486199 411079
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	56 - 65	Vehicle is changing lane to the left	Front	Other	Central island of roundabout	Lamp post
2	Car (excluding private hire)	13	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

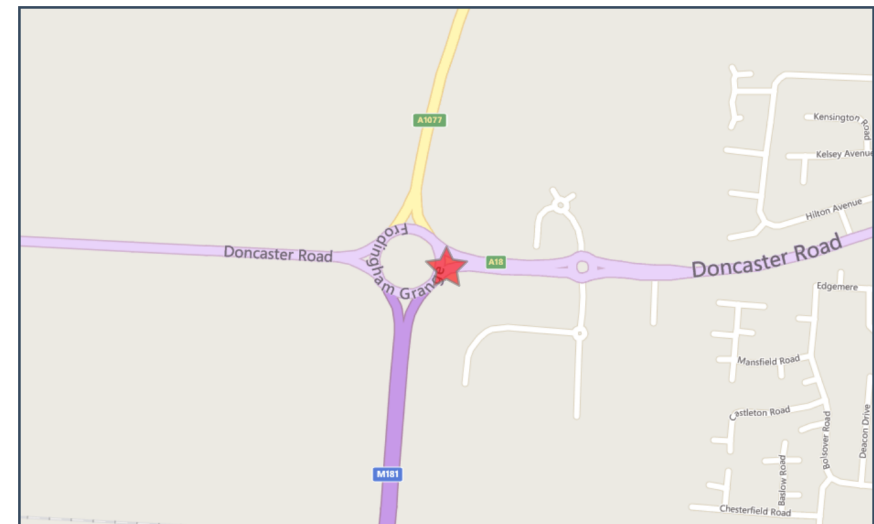
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Crash Date: Thursday, September 07, 2017 **Time of Crash:** 3:52:00 PM **Crash Reference:** 2017160220016

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	2
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	486315 411084
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Serious	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's offside

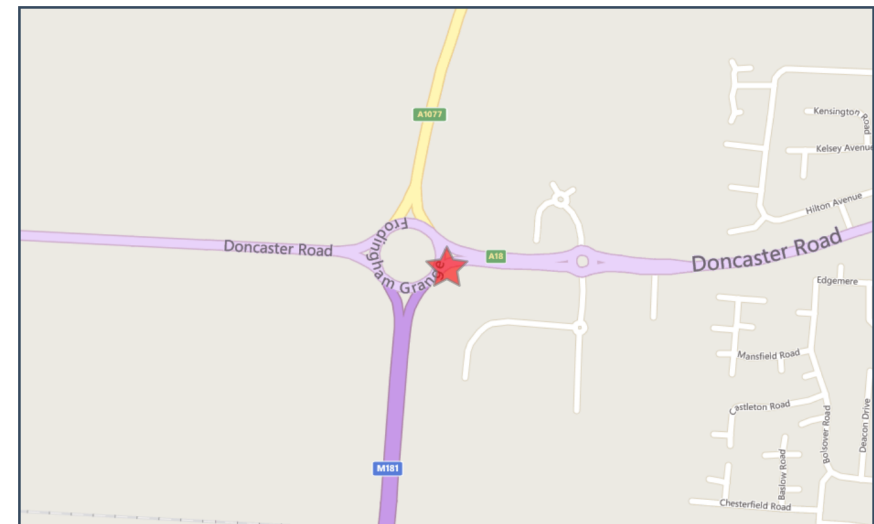
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Crash Date: Wednesday, February 11, 2015 **Time of Crash:** 5:05:00 PM **Crash Reference:** 2015160B01961

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486315 411081
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Female	46 - 55	Vehicle is moving off	Back	Other	None	None
1	Car (excluding private hire)	2	Female	26 - 35	Vehicle is moving off	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

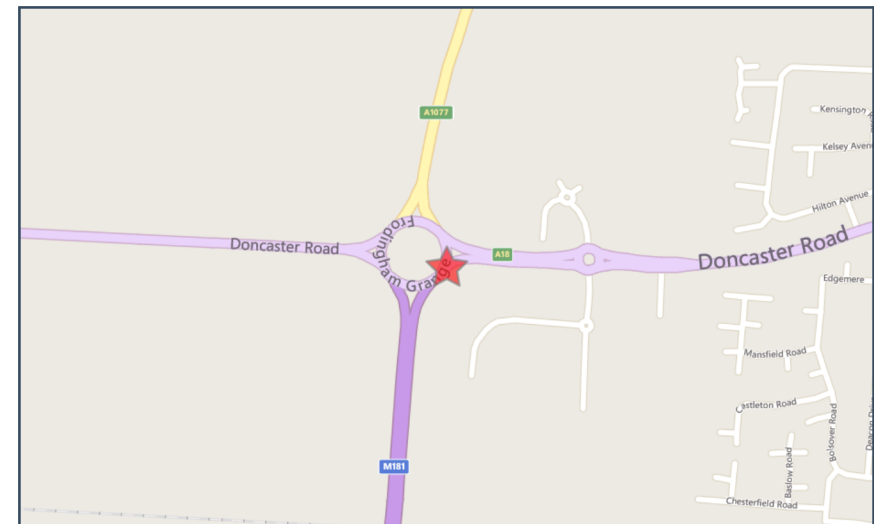
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Crash Date: Monday, December 11, 2017 **Time of Crash:** 5:30:00 PM **Crash Reference:** 2017160248243

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486306 411082
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	16	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

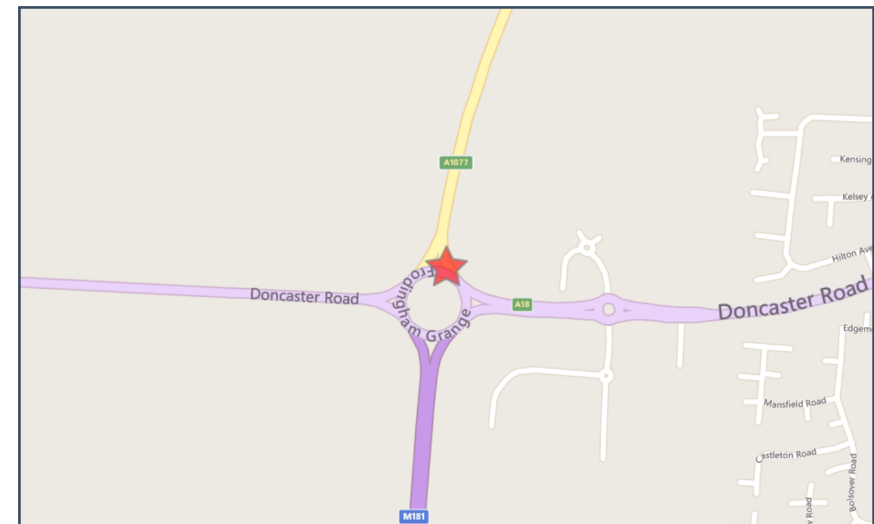
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Crash Date: Wednesday, February 14, 2018 **Time of Crash:** 6:45:00 PM **Crash Reference:** 2018160270150

Highest Injury Severity:	Serious	Road Number:	A1077	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486273 411156
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	4	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

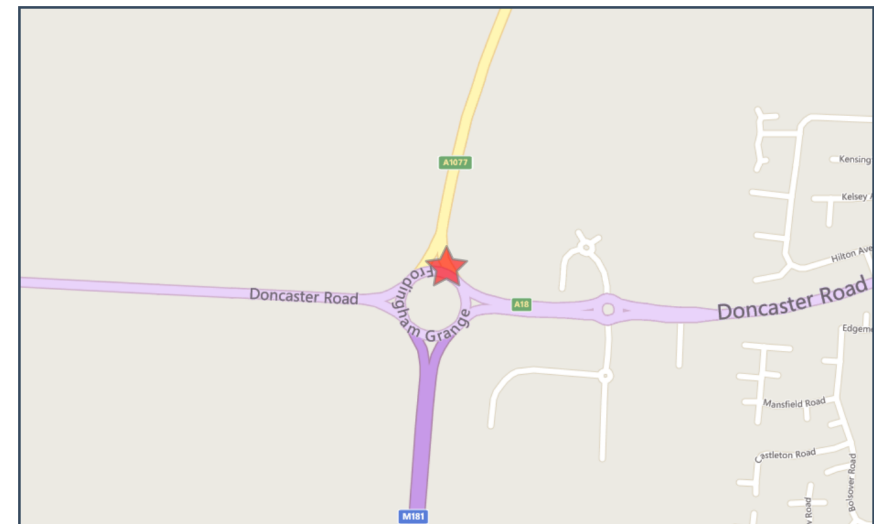
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Crash Date: Monday, January 15, 2018 **Time of Crash:** 9:55:00 AM **Crash Reference:** 2018160261059

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486274 411153
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	11	Female	26 - 35	Vehicle is moving off	Back	Other	None	None
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

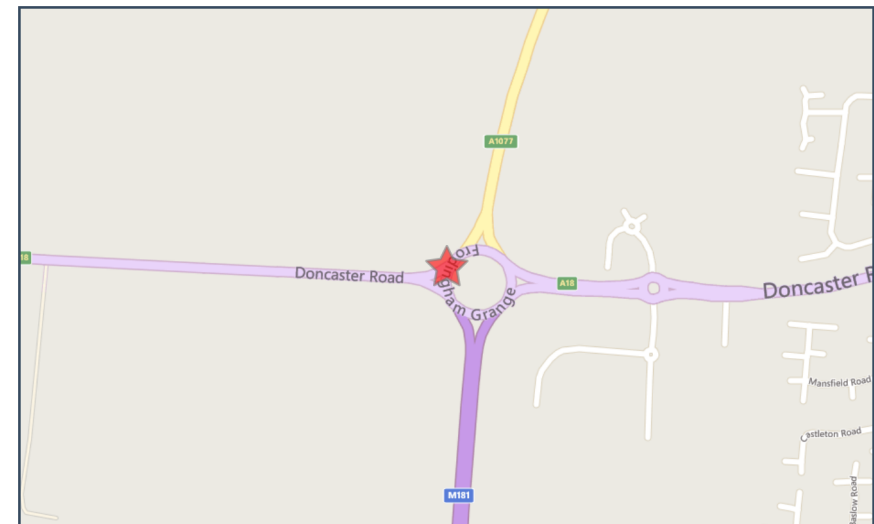
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Crash Date: Thursday, February 15, 2018 **Time of Crash:** 4:12:00 PM **Crash Reference:** 2018160270525

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486204 411116
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		2 Male	46 - 55	Vehicle is passing another moving vehicle on its offside	Nearside	Journey as part of work	None	None
1	Car (excluding private hire)		14 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

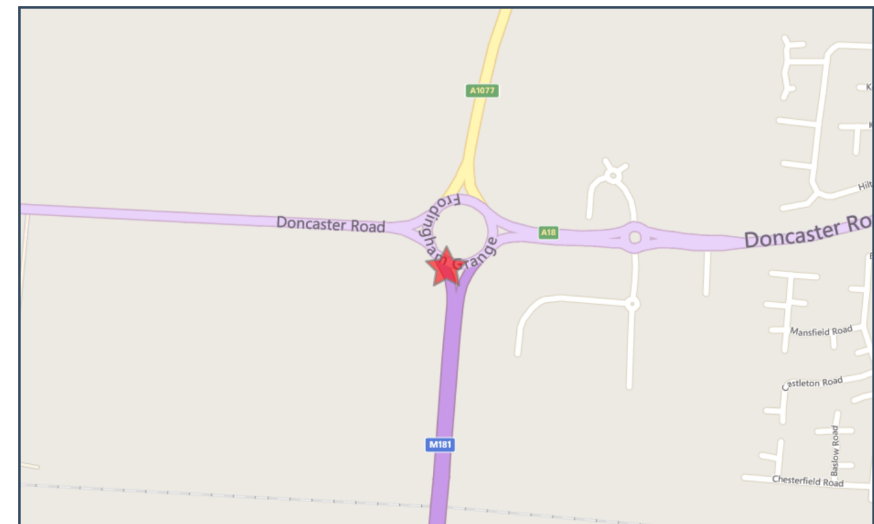
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Crash Date: Sunday, July 15, 2018 **Time of Crash:** 1:45:00 PM **Crash Reference:** 2018160314947

Highest Injury Severity:	Serious	Road Number:	M181	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	486234 411040
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	19	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

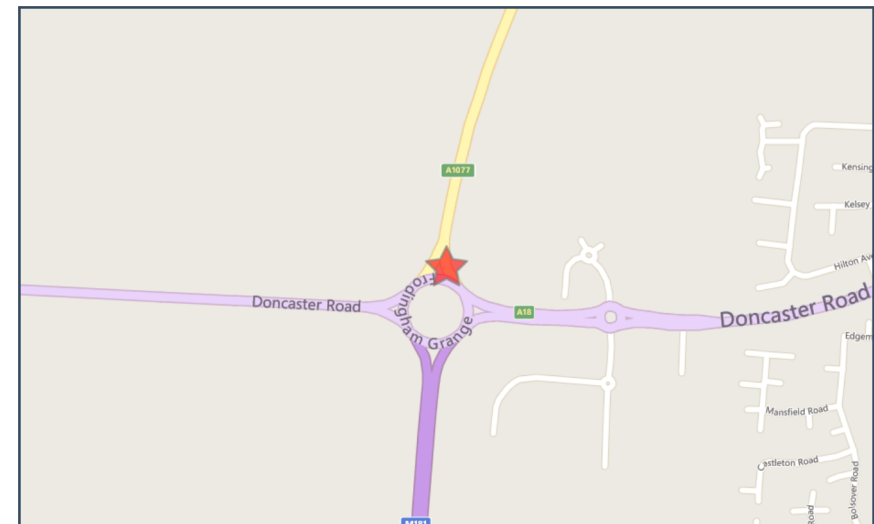
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Crash Date: Thursday, May 17, 2018 **Time of Crash:** 9:30:00 AM **Crash Reference:** 2018160298298

Highest Injury Severity:	Slight	Road Number:	A1077	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486270 411163
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		8 Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Car (excluding private hire)		2 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

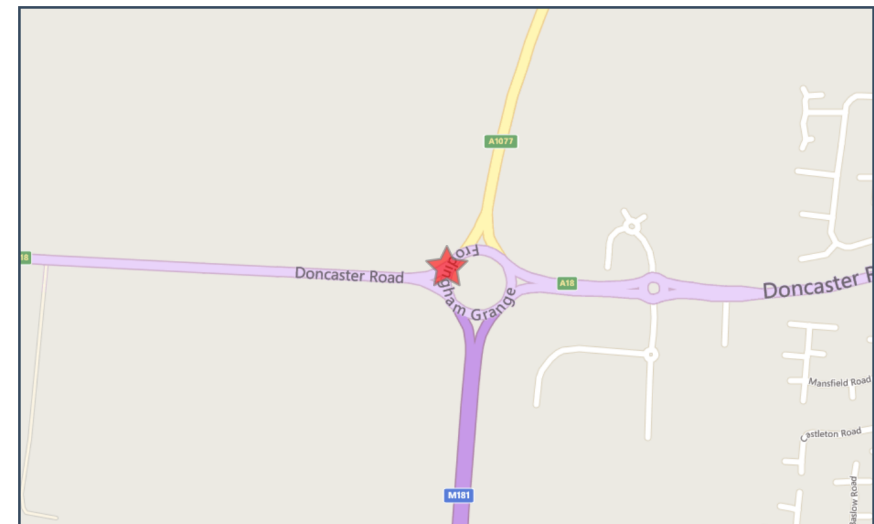
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Crash Date: Saturday, November 17, 2018 **Time of Crash:** 11:50:00 AM **Crash Reference:** 2018160350580

Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486204 411122
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	26 - 35	Vehicle is slowing down or stopping	Front	Other	None	None
1	Car (excluding private hire)	12	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

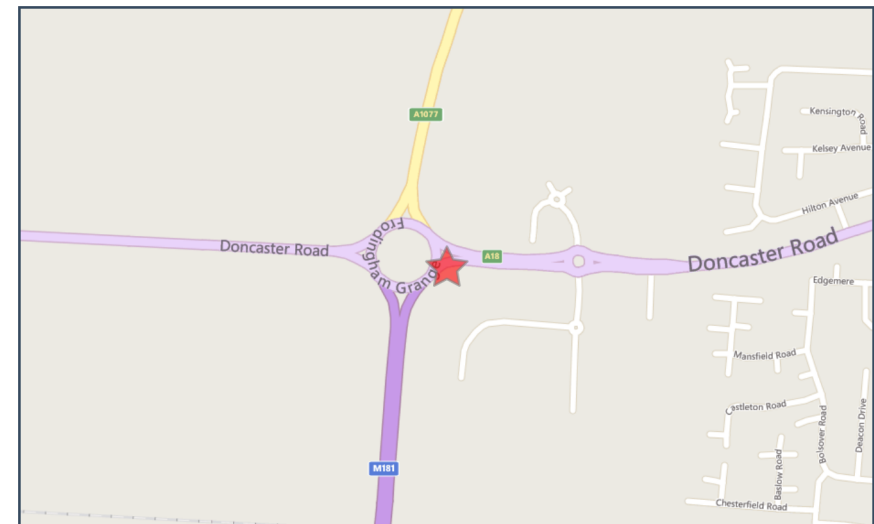
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Crash Date:	Wednesday, November 18, 2015	Time of Crash:	12:40:00 PM	Crash Reference:	2015160B04841
Highest Injury Severity:	Serious	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486321 411081
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	Unknown	Vehicle is changing lane to the left	Did not impact	Other	None	None
1	Car (excluding private hire)	12	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	Kerb	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

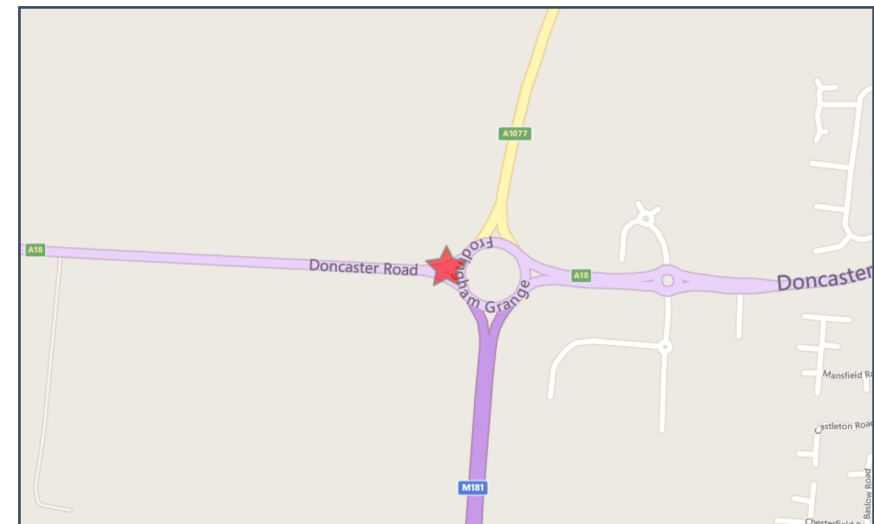
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2019 data is provisional and is subject to change

Crash Date: Tuesday, February 19, 2019 **Time of Crash:** 3:38:00 PM **Crash Reference:** 2019160817179

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486182 411107
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	25-34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Car (excluding private hire)	-1	Male	55-64	Vehicle is waiting to proceed normally but is held up	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	55-64	Unknown or other	Unknown or other

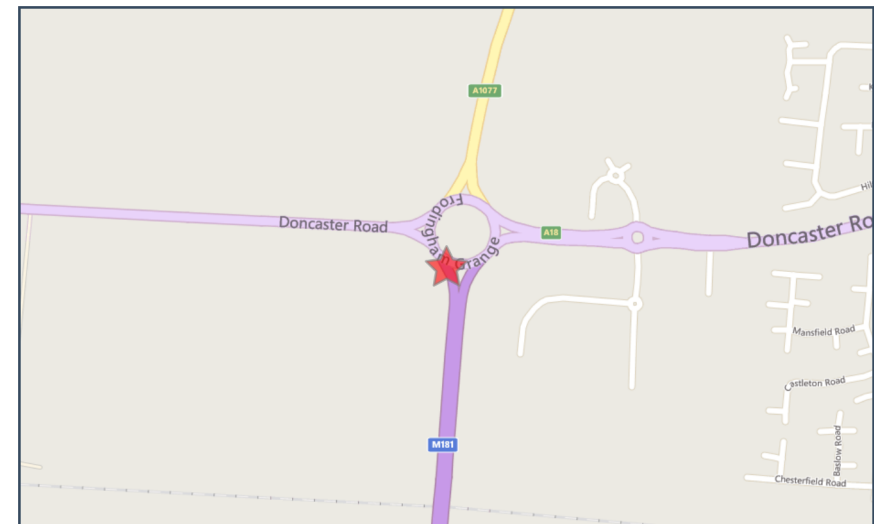
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Crash Date: Thursday, July 20, 2017 **Time of Crash:** 8:00:00 AM **Crash Reference:** 2017160202314

Highest Injury Severity:	Slight	Road Number:	M181	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486230 411040
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	-1	Female	21 - 25	Vehicle is waiting to turn right	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

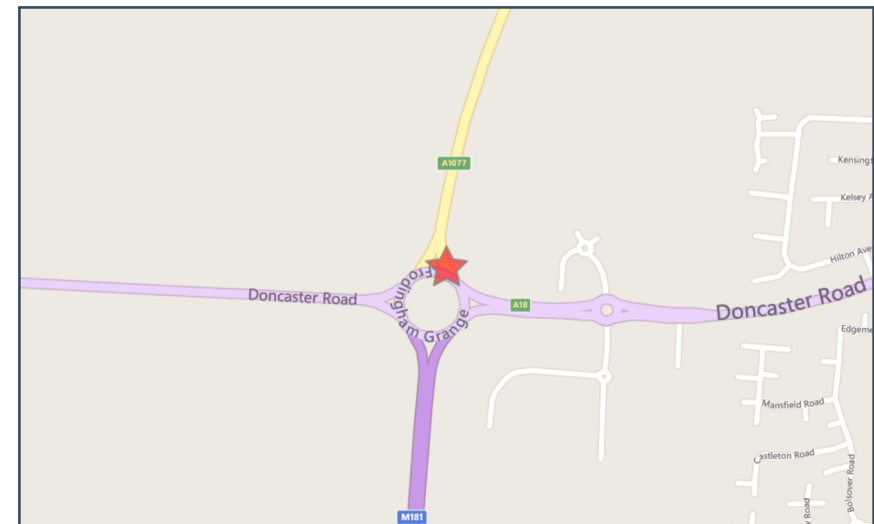
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Thursday, May 21, 2015 **Time of Crash:** 3:00:00 PM **Crash Reference:** 2015160B01491

Highest Injury Severity:	Slight	Road Number:	A1077	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486276 411157
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
2	Car (excluding private hire)	3	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

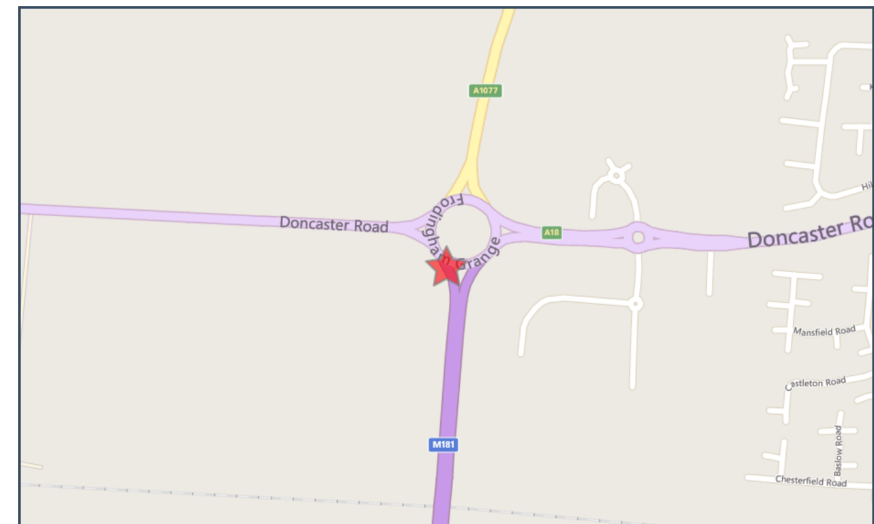
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Tuesday, May 23, 2017 **Time of Crash:** 12:19:00 PM **Crash Reference:** 2017160185988

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486229 411045
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		7 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None
1	Car (excluding private hire)		9 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

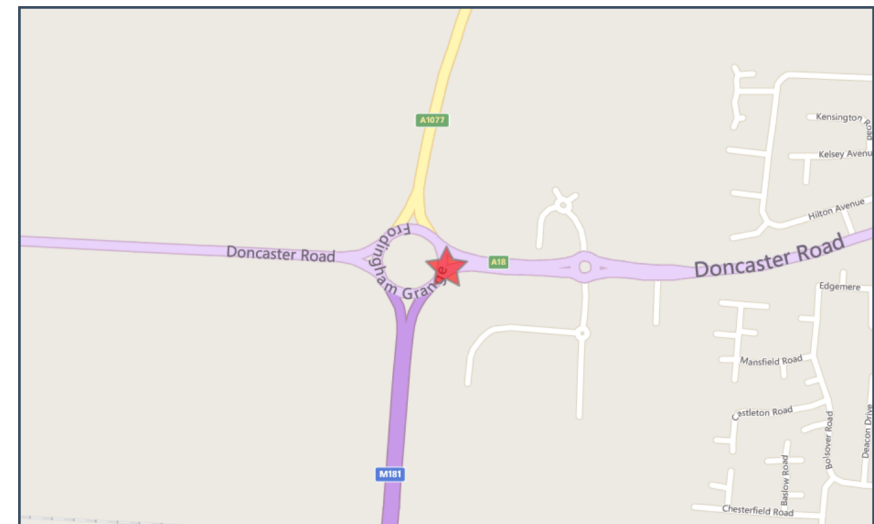
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Tuesday, May 23, 2017 **Time of Crash:** 6:48:00 PM **Crash Reference:** 2017160186246

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	3	OS Grid Reference:	486311 411083
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	15	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
2	Motorcycle over 500cc	21	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Good vehicles of unknown weight	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

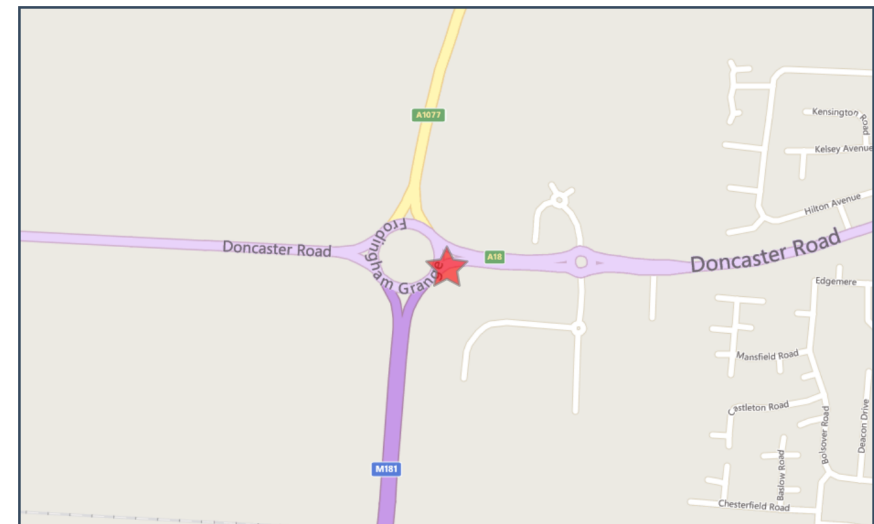
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Crash Date: Thursday, November 26, 2015 **Time of Crash:** 12:45:00 PM **Crash Reference:** 2015160B04271

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486317 411082
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	2	Male	21 - 25	Vehicle is waiting to turn left	Back	Other	None	None

Casualties

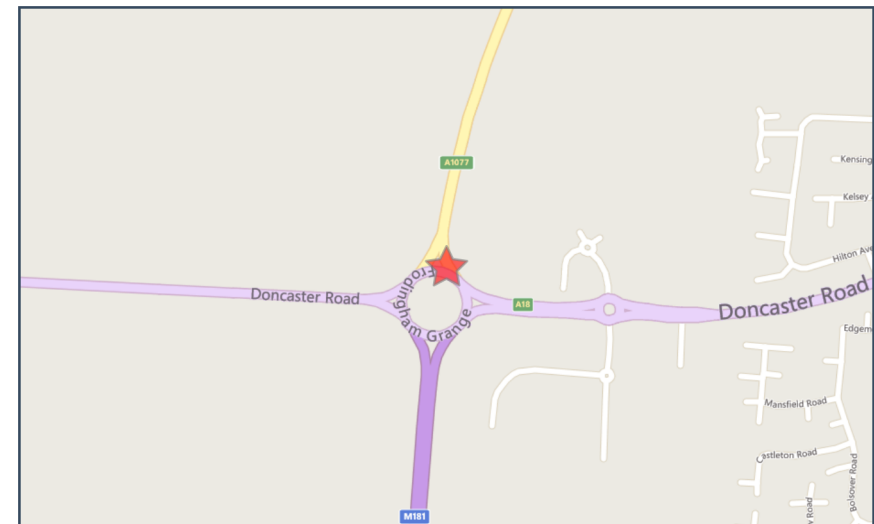
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Wednesday, December 26, 2018	Time of Crash:	8:18:00 PM	Crash Reference:	2018160807096
Highest Injury Severity:	Serious	Road Number:	A1077	Number of Casualties:	3
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486272 411155
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	18	Male	21 - 25	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other

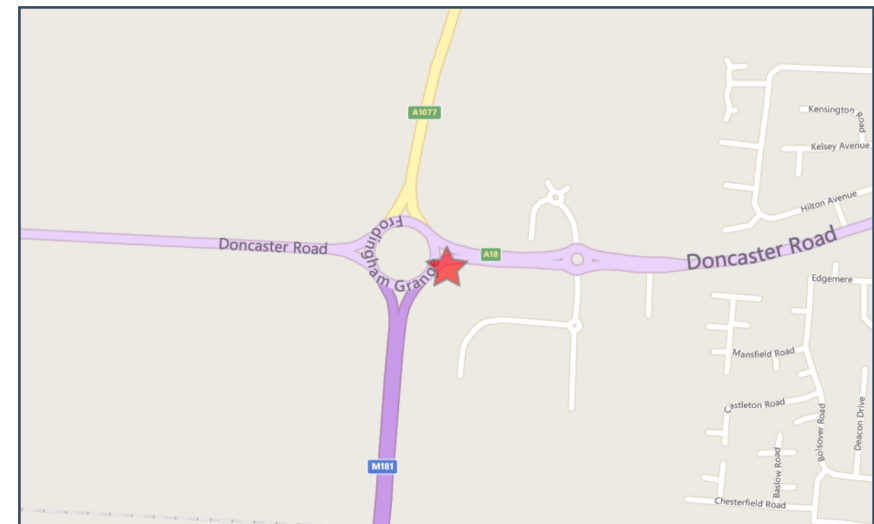
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Crash Date: Friday, October 28, 2016 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2016160122613

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	486323 411082
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle 7.5 tonnes mgw and over	7	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

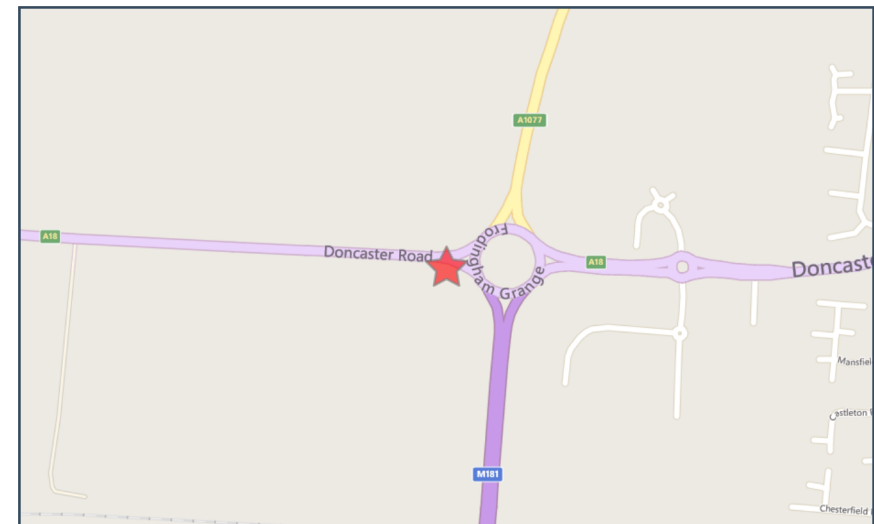
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Crash Date: Thursday, August 30, 2018 **Time of Crash:** 1:30:00 PM **Crash Reference:** 2018160327777

Highest Injury Severity:	Slight	Road Number:	A18	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	2	OS Grid Reference:	486160 411090
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		9 Female	16 - 20	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

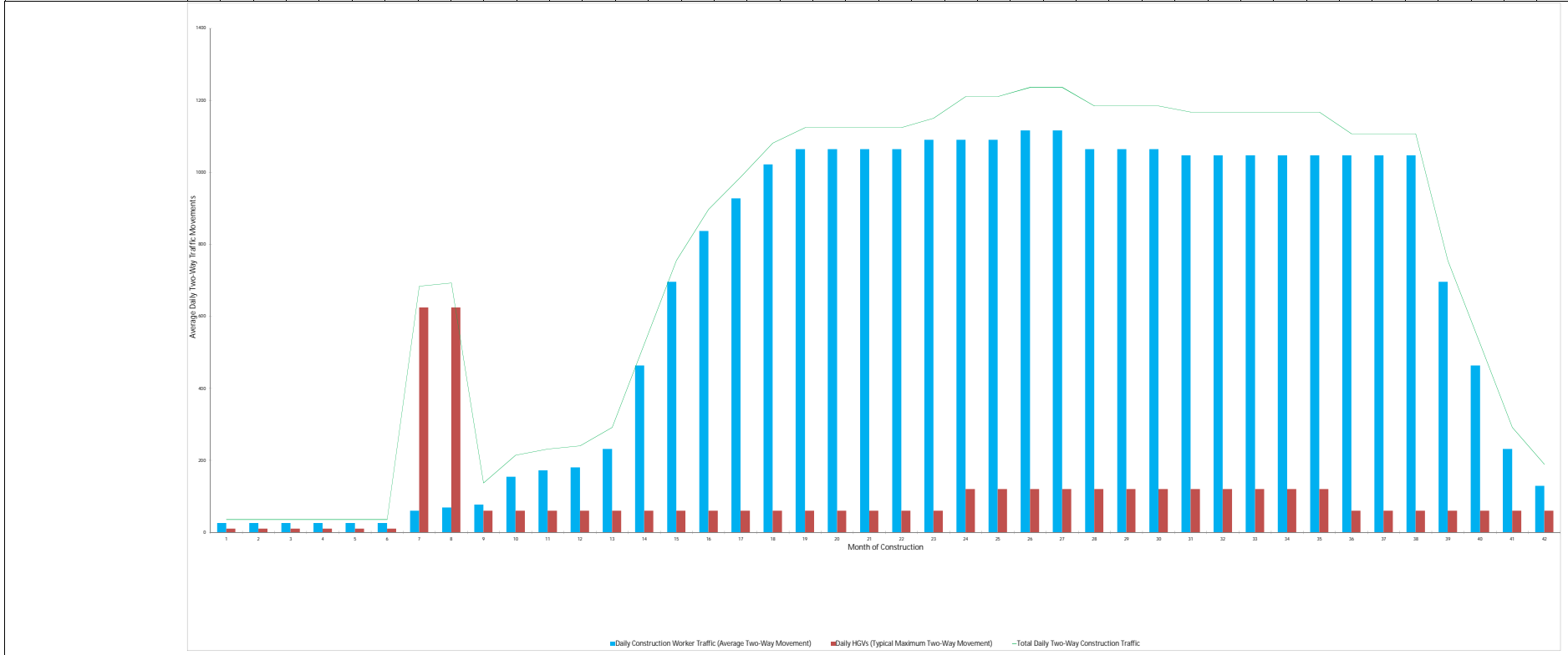
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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ANNEX D: CONSTRUCTION VEHICLE TRAFFIC PROFILE

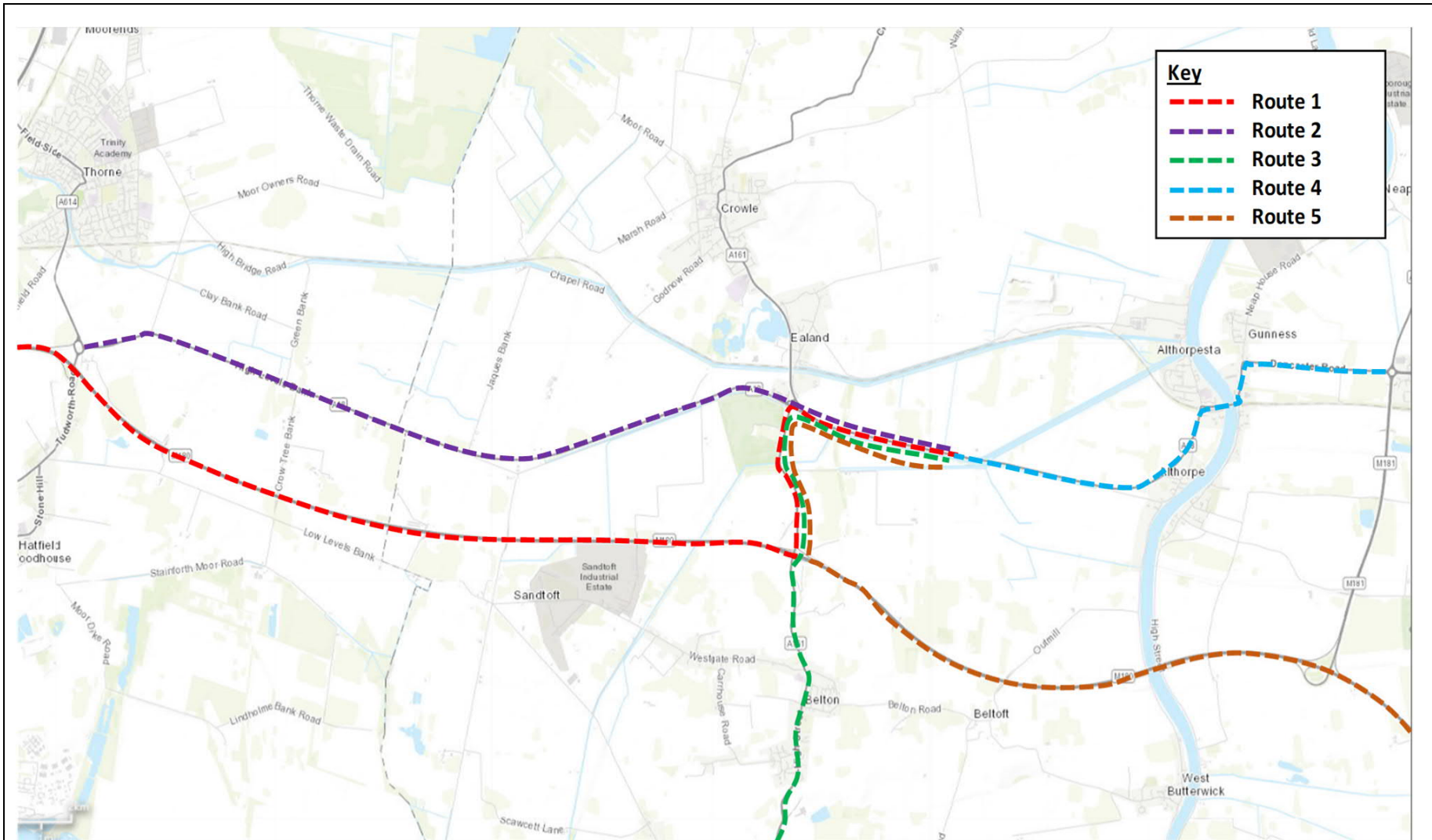
Description	Early Preparation Works						Main Construction Works																																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42						
Typical Daily CCOT and CCP Construction Workforce in Month	30	30	30	30	30	30	70	80	90	180	200	210	270	540	810	975	1080	1190	1240	1240	1240	1240	1270	1270	1270	1300	1300	1240	1240	1240	1220	1220	1220	1220	1220	1220	1220	1220	1220	1220	810	540	270	150				
Typical Daily Construction Worker Vehicles (Inbound) (Based on 2.33 per vehicle)	13	13	13	13	13	13	30	34	39	77	86	90	116	232	348	418	464	511	532	532	532	532	545	545	545	558	558	532	532	532	524	524	524	524	524	524	524	524	524	524	524	524	348	232	116	64		
Typical Daily Construction Worker Vehicles (Outbound) (Based on 2.33 per vehicle)	13	13	13	13	13	13	30	34	39	77	86	90	116	232	348	418	464	511	532	532	532	532	545	545	545	558	558	532	532	532	524	524	524	524	524	524	524	524	524	524	524	524	348	232	116	64		
Typical Maximum Daily HGV Traffic in Month (Inbound)	5	5	5	5	5	5	312	312	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
Typical Maximum Daily HGV Traffic in Month (Outbound)	5	5	5	5	5	5	312	312	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
Daily Construction Worker Traffic (Average Two-Way Movement)	26	26	26	26	26	26	60	69	77	155	172	180	232	464	695	837	927	1021	1064	1064	1064	1064	1090	1090	1090	1116	1116	1064	1064	1064	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	695	464	232	129		
Daily HG Vs (Typical Maximum Two-Way Movement)	10	10	10	10	10	10	624	624	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	
Total Daily Two-Way Construction Traffic	36	36	36	36	36	36	684	693	137	215	232	240	292	524	755	897	987	1081	1124	1124	1124	1124	1150	1210	1210	1236	1236	1184	1184	1184	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167	1167



Keadby 3 - Construction Workforce Profile



ANNEX E: CONSTRUCTION WORKER VEHICLE ROUTES



Key

- - - Route 1
- - - Route 2
- - - Route 3
- - - Route 4
- - - Route 5

Date	06.07.2020
Design	JS
Checked	PF
Appr'd	PF

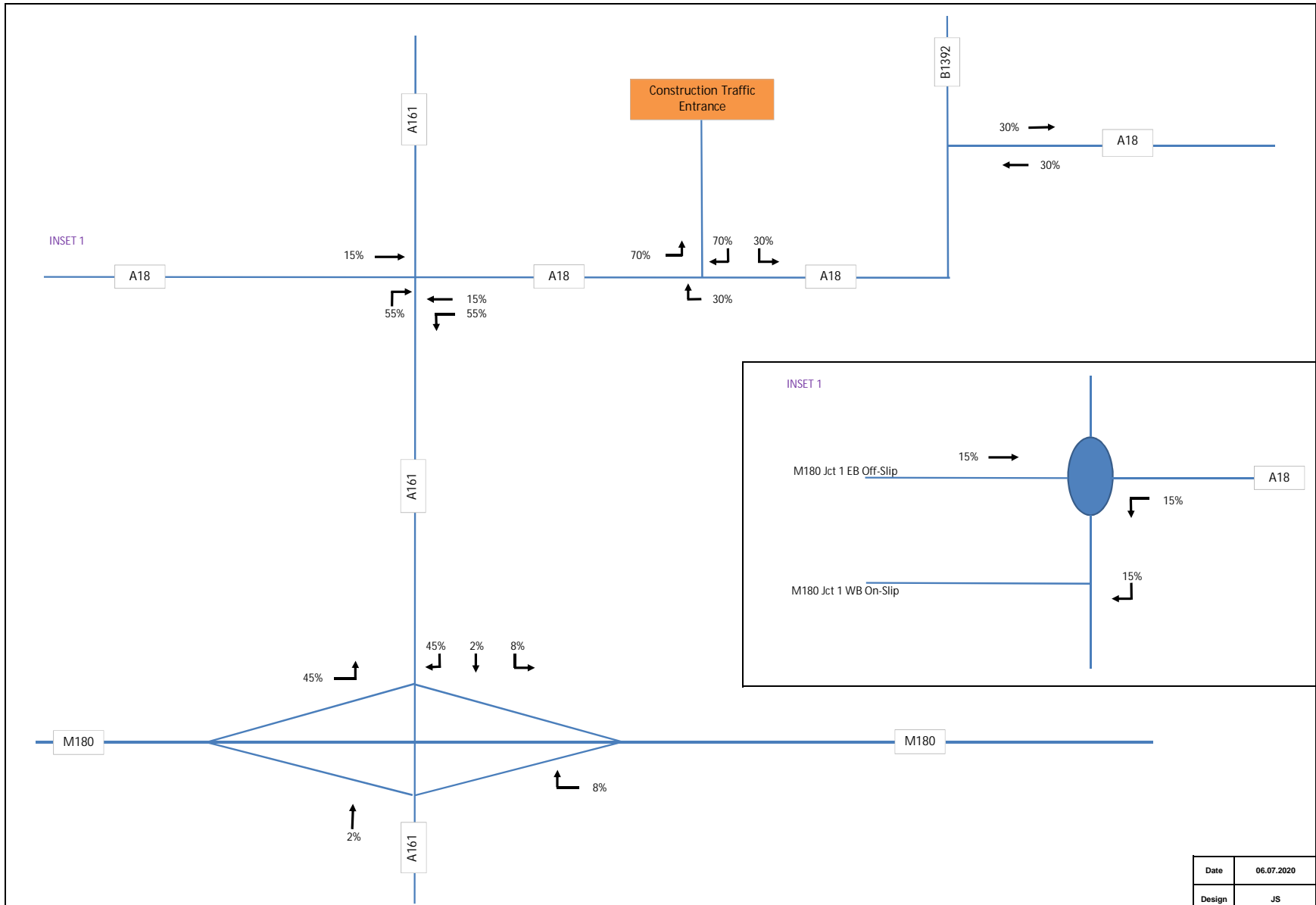
Client:	Project:	Title:
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Worker Vehicle Routes



Drawing Number:	Revision:
	A

File:

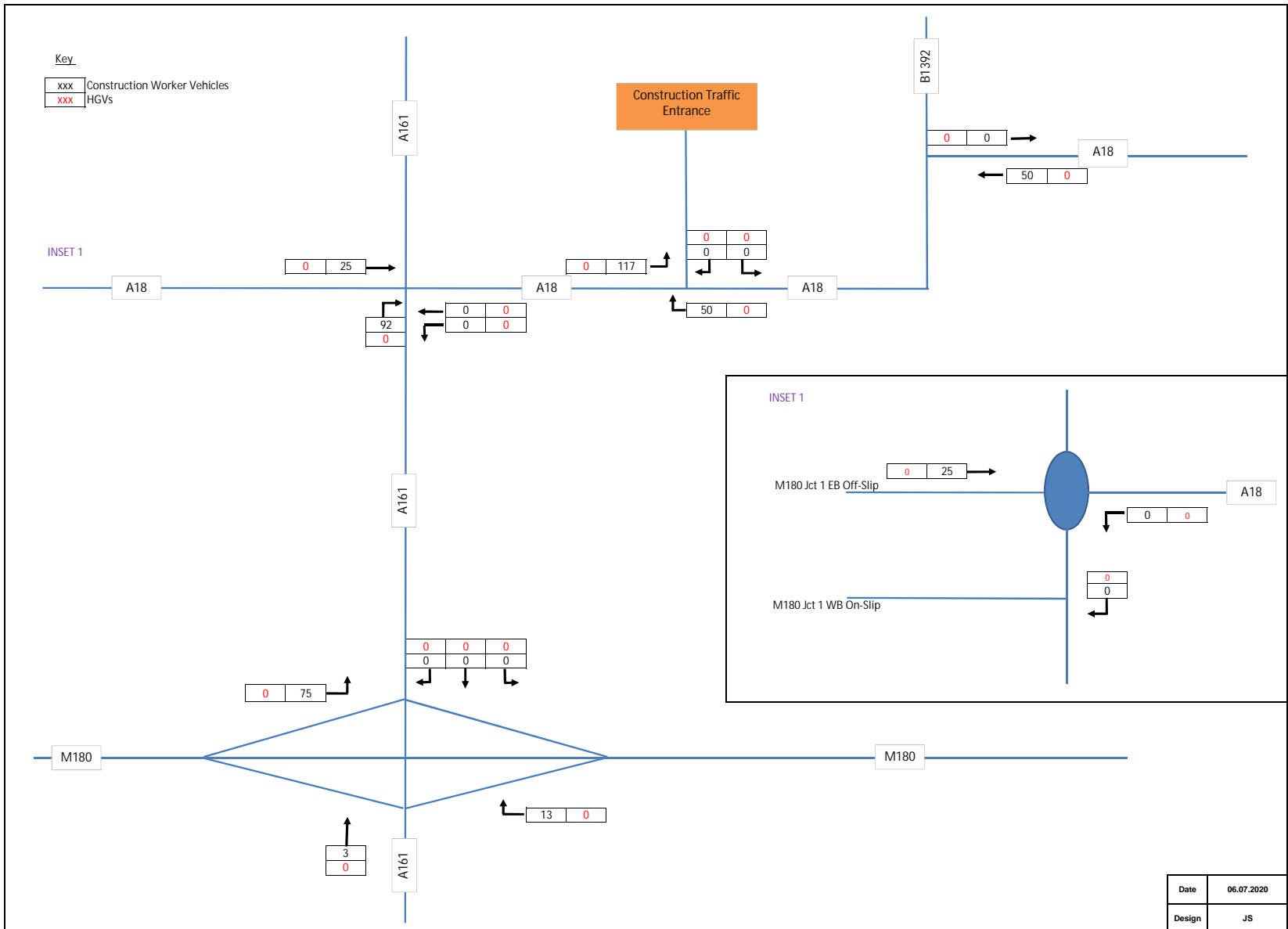
ANNEX F: CONSTRUCTION WORKER VEHICLE ASSIGNMENT



Client:	Project:	Title:		Drawing Number:	Revision:
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Worker Vehicle Assignment			A
			File:		

Date	06.07.2020
Design	JS
Checked	PF
Appr'd	PF

ANNEX G: CONSTRUCTION VEHICLE FLOWS



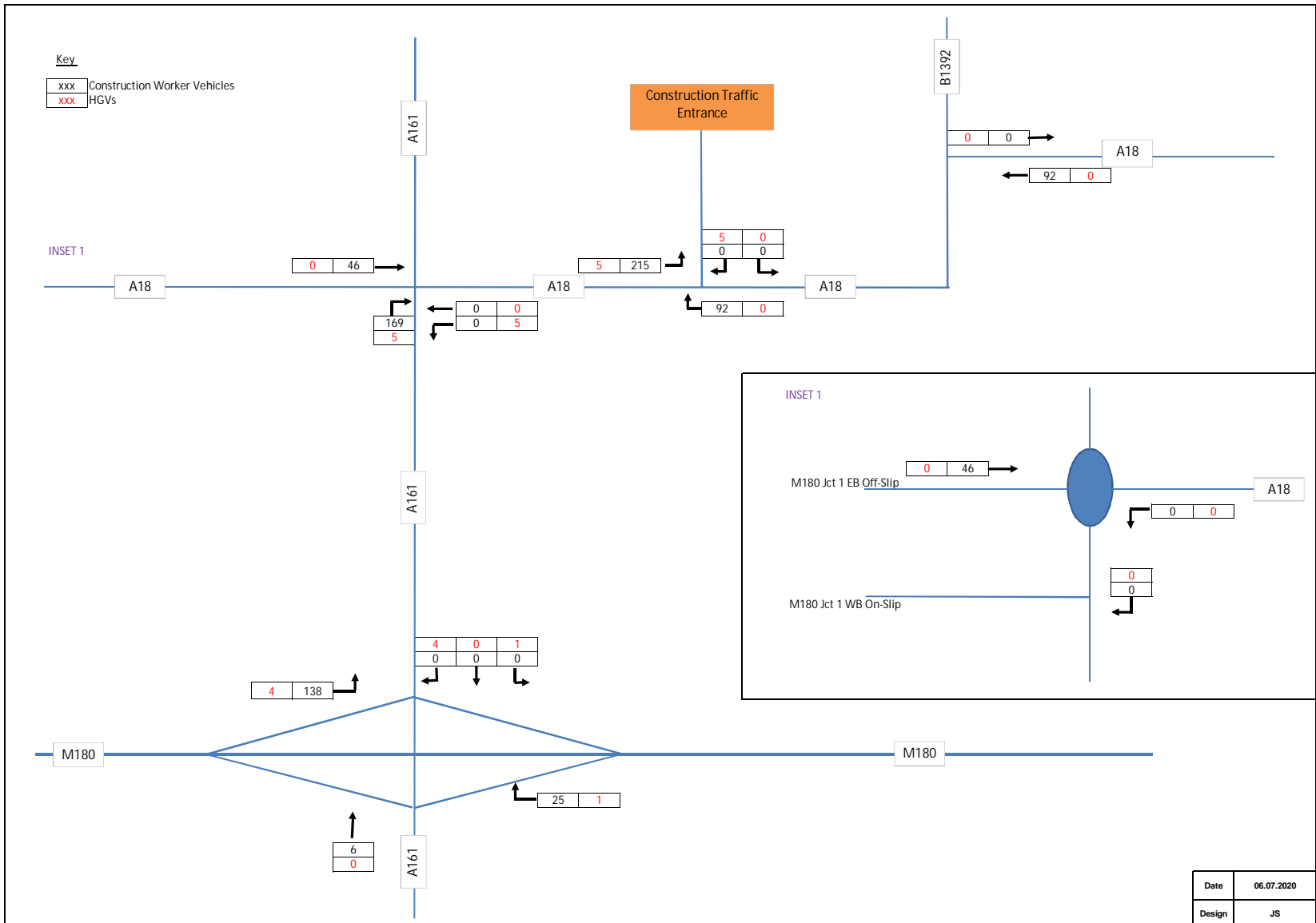
Date	06.07.2020
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (06:00 - 07:00)

Drawing Number:	Revision:
	A

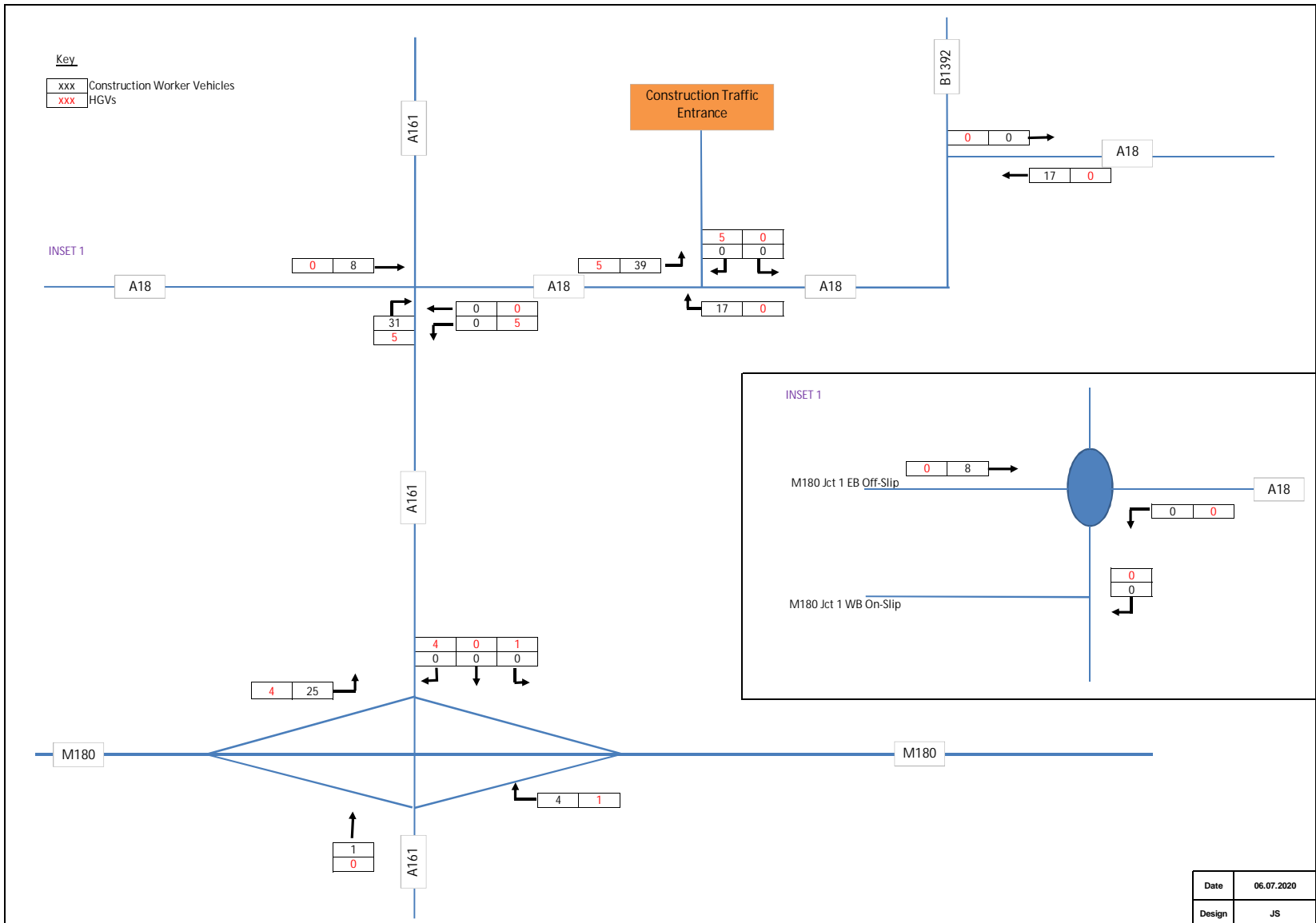


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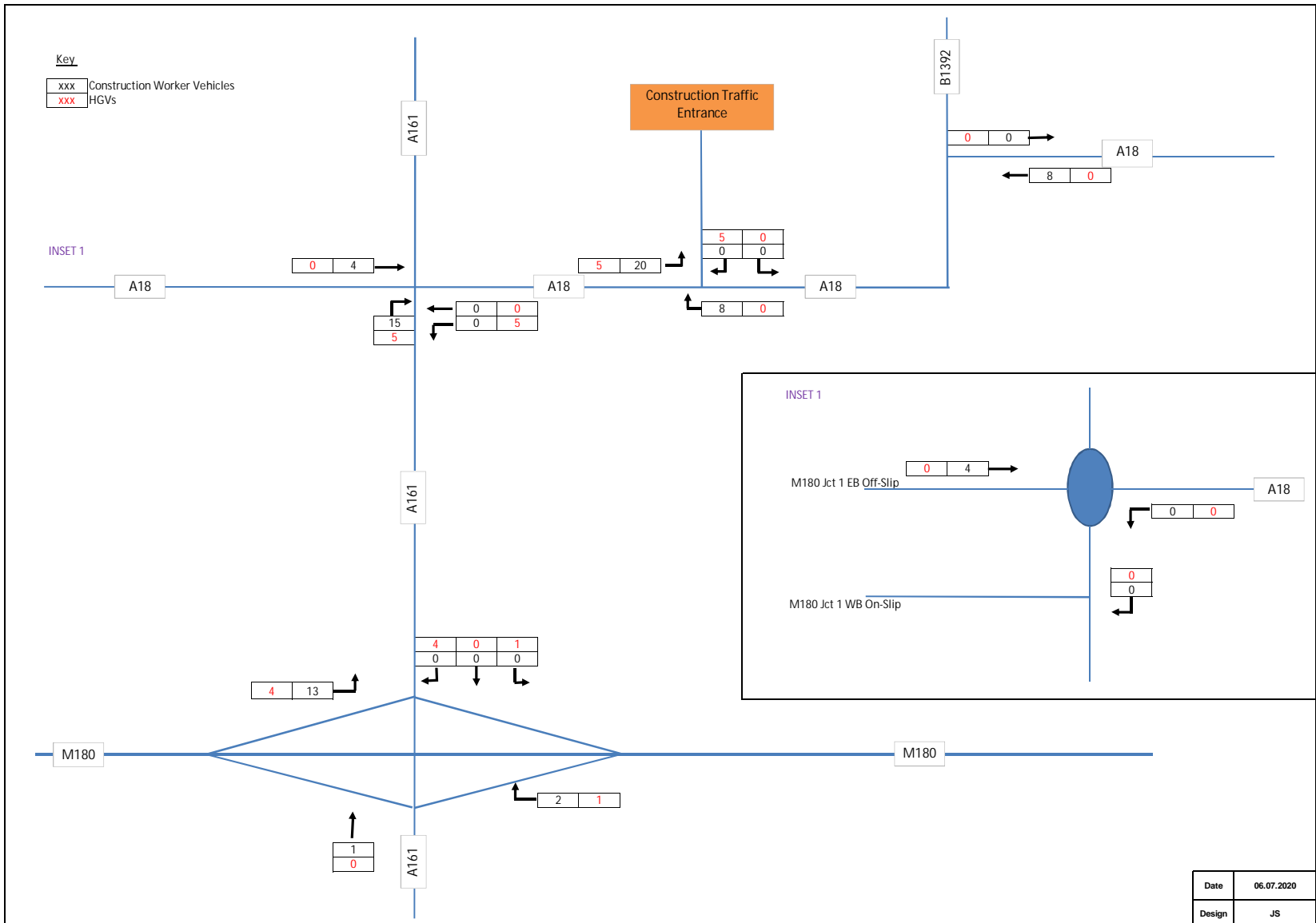
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SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (07:00 - 08:00)		A	06.07.2020
					Design
					JS
					Checked
					PF
					Appr'd
					PF
			File:		





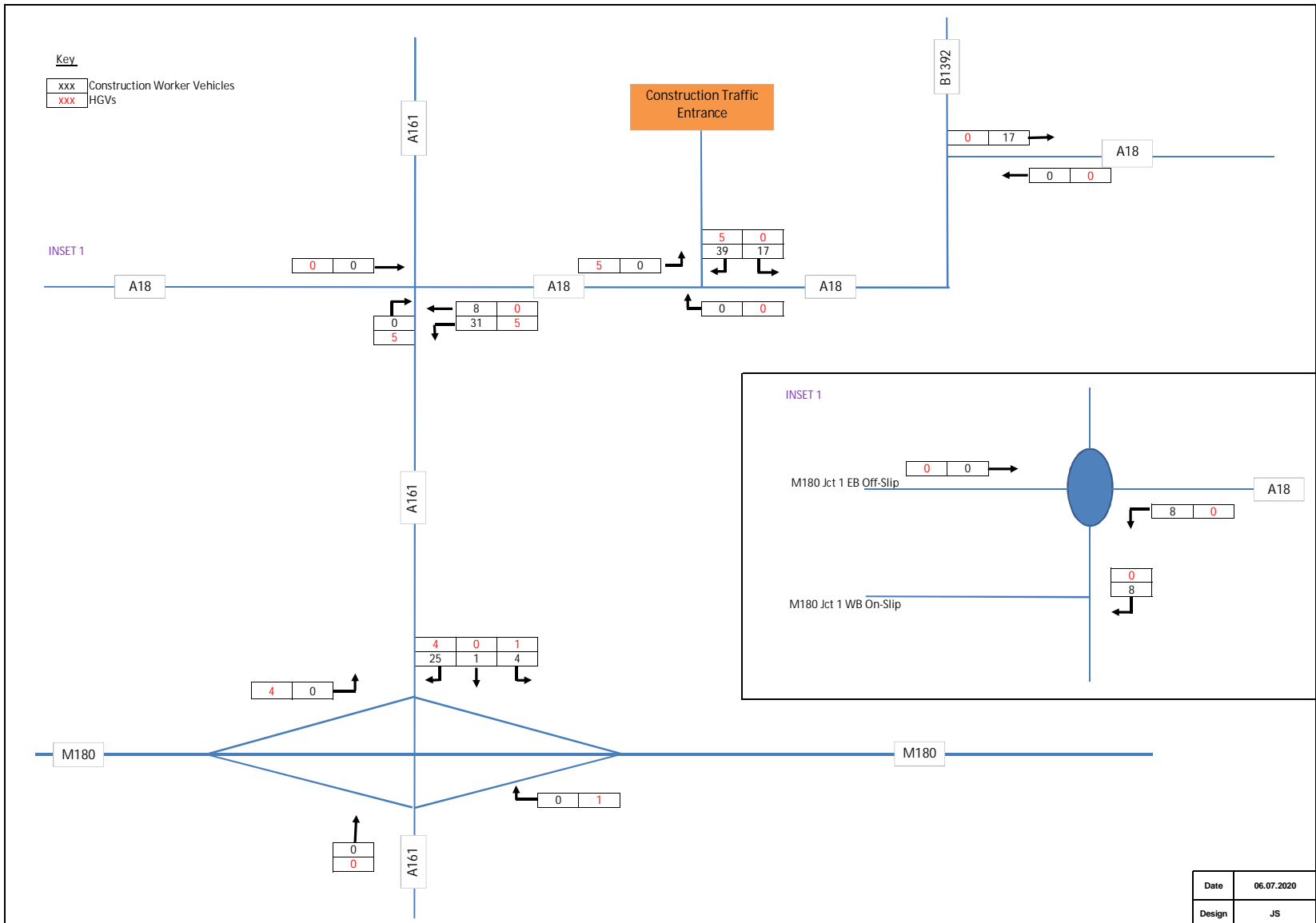
Client:	Project:	Title:	Drawing Number:	Revision:	Date
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (08:00 - 09:00)		A	06.07.2020
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					JS
					Checked
					PF
					Appr'd
					PF
			File:		



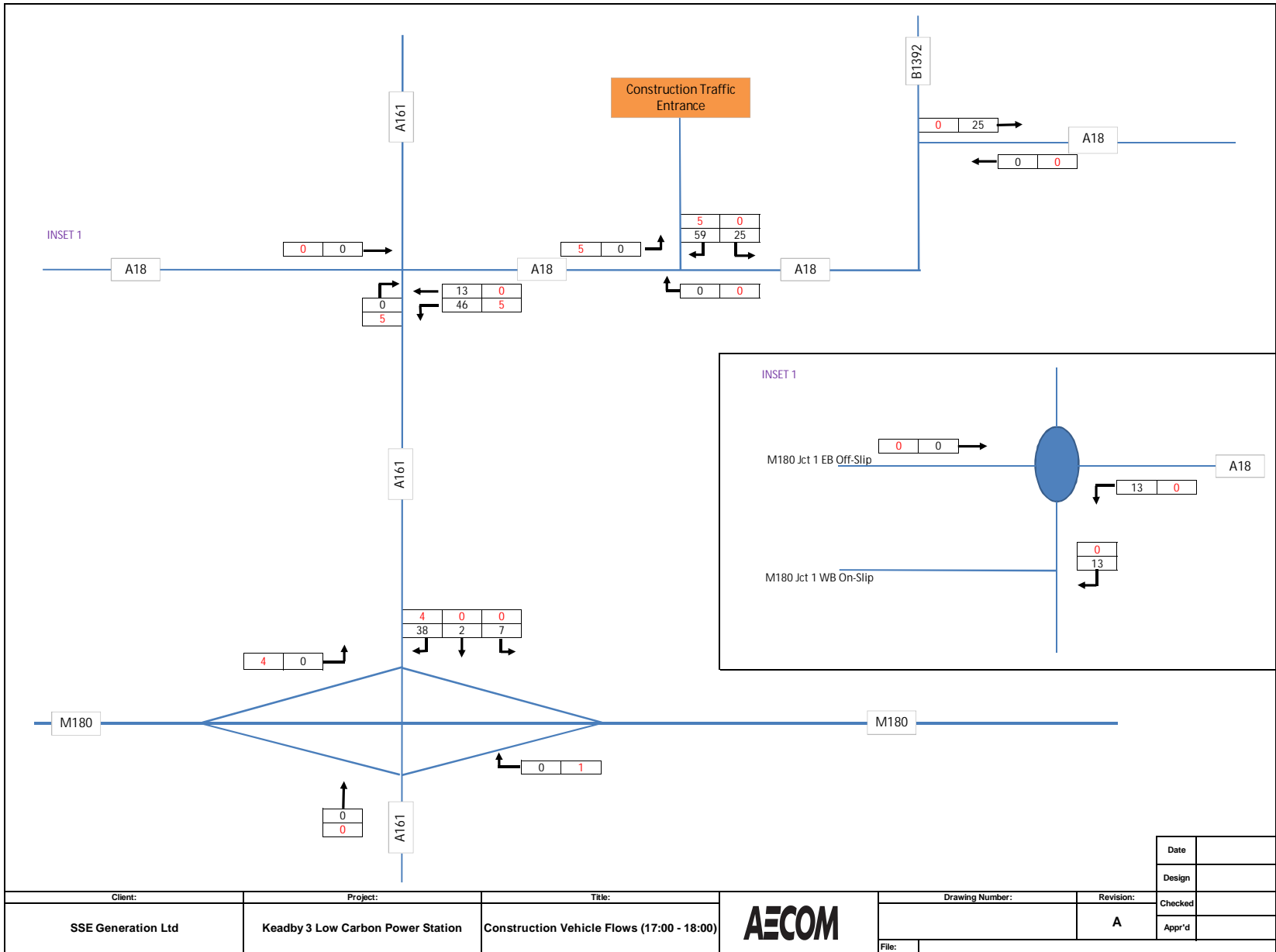


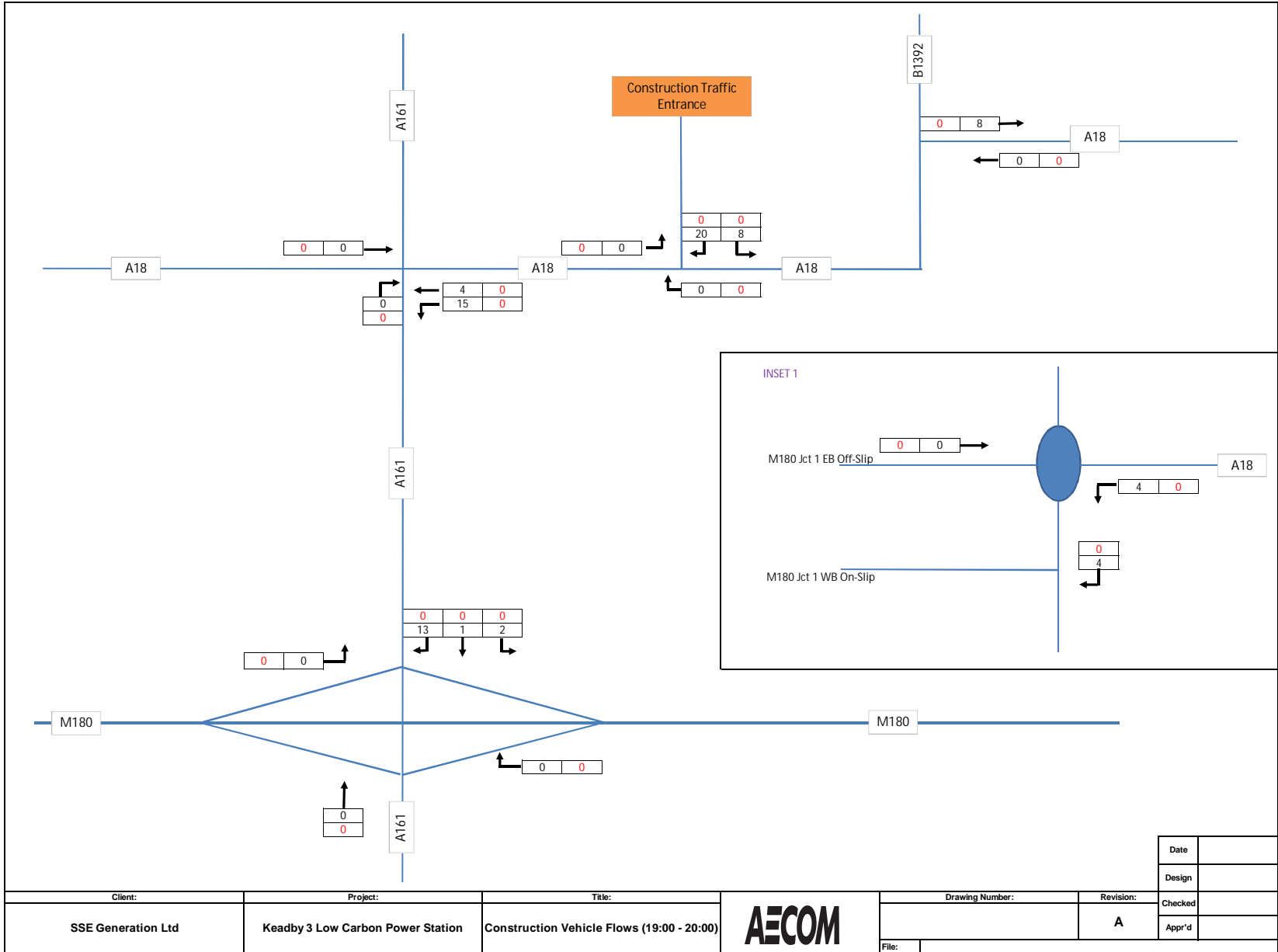
Client:	Project:	Title:	Drawing Number:	Revision:	Date
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (09:00 - 10:00)		A	06.07.2020
					Design
					JS
					Checked
					PF
					Appr'd
					PF
					File:





Client:	Project:	Title:	Drawing Number:	Revision:	Date	
SSE Generation Ltd	Keadby 3 Low Carbon Power Station	Construction Vehicle Flows (16:00 - 17:00)		A	06.07.2020	
AECOM					Design	JS
					Checked	PF
File:					Appr'd	PF





ANNEX H: JUNCTION MODEL OUTPUTS

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2021
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Filename: A18_SITEACCESS.j9
Path: K:\Transport Projects\60625943 - Keadby 3 CCGTModelling\Geometries
Report generation date: 10/03/2021 14:29:20

«2031 Base + Committed + Peak of Construction, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2031 Base + Committed + Peak of Construction												
Stream B-C	0.0	0.00	0.00	A	0.92	53 %	0.0	7.91	0.04	A	0.75	66 %
Stream B-A	0.1	20.68	0.03	C			0.2	13.48	0.15	B		
Stream C-AB	0.2	8.36	0.19	A			0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\CLEASBYD
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Committed + Peak of Construction	AM	ONE HOUR	07:45	09:15	15	✓

2031 Base + Committed + Peak of Construction, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A18 / Site Access	T-Junction	Two-way	0.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A18 West		Major
B	Site Access		Minor
C	A18 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	162.0	✓	14.20

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.70	5.30	5.10	5.00	✓	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	622	0.113	0.287	0.180	0.409
1	B-C	552	0.085	0.214	-	-
1	C-B	726	0.281	0.281	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	627	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	225	402
B	10	0	0
C	335	92	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	2	9
B	100	0	0
C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.03	20.68	0.1	C	9	14
C-AB	0.19	8.36	0.2	A	84	127
C-A					307	461
A-B					206	310
A-C					369	553

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	471	0.000	0	0.0	0.0	0.000	A
B-A	8	2	443	0.017	7	0.0	0.0	16.538	C
C-AB	69	17	593	0.117	69	0.0	0.1	6.857	A
C-A	252	63			252				
A-B	169	42			169				
A-C	303	76			303				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	455	0.000	0	0.0	0.0	0.000	A
B-A	9	2	408	0.022	9	0.0	0.0	18.062	C
C-AB	83	21	567	0.146	83	0.1	0.2	7.423	A
C-A	301	75			301				
A-B	202	51			202				
A-C	361	90			361				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	433	0.000	0	0.0	0.0	0.000	A
B-A	11	3	359	0.031	11	0.0	0.1	20.668	C
C-AB	101	25	532	0.190	101	0.2	0.2	8.352	A
C-A	369	92			369				
A-B	248	62			248				
A-C	443	111			443				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	433	0.000	0	0.0	0.0	0.000	A
B-A	11	3	359	0.031	11	0.1	0.1	20.682	C
C-AB	101	25	532	0.190	101	0.2	0.2	8.362	A
C-A	369	92			369				
A-B	248	62			248				
A-C	443	111			443				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	455	0.000	0	0.0	0.0	0.000	A
B-A	9	2	407	0.022	9	0.1	0.0	18.081	C
C-AB	83	21	567	0.146	83	0.2	0.2	7.434	A
C-A	301	75			301				
A-B	202	51			202				
A-C	361	90			361				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	471	0.000	0	0.0	0.0	0.000	A
B-A	8	2	442	0.017	8	0.0	0.0	16.562	C
C-AB	69	17	593	0.117	69	0.2	0.1	6.877	A
C-A	252	63			252				
A-B	169	42			169				
A-C	303	76			303				

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: A18_SITEACCESS.j9
Path: K:\Transport Projects\60625943 - Keadby 3 CCGTModelling\Geometries
Report generation date: 10/03/2021 14:27:24

«2031 Base + Committed + Peak of Construction, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2031 Base + Committed + Peak of Construction												
Stream B-C	0.0	0.00	0.00	A	0.92	53 %	0.0	7.91	0.04	A	0.75	66 %
Stream B-A	0.1	20.68	0.03	C			0.2	13.48	0.15	B		
Stream C-AB	0.2	8.36	0.19	A			0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\CLEASBYD
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Base + Committed + Peak of Construction	PM	ONE HOUR	15:45	17:15	15	✓

2031 Base + Committed + Peak of Construction, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A18 / Site Access	T-Junction	Two-way	0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A18 West		Major
B	Site Access		Minor
C	A18 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	162.0	✓	14.20

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.70	5.30	5.10	5.00	✓	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	585	0.107	0.269	0.169	0.385
1	B-C	599	0.092	0.232	-	-
1	C-B	726	0.281	0.281	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	421	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	10	411
B	49	0	17
C	571	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	100	16
B	13	0	0
C	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.91	0.0	A	16	23
B-A	0.15	13.48	0.2	B	45	67
C-AB	0.00	0.00	0.0	A	0	0
C-A					524	786
A-B					9	14
A-C					377	566

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	515	0.025	13	0.0	0.0	7.164	A
B-A	37	9	428	0.086	36	0.0	0.1	10.378	B
C-AB	0	0	1331	0.000	0	0.0	0.0	0.000	A
C-A	430	107			430				
A-B	8	2			8				
A-C	309	77			309				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	498	0.031	15	0.0	0.0	7.458	A
B-A	44	11	398	0.111	44	0.1	0.1	11.490	B
C-AB	0	0	1295	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	9	2			9				
A-C	369	92			369				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	474	0.040	19	0.0	0.0	7.910	A
B-A	54	13	356	0.152	54	0.1	0.2	13.466	B
C-AB	0	0	1245	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
A-B	11	3			11				
A-C	453	113			453				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	474	0.040	19	0.0	0.0	7.913	A
B-A	54	13	356	0.152	54	0.2	0.2	13.484	B
C-AB	0	0	1245	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
A-B	11	3			11				
A-C	453	113			453				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	498	0.031	15	0.0	0.0	7.468	A
B-A	44	11	398	0.111	44	0.2	0.1	11.514	B
C-AB	0	0	1295	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	9	2			9				
A-C	369	92			369				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	515	0.025	13	0.0	0.0	7.173	A
B-A	37	9	428	0.086	37	0.1	0.1	10.404	B
C-AB	0	0	1331	0.000	0	0.0	0.0	0.000	A
C-A	430	107			430				
A-B	8	2			8				
A-C	309	77			309				